

**LYNCHBURG CITY COUNCIL
PHYSICAL DEVELOPMENT COMMITTEE
Tuesday, January 14, 2014
9:00 a.m.**

Information Items

Recent/Pending Contract Awards: –

<u>Project/Phase</u>	<u>Contractor/Consultant</u>	<u>Budgeted Amount</u>	<u>Contract Amount</u>
Signal Replacement- Mayflower Dr. & Campbell Ave. Fort Ave. & Sandusky	Richardson – Wayland Electrical	\$117,875 \$108,508	\$226,383
James River Interceptor Division 3B	DLB, Inc.		\$5,960,000
Wards Road Pedestrian Trail Phase 2B	Concrete Foundations, Inc.	\$760,242	\$698,260

Update on priority projects – see attached report.

General Business

- 1. Vacate an Alley Between 401 Bay Street and 2517 Memorial Avenue Kevin Henry**
- 2. Appropriation of Sale of Property at 2400 Lakeside Drive Lee Newland**
- 3. Roll Call**

**Pc: Kimball Payne, City Manager
Bonnie Svrcek, Deputy City Manager
Council Members
Gaynelle Hart, Director of Public Works
News & Advance
File**

Next Meeting: February 11, 2014

Lynchburg Capital Projects (General Fund)

January 14, 2014

Projects of Interest		Status		Notes
Timberlake / Logan's Lane Intersection		Design	July 2014	Preliminary Design - Public Meeting Held - Interchange Modification Report Submitted to VDOT
Wards Road Pedestrian X-ing 2B		Construction	May 2014	Trail Phase 2B - Project Notice to Award - Pre-Construction being Scheduled
Midtown Connector		Construction	March 2015	Under Construction - Fort / Park Avenue Open - Working on Langhorne
Greenview Drive Phase 2		R/W	August 2014	Project May be Included in P3 RFP with VDOT - Revenue Sharing Funds Awarded - Moving Towards R/W Acquisition
Kemper Street Bridge / Interchange		Design	March 2013	Bids Due January 17th.
Signal Improvements - Edgewood/Fort, University/Evans & Oak/Rivermont		Construction	December 2013	Project Closeout
Lower Bluffwalk Phase 2		Construction	October 2014	Underway
Memorial - Park - Lakeside Intersection		R/W	April 2013	Utility Relocations Underway - Bid Project in February
Miller Center Renovations		Construction	August 2014	Construction Going Well.
Odd Fellows Road - P3		Advertising	February 2014	Proposal Being Considered By VDOT
Lakeside Drive Improvements @ L.C.		Design	September 2014	Negotiations with Consultant
Harvard Road Improvements at Tunnel		Construction	June 2014	Adding Turn Lanes and Utilities
Wards Road Bridge Repairs		Construction	October 2013	Road Open - Painting Underneath
Fifth Street Phase 2 Utilities w/ Streetscapes		Construction	November 2013	Pavement Striping Dependant on Weather

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **January 14, 2014 (PDC)**

AGENDA ITEM NO.:

CONSENT: REGULAR: **X**

WORK SESSION:

CLOSED SESSION:
(Confidential)

ACTION: **X**

INFORMATION:

ITEM TITLE: **Vacate an alley between 401 Bay Street and 2517 Memorial Avenue**

RECOMMENDATION: Vacate the alley.

SUMMARY: Mr. Tony West (Westward Investment Properties, LLC) is petitioning to vacate an alley between 401 Bay Street and 2517 Memorial Avenue. The alley is eighty (80) feet in length and ten (10) feet wide.

This alley vacation petition is in conjunction with a rezoning petition for B-3, Community Business District to B-5C, General Business District (Conditional) that has been submitted for a portion of the property at 2517 Memorial Avenue. Currently a parking garage encroaches into the alley by about four and a half (4.5) feet. If the rezoning petition and subsequent site plan are approved, the petitioner plans to construct a commercial building in the same location as the parking garage. The parking garage is planned to be demolished if the rezoning petition and subsequent site plan are approved. The alley vacation will allow the commercial building to be built in the same footprint as the garage.

The alley does not currently serve a function as it is unopened and all the adjoining properties have right of way access through other means.

The adjoining property owner at 401 Bay Street (Ms. Tammy K. Foutty) has not consented to the proposed vacation. The petitioner has tried a variety of methods in contacting the owner without success. Therefore, the petitioner sent a certified letter to the owner informing her of the proposed action, still with no response. This particular neighbor would obtain approximately less than two hundred (200) square feet of new property.

Although the adjoining property owner has not consented, there appears to be minimal impact with the proposed vacation.

PRIOR ACTION(S):

December 20, 2013: The Technical Review Committee [TRC] reviewed the petition. The TRC comments have been incorporated into the proposed ordinance.

FISCAL IMPACT: None

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

ATTACHMENT(S):

- Ordinance
- Application
- Maps
- Copy of Site Plan (alley highlighted)
- Certified letter sent to neighbor

REVIEWED BY:

AN ORDINANCE VACATING RIGHT OF WAY BETWEEN 401 BAY STREET AND 2517 MEMORIAL AVENUE.

WHEREAS, Mr. Tony West (Westward Investment Properties, LLC) is petitioning to vacate right of way located between the properties of 401 Bay Street and 2517 Memorial Avenue, which extends eighty (80) feet; and

WHEREAS, City Council finds that no public inconvenience will result from vacating the right of way

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Lynchburg, on its own motion, and in accordance with the provisions of Section 15.2-2006 of the Code of Virginia, 1950, as amended, and Section 35-71 through Section 36-77 of the City Code, 1981, as amended, the following described right of way be, and the same hereby is, discontinued and vacated, namely:

The right of way located between 401 Bay Street and 2517 Memorial Avenue, which extends eighty (80) feet.

Said vacation is contingent upon the following: (1) that an easement to locate, relocate, repair, replace, maintain and perpetually operate all utilities currently located therein or needed by the City in the future is hereby reserved unto the City of Lynchburg, and the construction of any building or structure or the use of the vacated property in any manner that could interfere with the City's right to locate, relocate, repair, replace, maintain and perpetually operate utilities is prohibited without the prior written approval of the City Manager's Office, City Utilities Division and the City Engineering Division.

BE IT FURTHER ORDAINED that the Clerk of the Council is hereby authorized and directed to deliver a duly-certified copy of this ordinance to the Clerk of the Circuit Court for the City of Lynchburg so that said certified copy of this ordinance may be recorded as deeds are recorded and indexed in the name of the City of Lynchburg.

Adopted:

Certified:

Clerk of Council

APPLICATION FOR THE VACATION OF A

Alley
(Street/Alley)

LOCATED BETWEEN

on Judith Street between Alleghany Ave. & Bay St.

The undersigned applicant, Westward Investment Properties, LLC, pursuant to the provisions of Section 15.2-2006 of the Code of Virginia, 1950, as amended, and Section 35-71 through Section 35-77 of the City Code, 1981, as amended, respectfully makes application to the Lynchburg City Council for the vacation of that certain Alley described as follows:

Beginning at the southwest corner on Judith Street 115.85' northeast of the intersection of Alleghany Avenue and Judith Street at an iron rebar found; Thence N19°55'00"E 10.00' to a disturbed iron found; Thence S70°05'00"E 80.00' to a corner; Thence S19°55'00"W 10.00' to a rail road spike set; Thence N70°05'00"W 80.00' to the point of beginning.

The applicant further requests the Lynchburg City Council to hold a public hearing on this application at its meeting to be held in the Council Chambers, City Hall, 900 Church Street, Lynchburg, Virginia, on Feb.11, 2014, at 7:30 p.m., or as soon thereafter as the matter may be heard, and at the conclusion of which hearing to consider whether or not to vacate the above described Alley.

Given under my hand this *10th* day of *Dec*, 20 *13*.


Westward Investment Properties, LLC
Applicant

2600 Memorial Avenue, Lychburg, Va. 24501
Address

434-401-4962
Telephone Number

WE, THE ADJOINING PROPERTY OWNER(S), ARE IN AGREEMENT TO THE
VACATION OF THE ABOVE DESCRIBED PROPERTY:

Signed before me this 10th day of December, 2013

*City of Lynchburg
Commonwealth of Virginia*

Dale H. Kahl

Notary

My commission expires 10-31-2016

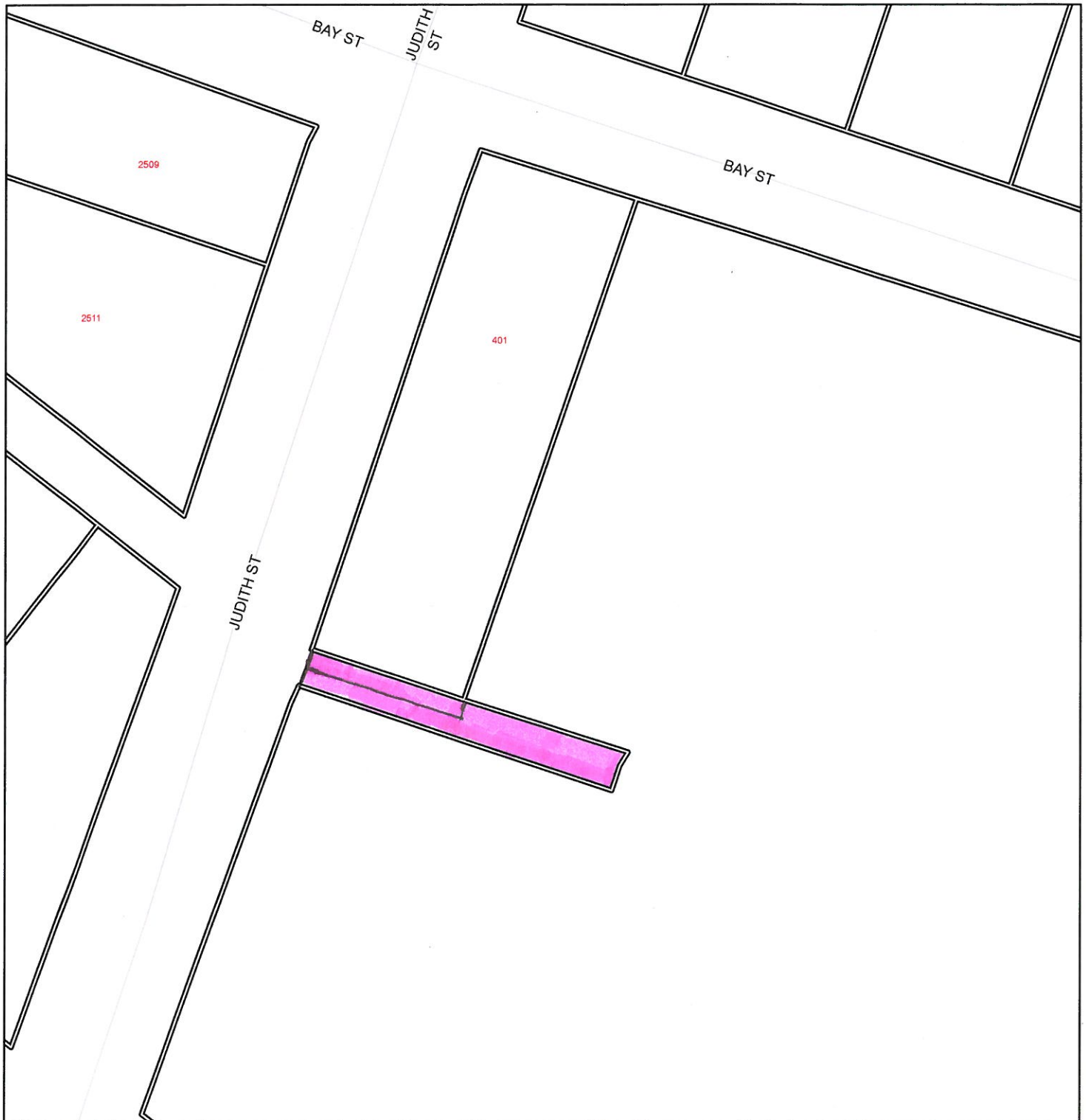
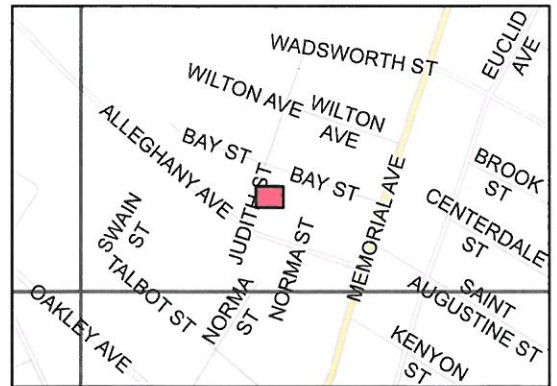
Notary 205092

2517 Memorial Avenue & 401 Bay Street

Right-of-Way Vacation



Area to be vacated

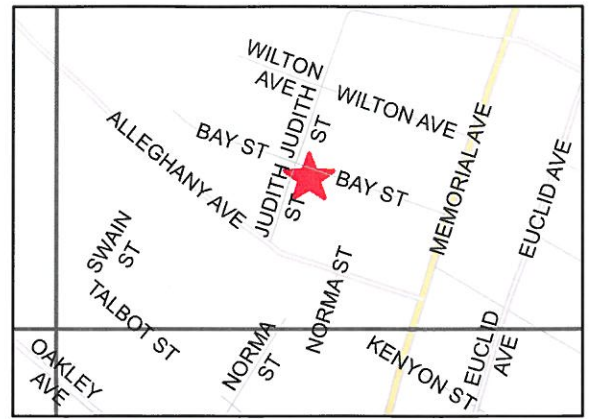


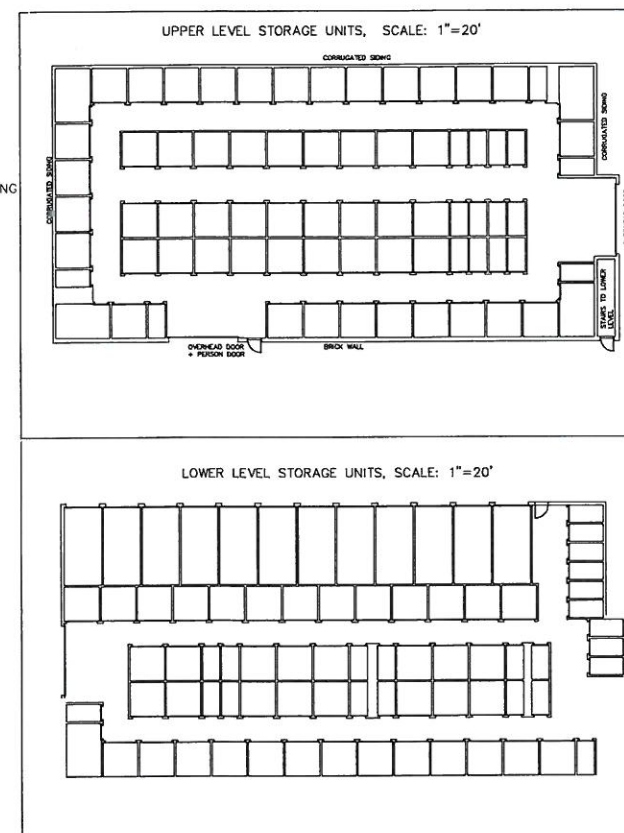
2517 Memorial Avenue & 401 Bay Street

Right-of-Way Vacation

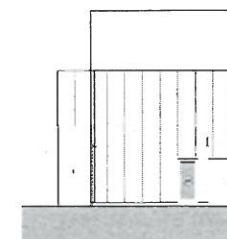


Location





11. ALL CONSTRUCTION STAGING, LOADING, TEMPORARY PARKING, AND LAYDOWN AREAS SHALL BE COORDINATED WITH THE OWNER PRIOR TO ANY CONSTRUCTION OR DEMOLITION ACTIVITIES.



WESTWARD INVESTMENT PROPERTIES, LLC

2600 Memorial Avenue, Ste. LL1, Lynchburg, Virginia 24501-2658 * 434-845-3111

December 30, 2013

Tammy Foutty

401 Bay Street

Lynchburg, Virginia 24501

Dear Ms. Foutty:

I am working with the City of Lynchburg to obtain vacation of the alley per our previous conversation. If you have any questions concerning this action, please contact Kevin T. Henry at the City of Lynchburg, 434-455-3915.

Thank you.

Sincerely,

WESTWARD INVESTMENT PROPERTIES, LLC

Tony D. West, Owner

Sent via certified mail no. 7011 1570 0003 4486 5729

INSPECTIONS DIV
JAN 06 2014
RECEIVED

7011 1570 0003 4486 5729

U.S. Postal Service™ CERTIFIED MAIL™ RECEIPT (Domestic Mail Only; No Insurance Coverage Provided)	
For delivery information visit our website at www.usps.com	
OFFICIAL USE	
Postage	\$ 10.46
Certified Fee	\$ 3.10
Return Receipt Fee (Endorsement Required)	\$ 2.55
Restricted Delivery Fee (Endorsement Required)	\$ 0.00
Total Postage & Fees	\$ 16.11

Postmark Here
0340
05
12/30/2013

Sent To Tammy Foutty
Street, Apt. No.;
or PO Box No. 401 Bay St
City, State, ZIP+4 Lynchburg Va 24501

PS Form 3800, August 2006 See Reverse for Instructions

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **January 14, 2014, PDC**

AGENDA ITEM NO.:

CONSENT:

REGULAR: **X**

WORK SESSION:

CLOSED SESSION:

(Confidential)

ACTION: **X**

INFORMATION:

ITEM TITLE: **Appropriation of Proceeds from the Sale of Property for Highway Projects**

RECOMMENDATION: Forward to full council recommendation to adopt a resolution to amend the FY 2014 City Capital Projects Fund budget and appropriate \$131,575 with resources from the sale of property at 2400 Lakeside Drive to design improvements to transportation infrastructure in the Whitehall Road/Lakeside Drive/Old Forest Road area.

SUMMARY: In 2009 the Virginia Department of Transportation (VDOT) transferred land from excess right of way at the intersection of Old Forest Road and Lakeside Drive to the City. The City combined this land in 2013 and the site was purchased by a developer with plans to build a shopping center, which included "The Fresh Market" specialty grocer. To accommodate the additional traffic and to improve the traffic flows in the area, the City partnered with the developer to improve Whitehall Road and coordinate the signals. These improvements created an additional site between Whitehall Road, Lakeside Drive and the new road constructed by the developer. The Developer, S.J. Collins, asked to purchase the new parcel and City Council approved the sale on September 10, 2013.

Proceeds received from the sale of property originally acquired through State transportation funds must be used on transportation projects. The project to design improvements to traffic flow on Lakeside Drive has an estimated cost of \$150,000 and meets the requirements for use of these funds. The design will determine if additional property can be sold and not impact the construction of the one-way pairs as Council approve on July 11, 2006. The remaining design funds will come from the Whitehall Road Improvements.

PRIOR ACTION(S):

City Council, November 13, 2012, February 12, 2013, September 10, 2013

FISCAL IMPACT: Proceeds of \$131,575 from the property sale will assist with the design of the proposed improvements on Lakeside Drive.

CONTACT(S):

Lee Newland, City Engineer, 455-3947

Gaynelle Hart, Director of Public Works, 455-4406

ATTACHMENT(S):

Resolution

REVIEWED BY:

RESOLUTION:

BE IT RESOLVED that the FY 2014 City Capital Projects Fund budget is amended and \$131,575 is appropriated with resources from the sale of property at 2400 Lakeside Drive to design improvements to transportation infrastructure.

Introduced:

Adopted:

Certified: _____
Clerk of Council

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **January 14, 2014**

AGENDA ITEM NO.: TOUR

CONSENT:

REGULAR:

WORK SESSION: **X**

CLOSED SESSION:

(Confidential)

ACTION:

INFORMATION: **X**

ITEM TITLE: **Briefing and Tour of Lynchburg Regional Airport**

RECOMMENDATION: No action required.

SUMMARY: Airport Director Mark Courtney will brief Council on airport operations and then provide a tour of the facility, including both the commercial and general aviation operations areas.

NOTE: The briefing will start at 1:00 p.m. in the Airport Director's conference room in the Main Terminal. The Director's office is located on the left side of the corridor immediately before the TSA checkpoint into the boarding area.

Please park in the parking lot in front of the terminal and bring your chit in for validation.

A van will be provided for the tour which will end at 3:00 p.m.

PRIOR ACTION(S): N/A

FISCAL IMPACT: N/A

CONTACT(S): Airport Director Mark Courtney, 455-6089; Kimball Payne, 455-3990

ATTACHMENT(S): None

REVIEWED BY: lkp

008K

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **January 14, 2014**

AGENDA ITEM NO.: 1

CONSENT:

REGULAR:

WORK SESSION: **X**

CLOSED SESSION:

(Confidential)

ACTION:

INFORMATION: **X**

ITEM TITLE: **Presentation on Heritage High School Value Engineering and Latest Cost Estimate**

RECOMMENDATION: No action required.

SUMMARY: Assistant Superintendent for Operations & Administration Ben Copeland will report to Council on the value engineering process for Heritage High School and the latest cost estimate.

PRIOR ACTION(S): N/A

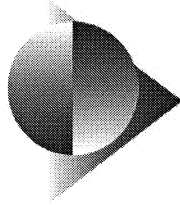
FISCAL IMPACT: To be determined.

CONTACT(S): Kimball Payne, 455-3990

ATTACHMENT(S): Heritage High School 75% Construction Document Cost Estimate prepared by Downy & Scott.

REVIEWED BY: lkp

009K



DOWNEY & SCOTT, LLC

Construction Management Services

6799 Kennedy Road, Unit F, Warrenton, VA 20187
Ph 540-347-5001, Fax 540-347-5021

Heritage High School

75% Construction Document Submission

January 6, 2014

PREPARED FOR:



A TRADITION OF EXCELLENCE FOR ALL



LYNCHBURG CITY SCHOOLS

City of Lynchburg & Lynchburg City Schools
75% Construction Documents Dated December 11, 2013

MOSELEYARCHITECTS

DESIGNING SOLUTIONS ■ BUILDING TRUST ■ ENRICHING LIVES

COST ESTIMATE CLARIFYING NOTES & EXCLUSIONS

- We have incorporated Hard Construction costs for a competitive (at least 4 bidders) General Contract procurement.
- Without exception, we include hard construction costs and budget estimates for soft construction costs. Please refer to list of Owner Budget Items.
- The Limits of Construction are those indicated on the documents provided and dated as shown in the summary.
- We do not include HAZMAT abatement costs.
- Design / Scope Contingency accounts for the costs of yet unidentified scope requirements and has been included in the amount (2.5%) shown in the summary.
- Owner Construction Contingency accounts for the costs of unforeseen conditions and change orders. We have budgeted in the Soft Cost section an Owner Construction Contingency for unforeseen conditions.
- Escalation accounts for the inflationary effects of elapsed time. Escalation costs have been included to the project in the amount indicated in the project summary.
- Our estimated Soft construction costs reflect typical expenses associated with the project please refer to the listed items indicated in the project Soft Cost summary section.
- Our costs do not include any storage or disposal / salvage value cost credits for surplus furnishing or sale proceeds from any declared surplus items in the existing school.
- All cost data is based on Open Shop wage and burden rates.

OWNER COSTS INCLUDED IN OUR COSTS ANALYSIS

We have found during the budgeting phase, Owners sometimes do not fully consider all the costs they will incur when implementing capital improvements. For convenience, we provide below a list of common non-construction Owner costs. We have included budgets for these items in our Soft Cost estimate.

FURNITURE, FIXTURE & EQUIPMENT [FF&E]

- Loose, unattached system furniture, traditional furniture, etc.
- Special fixtures relevant to subject facility operations and uses
- Communications equipment, such as servers, telephone sets, communications cables, instruments, & accessories
- Vending equipment purchases and/or leases, etc.

REAL ESTATE

- Land acquisitions, easements and rights of way.
- Settlement charges.
- Legal fees.

DESIGN FEES

- Architect / Engineer / Cost Management / Construction Management Consultant Fees
- Surveys, Civil Engineering, Testing and Third Party Inspection Fees

MANAGEMENT

- Temporary onsite office space necessary to house management & staff.
- Project management salaries.
- Communications, telephone, facsimile expenses, e-mail, etc.
- Travel, parking, courier services, etc.
- Security.
- Office equipment & supplies.
- Primary water utility availability and connection fees
- Primary sewer utility availability and connection fees
- Gas Company fees
- Power company fees
- Telephone company fees
- Cable TV company fees

COMMON OWNER COSTS EXCLUDED

FINANCIAL COSTS NOT INCLUDED IN OUR ESTIMATES

- Accounting [in-house].
- Accounting [CPA].
- Interim financing [loan, bond, other] origination fees, expenses & interest.
- Permanent financing [loan, bond, other] origination fees, expenses & interest.
- Appraisal fees.
- Working capital / staffing and staff start-up.
- Performance [Owner, not to be confused with contractor] bonds

INSURANCE PREMIUMS

- Owner's Builder's risk
- Owner Liability Insurance
- Title Insurance

PROMOTION / RESPONDING TO PUBLIC & MEDIA INQUIRIES

- Artwork and reproduction of advertising, brochures, hand-outs.
- Advertising fees.
- Postage.
- Signage.
- Photography.
- Renderings.
- Public and/or promotional events, such as hearings, fund raisers, etc.

LEGAL FEES

- Real estate, land, zoning, proffers
- Partnerships
- Financing
- Contracts
- Leasing

JURISDICTIONAL FEES

- Zoning fees & expenses
- State & local highway fees
- Mandatory completion bonds
- Adjoining owner demands
- Mandated off-site storm water management contributions
- Traffic Consultant Fees



RECOMMENDED COST CONTROL PROCESS

Controlling construction costs is a continuous process that spans from the initial programmatic level through to final completion.

MARKET CONDITIONS & OPINIONS OF PROBABLE COST

Downey and Scott, LLC has no control over market conditions or acts of God that can create rapid fluctuations in material prices. We have extensive experience in similar projects and have employed our best judgment in analyzing the subject project. We cannot, however, guarantee that actual construction costs will not vary from the opinions of probable construction costs herein provided.

Please contact William G. Downey – Managing Principal or Christopher M. Taylor – Vice President regarding this project should you have any questions or concerns.

Report: Progress Cost Estimate Project: Heritage High School Location: Lynchburg, VA Add Ref: See Introductory Notes Plans Dated: December 11, 2013		Status: 75% Construction Document Prep by: Client: CITY OF LYNCHBURG Owner/Dept: Lynchburg City Schools Owner/Entity: Lynchburg City Schools		Date [submit]: Jan. 6, 2014 Date [run]: See footer platform ver. 08/05/2013		STAT BOX Acres 37.25 Slab on Grade 200,724.00 Slab on Deck 65,427.00 TOTAL New Bldg 266,151.00 GSF 266,151.00	
Multi Lateral Party Check D2 Top, Bot D3 Cross D4 BCOM Q1 Quantity US U1 UM		Total Unit Cost Extension					

PROJECT COSTS SUMMARY

Hard Construction Costs

New High School Building	75 % CO	Carried forward	Prior Estimate	DD Documents	Reductions
Site Development	\$46,244,250	Carried forward	\$47,898,551	\$18,423,005	(\$1,654,300)
Demolition of Existing Conditions	\$2,724,167	Carried forward	\$2,681,371	\$2,681,371	(\$143,247)
Field House Building	\$837,640	Carried forward	\$816,309	\$27,337	\$27,337
Press Boxes (new) plus Home & Visitors Dugouts	\$378,736	Carried forward	\$138,645	\$240,091	\$240,091
Total Hard Construction Costs	\$66,937,094	83.29%	\$70,143,944		(\$3,206,850)

Soft Construction Costs

Design Fees	\$4,039,731		\$4,559,356		
Geo tech investigation & report	\$18,000		\$18,000		
Land aquisition	\$675,000		\$675,000		
Furnishings loose tables / chairs / desks	\$2,681,371	allowance	\$2,681,371		
Utility tap fees	\$350,000	allowance	\$350,000		
Environmental phase 1 report	\$30,000		\$30,000		
Consolidation plat / survey	\$20,000		\$20,000		
Equipment - IT / Data / Communications	\$0		\$0		
Legal fees / Land use changes	\$1,382,150	Performed by Legal Staff - City	\$1,382,150		
Owner contingency	\$2,104,318		\$2,104,318		
Owner CM / PM personnel	\$350,000		\$350,000		
Owner Purchase Equipment - Educational programs	\$1,451,258		\$1,451,258		
Owner preconstruction services consultant	\$80,000		\$80,000		
Printing / Advertisements / Procurement costs	\$100,000		\$100,000		
Misc Moving / Expenses	\$150,000		\$150,000		
Total Soft Construction Costs	\$13,431,828	16.71%	\$13,957,453		

Project Total Costs

Project Total Costs	\$80,368,922		\$84,095,396		(\$3,726,474)
	January 2014		August 2013		

Report:

Progress Cost Estimate

Project:

Heritage High School

Location:

Lynchburg, VA

Add Ref:

See Introductory Notes

Plans Dated:

December 11, 2013

Status:

75% Construction Document

Client:

CITY OF LYNCHBURG

Owner/Dept:

Lynchburg City Schools

Owner/Entity:

Lynchburg City Schools

Date [submit]:

Jan. 6, 2014

Date [run]:

platform ver. 08/06/2013

Drawn by:

midw@ja

Checked by:

D&S Job no.: 13083

LAN ref:

>00000001.123

2013 © Downey & Scott LLC. Expressly Reserves Its Common Law And Other Property Rights In This Estimate. This Estimate Is Not To Be Reproduced, Changed Or Copied In Any Form Or Matter Whatsoever, Without First Obtaining The Express Written Permission And Consent Of Downey & Scott LLC.

STAT BOX

Acres

37.25

Slab on Grade

200,724.00

Slab on Deck

65,427.00

TOTAL New Bldg

266,151.00

GSF

266,151.00

Multi Lateral Parity Check

D1

D2 Top, Bot

D3 Cross

D4 BCOM

Q1

Quantity US

U1

UM

Total Unit Cost

Extension

HARD CONSTRUCTION COSTS

DESCRIPTION	PRESS BOXES & DUGOUTS	FIELD HOUSE BUILDING	EXISTING SCHOOL SITE	SITE/ CIVIL CONST	NEW BLDG SUBTOTAL	NEW BUILDING COST per SF
DIV# CSI DIVISION SUMMARY						
1.00 GENERAL REQUIREMENTS	21,240.01	23,790	2,471,563		1,493,954	\$5.61
2.00 EXISTING CONDITIONS DEMOLITION	179,949.94	222,442			2,057,913	\$9.29
3.00 CONCRETE	24,022.59	13,584			5,321,939	\$7.73
4.00 MASONRY	27,151.67	10,238			4,109,210	\$20.00
5.00 METALS	34,357.75	48,188			173,380	\$15.44
6.00 WOOD, PLASTICS & COMPOSITES	23,028.25	32,041			2,720,133	\$0.65
7.00 THERMAL & MOISTURE PROTECTION	8,280.56	26,918			2,349,475	\$10.22
8.00 OPENINGS/DOORS AND WINDOWS	6,939.70	12,289			1,970,015	\$8.83
9.00 FINISHES					697,694	\$7.40
10.00 SPECIALTIES					1,737,045	\$2.62
11.00 EQUIPMENT					1,474,463	\$6.53
12.00 FURNISHINGS					77,775	\$5.54
13.00 SPECIAL CONSTRUCTION					0	\$0.00
14.00 CONVEYING EQUIPMENT					526,980	\$0.29
21.00 FIRE SUPPRESSION	4005.00	89,905			2,555,947	\$1.98
22.00 PLUMBING	6144.96	71,568			7,583,665	\$9.80
23.00 HEATING, VENTILATION & AIR CONDITIONING	8493.72	155,763			4,475,033	\$29.62
26.00 ELECTRICAL		12,190			1,758,330	\$16.81
27.00 COMMUNICATIONS		8,883			572,900	\$6.61
28.00 ELECTRONIC SAFETY & SECURITY				2,200,887		\$2.15
31.00 EARTHWORK				9,263,255		\$8.27
32.00 EXTERIOR IMPROVEMENTS				3,734,638		\$34.80
33.00 UTILITIES						\$14.03

SUBTOTALS	343,614	759,962	2,471,563	15,198,780	41,955,850
OVERHEAD & PROFIT	14,604	32,298	105,041	645,948	1,783,124
SUBTOTAL	358,218	792,261	2,576,604	15,844,728	43,738,974
BONDS	3,045	6,734	21,901	134,680	371,781
100% perf & lab/mal payment bonds	361,263	786,995	2,598,506	15,979,409	44,110,755
INSURANCE	1,301	2,876	9,355	57,526	158,799
Bld's Risk	362,563	801,871	2,607,860	16,036,934	44,269,554
DESIGN/CONTINGENCY	9,064	20,047	65,197	400,923	1,106,739
SUBTOTAL	371,627	821,918	2,673,057	16,437,858	45,376,293
ESCALATION TO MIDPT	6,503	14,384	46,778	287,663	794,085
SUBTOTAL	378,131	836,302	2,719,835	16,725,520	46,170,378
GROSS RECEIPTS TAX ON VIRGINIA STATE PROJECTS ONLY	605	1,338	4,352	26,761	73,873
TOTAL	\$378,736	\$837,640	\$2,724,187	\$16,752,281	\$46,244,250

HARD CONSTRUCTION COST TOTAL PROJECT NEW CONSTRUCTION, DEMOLITION OF EXISTING SCHOOL

\$66,937,094

\$251.50

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **January 14, 2014**

AGENDA ITEM NO.: 2

CONSENT:

REGULAR:

WORK SESSION: **X**

CLOSED SESSION:

(Confidential)

ACTION: **X**

INFORMATION:

ITEM TITLE: **Comprehensive Plan 2013-2030 Adoption**

RECOMMENDATION: Adopt the City of Lynchburg *Comprehensive Plan 2013-2030* as an update to the *Comprehensive Plan 2002-2020*.

SUMMARY: The draft *Comprehensive Plan 2013-2030* is the culmination of numerous public forums and work sessions with Planning Commission and City Council focusing on our City's future growth and development. The goals and policies of the plan form a long term basis for allocating limited resources, guide decisions that affect land use, community character, economic development, natural systems, service delivery, and mobility and provide an implementation matrix to achieve the City's vision of being "A Great Place to Live, Work and Play." While this draft serves as a refinement to the existing Plan, it also establishes and reaffirms important themes that will be valuable as the City works towards rewriting the Zoning Ordinance in 2014.

Council held a public hearing on the amendments December 10, 2013. After discussion, Council requested "hard copies" of the plan update and slides shown during the meeting be provided and directed the item be placed on a future work session agenda. **(NOTE: Hard copies of the plan update and slides were delivered to Council on Friday, December 13, 2013. Council should bring their hard copy of the Plan with them to the work session. Due to the large size of the file, an e-copy is not attached.)**

PRIOR ACTION(S):

December 10, 2013: City Council held a public hearing and directed the amendments be placed on a future work session agenda.

October 23, 2013: The Planning Commission held a public hearing and recommended adoption of the *Comprehensive Plan 2013-2030*.

October 22, 2013: City Council held a work session and heard a presentation on the amendments to the *Comprehensive Plan 2002-2020*.

October 2, 2013: The Planning Commission held a work session and heard a presentation on the amendments to the *Comprehensive Plan 2002-2020*.

April 9, 2013: City Council conducted a joint work session with the Planning Commission on the Comprehensive Plan and Zoning Ordinance update process.

September 26, 2012: The Planning Commission initiated amendments to the *Comprehensive Plan 2002-2020*.

FISCAL IMPACT: To be determined throughout implementation of Comprehensive Plan goals

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

ATTACHMENT(S):

- Planning Commission Minutes – October 2, 2013
- Comprehensive Plan Update Status Report to the Planning Commission – October 17, 2013
- Planning Commission Memorandum and Minutes – October 23, 2013
- Speaker signup sheet

REVIEWED BY: lkp

RESOLUTION

WHEREAS: The City of Lynchburg is the dynamic center of a growing region.

WHEREAS: The City of Lynchburg is well known for its quality of life, economic vitality, rich history and cultural diversity.

WHEREAS: The City of Lynchburg is committed to strong neighborhoods, a downtown that is the heart of the region, attractive and accessible commercial areas, celebrating its history and heritage, protecting its environment, a diverse economy, quality education and effective support systems.

WHEREAS: Section 15.2-2223 of the *Code of Virginia* requires that the Planning Commission prepare and recommend a comprehensive plan for the physical development of the territory within its jurisdiction and every governing body shall adopt a comprehensive plan for the territory under its jurisdiction.

WHEREAS: The City's Comprehensive Plan 2002-2020 was adopted in 2002 and establishes a twenty (20) year vision for the City.

WHEREAS: Section 15.2-2230 of the *Code of Virginia* provides that the Planning Commission shall review the plan at least once every five (5) years to determine whether it is advisable to amend the plan.

WHEREAS: The Planning Commission initiated amendments to the *Comprehensive Plan 2002-2020* on September 26, 2012.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF LYNCHBURG that in order to promote the public necessity, convenience, general welfare and good zoning practice as is required by the *Code of Virginia*, the City Council adopts the City of Lynchburg *Comprehensive Plan 2013-2030* as an update to the *Comprehensive Plan 2002-2020*.

Adopted:

Certified:

Clerk of Council

003K

October 2, 2013

Minutes of the Lynchburg Planning Commission, October 2, 2013, 4:00 p.m., City Hall, 900 Church Street, Conference Room.

MEMBERS PRESENT:

Mr. M. Anderson Sale, Chair
Mr. Gerry E. Swienton, Vice-Chair
Mr. Richard D. Barnes
Dr. James E. Coleman, Jr.
Mr. Theodore B. Hannon
Mr. Kevin Hooper
Ms. Alex Johnston

MEMBERS ABSENT:

None

OTHERS PRESENT:

Mr. Tom Martin, City Planner, Mr. Kevin Henry, Planner II, Ms. Anne Nygaard, Planner, Ms. Robin Craig, Planning Technician, Mr. Kent White, Director of Community Development and the public.

Work session on the revisions to the *Comprehensive Plan*: Mr. Tom Martin explained we are doing an update to the existing plan and that it is more of a refinement rather than a direction or policy change. Mr. Martin thanked the citizens who came out to the many public meetings. He also thanked City staff because just about every department in the City has looked at this plan and gave us a lot of assistance. Mr. Kevin Henry and Ms. Anne Nygaard were vital in helping prepare the update, as well as the department's director, Mr. Kent White.

Mr. Martin introduced Mr. Michael Lauer with Planning Works, the City's consultant for the project. Mr. Lauer thanked the staff, as well as the planning commissioners for going through the plan directive exercise early on in the process. He explained that they are currently on the threshold of the review and adoption phase of the process with public hearings starting soon.

Mr. Lauer explained that they should be receiving the plan implementation program soon. It reflects the Planning Commission's most recent recommendations and it has been supplemented with some of the other strategic initiatives that have already been launched or are on the edge of being launched.

Mr. Lauer explained that the plan has been reorganized. The same basic elements have been retained but all of the plan directives have been moved to the front of the document. The goals and policies have been consolidated. There has been a focus placed on implementation (plan implementation program added). The plan elements have been consolidated that address framework, land use and design and there was an effort made to minimize redundancy.

The four key concept refinements in the draft plan are 1) attempting to address density challenges; 2) improving connectivity; 3) creating better streets and 4) improving water quality.

The policy refinements include 1) integrate good design with land use, transportation and public utilities; 2) replace interim area and corridor plan policies with more general policies; 3) update economic development policies to target efforts more strategically; 4) update housing policies to recognize recent studies and initiatives; 5) update parks and recreation policies to focus efforts on facility and service planning; 6) emphasize multi-modal planning efforts, better streets and connectivity; 7) incorporate transportation system inventory and improvements plans; 8) call for sewer extension policy development;

9) support a comprehensive water quality plan and 10) reiterate importance of funding provision, maintenance and operation of utilities and facilities.

Taking into account population growth projections that include estimates from Liberty University, it is projected that there is a need for approximately 5,000 new residences from 2030. Looking at our existing occupancy rates, this translates to about 2,200 additional new dwellings.

The plan recommends a continuation of the existing policy, which encourages a mixed use downtown, along our commercial corridors and in greenfield areas. It also continues the policy of facilitating accessory dwellings and introduces a new concept of providing density bonuses. There is also an anticipation that with the water quality comprehensive plan that is underway that there is going to be a desire to protect some vulnerable streams. One of the ways to do that is to provide incentives to allow for clustering or to create some density bonuses when a community benefit is provided. The idea was supported widely by the public at the workshops. There is a proposal to change the FLUM for higher density at Leesville Road and Graves Mill Road.

One of the changes to the *Future Land Use Map* was to combine Community and Regional Commercial. There really was no difference from a zoning standpoint. Within the High Density Residential use, it is being suggested that limited neighborhood services and office uses be allowed. Within the Neighborhood Commercial use, it is being recommended to limit scale to ensure compatible neighborhood transitions. Previous language suggested a grocery store as an anchor for a neighborhood commercial area; however, current platforms for a grocery store are a “big box.” Those tend to be more appropriate for the Community and Regional Commercial uses.

Mr. Lauer mentioned that he is hoping for direction on whether or not the Planning Commission would like to allow for residential (mixed use development) as part of Office and Neighborhood Commercial uses. Commissioner Swienton asked if he is referring to putting residential uses on top of existing commercial uses. Mr. Lauer indicated that it could be on top or depending on the intensity of the area, it could be horizontally mixed. In that way, as the economy shifts back and forth, it is nice to have the flexibility to switch between the residential and commercial uses. Another example would be Rivermont Avenue where you have residential interspersed with commercial.

Commissioner Hannon asked what the downside of this might be. Mr. Lauer said that the only risk he can think of can be easily remedied and has been remedied on Fifth Street. When you have a Neighborhood Commercial area, the amount or percentage of the residential development should be somewhat limited because you do not want townhomes to replace a Neighborhood Commercial zone. Commissioner Hannon did not think that anyone who owns a piece of commercial property would want to essentially downzone it to residential. Mr. Lauer said that depending on the market, there could be pressure for townhomes in the market and someone might take a block that you wanted to be a walkable commercial strip and want to convert the entire block to townhomes. Commissioner Hannon thought that could work in both directions. You could have a block of townhomes that someone wants to convert into a row of shops. Commissioner Hannon is not sure how we could control that element because it is trying to second guess the market.

Commissioner Coleman asked if the “food desert” areas of the City have been identified in this plan. Mr. Lauer said they do not think the *Comprehensive Plan* is necessarily the best format to deal with that issue. Area plan initiatives and local neighborhood initiatives would be the place to look for strategies to entice grocery stores or other food service providers.

Chair Sale asked how the term “neighborhood serving” is defined. Mr. Lauer said that refers more to the neighborhood scale and the types of uses that serve neighborhoods. Mr. Lauer said that there are currently two categories, Office and Neighborhood Commercial. Those do not allow for residential development as part of them. The question that he is trying to get direction on and what the consultants

think makes sense is to allow the flexibility to have residential development within those categories. This would allow the flexibility for someone to build a home on top, behind or beside a shop.

Chair Sale asked if there is a pretty good experience record in other communities where density is an issue to allow residential into commercial areas. Mr. Lauer said there are commercial areas that allow a mix of uses in a lot of difference scales all over the country, everything from the small town shop with units above it to the higher intensity uses where you have a Target store with multi-family units above it.

Commissioner Hannon thought this would be appropriate in some areas such as Fifth Street and Twelfth Street but would not be as appropriate in areas where there is R-1 next to the already existing commercial uses.

Commissioner Swienton asked if a commercial building could be torn down and a residence put in its place. Mr. Martin said the *Zoning Ordinance* used to allow for that type of situation but now it would require a conditional use permit. Mr. Martin said that what we are talking about are the major commercial corridors and whether or not it makes sense to allow for a mix of residential uses above those existing stores, if someone wants to do that type of mixed use. Should there be that flexibility there? The second question is whether or not the Office and Neighborhood Commercial uses should be combined together? Instead there would be one land use category that would allow small scale office and smaller scale neighborhood serving retail. Mr. Martin mentioned that we will need to look at the transitions between different areas carefully in the rewrite of the *Zoning Ordinance*.

Commissioner Swienton asked if this encourages more commercial uses or more residential uses. Mr. Martin felt that it encourages more flexibility. Commissioner Hannon thought this type of flexibility would be geared mostly to the student population. Mr. Lauer said that is certainly one market out there but he thinks there is a higher end market out there as well. There was agreement that it would depend on the other elements present in the neighborhood. Mr. Lauer also explained that the particulars for this flexibility will be spelled out in the *Zoning Ordinance*.

Mr. Lauer asked for clarification that there is consensus among the commissioners to combine the Office and Neighborhood Commercial uses. The commissioners said that is correct. He asked for clarification that there is some hesitation to include the residential component into commercial areas in some settings. Commissioner Hannon said it dovetails with the whole buffering issue of buffering single-family neighborhoods from higher intensity residential uses. Commissioner Barnes would like to see this type of development, as long as there is an appropriate scale, mainly because it creates a more walkable neighborhood, if people can get to services without getting in their car. Commissioner Hannon pointed out that he feels the main purpose behind having a *Comprehensive Plan* and zoning is to minimize conflict. He is trying to anticipate where we might have friction. From the planning concept, the commissioners are supportive but as we get down to looking at the zoning, we need to address, scale, location and transitions. There was consensus among the commissioners of Mr. Lauer's summation.

Commissioner Swienton remarked that when he reviewed the pie chart of land uses in the draft land, he was struck with how small the sliver of land is that is used for commercial. He would like to make sure that our focus is also to encourage commercial and not just residential. Mr. Lauer said that he plans to do the same type of analysis of vacant commercial land as was done for vacant residential land.

Mr. Lauer also had a question about the employment areas. When we think about development patterns, there are several models for employment centers. There is the traditional industrial park with lots of trucks coming and going that is not very conducive to coexisting with residential uses. There is another development pattern where the employment uses are not as intensive and there are kind of village centers created where the people who work there live within close proximity. Should there be some kind of language in the plan that would enable that type of development pattern? He gave an example of Graves Mill Road as a possible location.

Commissioner Hannon asked if the Traditional Neighborhood Development is an example for this type of mixed use. Mr. Martin said that there is maximum floor plate in a TND to keep someone from coming in and dominating a whole block. Mr. Martin thinks this type of approach would be office/residential, could be high tech. The key is to coordinate the two uses. We do not want to take our employment areas and have them be all residential but we would like to build some flexibility to allow a certain amount of residential if a developer wants a residential aspect. Again, the specific elements and ratios would have to be worked out in the *Zoning Ordinance*.

Mr. Martin pointed out that there are two distinct areas of Employment areas, Employment 1 and Employment 2. Employment 1 is more of your large scale offices such as Nationwide Drive. Employment 2 is your heavy industrial manufacturing. We are not suggesting that you would place residential uses in the Employment 2 areas. The other lighter employment areas could very well be appropriate places. Mr. Martin remarked that what they are trying to do with this plan (and later with the rewrite of the *Zoning Ordinance*) is give the market flexibility while protecting the lower density residential neighborhoods because this is the feedback they have heard from people.

Commissioner Swienton asked if there have been any studies done that show how many of the people who live in mixed use areas actually work at the nearby businesses. Mr. Lauer said that is a moving target. You can create the corporate campus, as it called, but you cannot control who moves in there, how long they stay or whether they stay after they have lost their job and moved on to something else. Commissioner Hannon pointed out that giving a developer these types of options because it gives the developer a better chance of maximizing his income potential from a piece of property. There are fixed development costs to developing a piece of property and this will give the developer more ways to be able to recapture those costs quicker.

Commissioner Coleman would like to see this type of flexibility in the plan and whatever we do in the great scheme should be for the greatest good for the greatest number of people.

Mr. Martin suggested that Commissioner Hannon seems to favor more of the "form based code," which says that as long as you build to a certain way, then the uses within certain parameters don't matter. That is kind of what we already have downtown and on Fifth Street.

Mr. Lauer then went over the proposed *Future Land Use Map* amendments. Commissioner Swienton asked if those property owners affected by these *Future Land Use Map* amendments would be notified, and Mr. Martin indicated that they would be notified of the public hearings scheduled.

The conversation turned to the higher density use proposed for Leesville Road. Commissioner Hannon asked why there could not be a Neighborhood Commercial element to it. Mr. Lauer said there could be and that could be done through the *Zoning Ordinance*.

Mr. Martin and Mr. Lauer mentioned the two public workshops being held on October 3, 2013 and then the Planning Commission public hearing scheduled for October 23, 2013.

4. Next Regular Meeting: The next regularly scheduled meeting will be October 23, 2013.

5. Adjournment:

There being no further business, the meeting was adjourned at 6:00 p.m.

ATTEST: _____ ATTEST: _____
City Planner Chairman

TO: Lynchburg City Council and Planning Commission
FROM: Michael Lauer
Michael Chandler
DATE: October 21, 2013
RE: Comprehensive Plan Update Status Report

8900 State Line Road, Suite 406
Leawood, Kansas 66206
Tel: 913.341.8800
Fax: 913.341.8810

2105 South River Road
Melbourne Beach, Florida 32951

603 Farnham Circle
Richmond, Virginia 23236

This memo provides a status report on Lynchburg's Comprehensive Plan update and outlines the key changes to the currently adopted Plan. The draft Plan has been reviewed by staff and recently revised to reflect comments from the public and the Planning Commission. VDOT has reviewed the plan and edits have been made to fully comply with statutory transportation element requirements. The Plan includes three key components that will be discussed below:

Plan Directives, which include the overall vision, goals for the future, policies describing how the City will respond to different situations and tasks that should be accomplished to make the goals a reality;

Background Elements, which include data, descriptions of existing conditions, challenges and approaches to addressing the City's challenges; and

Maps, which illustrate plans for future land use, development patterns, transportation improvements and other public facilities.

STATUS REPORT

The draft Comprehensive Plan is ready for review by the Planning Commission, City Council, the public and other stakeholders. The Plan is more of a refinement to the existing Plan than a change in direction for the City. While we anticipate some of refinements to formatting of the document and its exhibits, we do not anticipate significant modifications to the draft to come from the City's administration prior to the public hearing process.

The Plan directives have been reviewed and revised to reflect input from the staff, VDOT and Planning Commission in early October. Except as noted below, the vision, goals and policies are consistent with the direction provided in the current Plan. The Implementation chapter has been modified to incorporate a Plan Implementation Program (PIP) that incorporates recent recommendations from the Planning Commission and subsequent input from the City's Administration. The PIP is intended to be an annually updated five-year work program of non-recurring Plan implementation tasks.

ORGANIZATIONAL CHANGES

The most dramatic changes to the Plan are organizational in nature. In addition to consolidating several of the functional elements of the existing Plan (most notably, land use, design and plan framework), the draft Plan shifts all of the plan directives to chapters 2 through 4 at the beginning of the Plan. The repetition of goals and policies has been eliminated in the draft Plan so that the functional elements now focus on background information and elaborate on implementation of policies and tasks.

CONTENT CHANGES

New Concepts

As highlighted in Chapter 1: Plan Overview, the draft Plan emphasizes key several concepts that have evolved during the City's last 10 years of Comprehensive Plan implementation. The following concepts are largely amplifications of concepts in the existing Plan, rather than completely new concepts:

Importance of Density: In addition to having a limited land supply, there are many reasons for the City to continue and clarify the existing Plan's recommendations for infill development and the creation of higher density housing opportunities. While the Plan does identify a few locations for density increases near Liberty University and Lynchburg College, it's most significant adjustments related to density are:

- Clarification of the City's support for accessory dwellings in suitable locations;
- Introduction of the concept of density bonuses and clustering options for development that provides community benefits such as open space preservation and water quality enhancement; and
- Specific authorization for residential components within the Neighborhood Commercial and Employment 1 future land use categories.

Connectivity: The draft Plan is much more explicit about the importance of improved connectivity for drivers, bicyclists and pedestrians to improve mobility between the locations where people live, work and play. This will translate into continued support for the interconnection of commercial properties, as well as greater emphasis on subdivision designs with shorter block lengths and better connections between residences and the facilities that serve the neighborhood.

Better Streets: This policy, which has already been endorsed by the Planning Commission, calls for the design of Complete Streets that better serve the needs of all users (motorists, transit riders, bicyclists and pedestrians) and the land uses that abut the streets. It also incorporates the concept of Green Streets, which enable streets to perform multiple duties. In addition to serving the City's mobility needs, streets should serve as conduits for utilities and other service provision, reduce energy consumption, incorporate landscaping that improves the character and environmental impacts of the streets and helps to manage stormwater in ways that protect the City's water quality.

Data and Background Updates

The draft Plan updates the demographic and land use analysis to reflect the best available demographic and land use data. Additionally, each of the Plan elements includes updates to background information that reflects the City's progress in implementing the Comprehensive Plan over the last decade. Most significantly:

- The demographic data show the importance of the growth of the City's universities and colleges in shaping housing needs ;
- The incorporation of existing and future land use acreage analyses;
- A table identifying which zoning categories may be appropriate in each future land use category; and
- The background information for transportation now includes an existing facilities inventory and the future transportation improvements map pursuant to recently adopted legislation.

Policy Refinements

As stated above, the draft Plan's policies largely reflect existing Plan policies. The most obvious changes are the elimination of redundant policies that is facilitated by their consolidation into a single chapter and the removal of specific strategies that were previously identified as policies. Other policy refinements result from ongoing implementation experiences of the City over the last decade, including:

- Support for the comprehensive water quality plan necessitated by stricter state and federal standards for water quality in the James River and Chesapeake Bay watersheds;
- Integration of design policies with applicable land use, transportation and public utility policies;
- Replacement of the interim policies for area and corridor plans with summaries of existing plans and more general policies with broader application for different areas of the City;
- Update of economic development policies to reflect recent work in the development of the City's economic development plan;
- Update of housing policies to reflect the efforts of the Housing Collaborative, the Consolidated Plan update and other City housing initiatives;
- Updates of parks and recreation policies to reflect their more focused mission and their efforts to implement several master plans prepared subsequent to the existing Plan;
- Previously mentioned emphasis on Better Streets and improved connectivity within the transportation policies;
- Incorporation of a map of planned transportation system improvements;
- Direction to establish a policy that addresses the extension and funding of sewer services to areas of the City with failing septic systems; and
- Reiteration of the importance of adequately funding the provision, maintenance and operations of public facilities.

Land Use Map Changes

The draft Future Land Use Map incorporates the following changes:

- The consolidation of the Office and Neighborhood Commercial categories
- The consolidation of the Community and Regional Commercial categories.
- Expanding the institutional areas around Liberty University and Virginia University of Lynchburg to accommodate existing growth plans;
- Establishing higher density areas along Leesville Road near Liberty University and Old Forest Road near Lynchburg College;
- Changing Low Density Residential to Neighborhood Commercial uses near Oakmont and Timberlake Roads;
- Changing Low Density Residential to High Density Residential along Dreaming Creek Drive;
- Changing the commercially zoned area near Boonsboro and Coffee Roads from Low Density Residential to Neighborhood Commercial;
- Adjustments to the stadium area to reflect Public Uses on publicly owned lands;
- Establishment of Neighborhood Commercial areas along the 12th Street Corridor;
- Adjustment of the Neighborhood Commercial area along 5th Street to reflect existing zoning patterns;
- Changing the area of Old Forest Road near Dandridge and Ardmore to Neighborhood Commercial; and
- Updating the map to reflect changes proposed in the Odd Fellows Road and Campbell Avenue plan.



MEMORANDUM

The Department of Community Development

Planning

455-3900

To: Planning Commission
From: Tom Martin, AICP, City Planner
Subj: Public Hearing - Comprehensive Plan: 2013-2030
Date: October 23, 2013

On September 26, 2012, the Planning Commission initiated amendments to the *Comprehensive Plan 2002-2020*. The resulting draft *Comprehensive Plan 2013-2030* is the result of numerous public forums, work sessions with Planning Commission and Council. While the plan is more of a refinement to the existing Plan than a change in direction for the City, it will be an invaluable resource as the City works towards rewriting the *Zoning Ordinance* in 2014.

Since your last work session on October 2, 2013, the draft plan has been revised to reflect comments received from the Planning Commission and to reflect progress made in ongoing City initiatives: (Existing Land Use Data, Public Utilities, Natural Systems and Area Plans, and Implementation Schedule).

While the Planning Commission may wish to further refine the Plan (such as future land use designations), the Planning Division is recommending that the Planning Commission approve the attached resolution and forward the Plan to Council for adoption.

If you have questions, please contact me at (434) 455-3909 or tom.martin@lynchburgva.gov.

RESOLUTION OF THE LYNCHBURG PLANNING COMMISSION

WHEREAS: The City of Lynchburg is the dynamic center of a growing region.

WHEREAS: The City of Lynchburg is well known for its quality of life, economic vitality, rich history and cultural diversity.

WHEREAS: The City of Lynchburg is committed to strong neighborhoods, a downtown that is the heart of the region, attractive and accessible commercial areas, celebrating its history and heritage, protecting its environment, a diverse economy, quality education and effective support systems.

WHEREAS: Section 15.2-2223 of the *Code of Virginia* requires that the Planning Commission prepare and recommend a comprehensive plan for the physical development of the territory within its jurisdiction and every governing body shall adopt a comprehensive plan for the territory under its jurisdiction.

WHEREAS: The City's Comprehensive Plan 2002-2020 was adopted in 2002 and establishes a twenty (20) year vision for the City

WHEREAS: Section 15.2-2230 of the *Code of Virginia* provides that the Planning Commission shall review the plan at least once every five (5) years to determine whether it is advisable to amend the plan.

WHEREAS: The Planning Commission initiated amendments to the *Comprehensive Plan 2002-2020* on September 26, 2012.

NOW, THEREFORE, BE IT RESOLVED by the Lynchburg Planning Commission that in order to promote the public necessity, convenience, general welfare and good zoning practice and as is required by the *Code of Virginia*, the Planning Commission recommends to the City Council adoption of the City of Lynchburg *Comprehensive Plan 2013-2030* as an update to the *Comprehensive Plan 2002-2020*.

Adopted: _____

Certified: _____
Secretary, Lynchburg Planning Commission

MINUTES OF THE OCTOBER 23, 2013 PLANNING COMMISSION MEETING (MINUTES HAVE NOT BEEN APPROVED. THERE WAS NO SECOND MEETING IN NOVEMBER):

Mr. Michael Lauer gave a presentation on the proposed changes to the *Comprehensive Plan* and *Future Land Use Map (FLUM)*. Mr. Lauer commented that the plan has proven to be a useful document for guidance but has shown some areas that need updating. His presentation will focus on those areas.

Mr. Lauer explained that there are some policy changes and then there are changes to the FLUM. He explained that the FLUM is not the zoning map. Those two maps are consistent for the most part, but in some cases, the FLUM is ahead of the zoning map, meaning that it says that a particular area may be appropriate for that use in the future, if and when there is adequate infrastructure and demand for that use.

This process started a couple of years ago with the Zoning Diagnostic study, which called for an update of the Comprehensive Plan. The Comprehensive Plan has been updated with the latest data from the 2010 census, as well as updating all the accomplishments that have taken place since it was adopted in 2002. During the process, we have met with the public more than a dozen times.

Mr. Lauer explained that the plan has been reorganized. The same basic elements have been retained but all of the plan directives have been moved to the front of the document. The goals and policies have been consolidated. There has been a focus placed on implementation (plan implementation program added). The plan elements have been consolidated that address framework, land use and design and there was an effort made to minimize redundancy.

The four key concept refinements in the draft plan are 1) attempting to address density challenges; 2) improving connectivity; 3) creating better streets and 4) improving water quality.

The policy refinements include 1) integrate good design with land use, transportation and public utilities; 2) replace interim area and corridor plan policies with more general policies; 3) update economic development policies to target efforts more strategically; 4) update housing policies to recognize recent studies and initiatives; 5) update parks and recreation policies to focus efforts on facility and service planning; 6) emphasize multi-modal planning efforts, better streets and connectivity; 7) incorporate transportation system inventory and improvements plans; 8) call for sewer extension policy development; 9) support a comprehensive water quality plan and 10) reiterate importance of funding provision, maintenance and operation of utilities and facilities.

Since the Planning Commission's work session on October 2, 2013, a new map is being proposed. It shows where we are growing and where public facilities are located (being called the Community Facilities Map). The Plan Implementation Program has also been included since the work session as well. The key items in the Plan Implementation Program that should be worked on are 1) the *Zoning Ordinance*; 2) neighborhood corridor plans; 3) Economic Development Strategic Plan; 4) Water Quality Improvement Plan; 5) water/sewer plans/policies/improvements; 6) College Lake Dam; 7) Neighborhood Improvement Plan; 8) City building site preservation; 9) parks/facilities upgrades; 10) transportation plans/policies/improvements and 11) Heritage High School.

Proposed changes to *FLUM* categories are to combine Office and Neighborhood Commercial into Neighborhood Commercial. The language speaks to limiting scale to ensure compatible neighborhood transitions. Community and Regional Commercial uses are also being into Community Commercial only.

Elements of mixed use are key to the plan as long as they are of compatible design (scale/orientation/appearance), have compatible uses, access between uses and nuisance mitigation (noise, traffic, odor, for example).

Limited neighborhood services are being recommended within high density residential areas. Another recommendation is to allow residential components within Neighborhood and Community Commercial areas. There is also a recommendation to allow a residential component within a corporate campus environment in Employment 1 areas.

Mr. Lauer highlighted some of the key areas that are being proposed to change on the *FLUM*. One is along Leesville Road where it is proposed for High Density Residential. He reminded everyone that this will not rezone any of these properties or force any of the property owners to make any changes. It would provide an opportunity at such time as several property owners got together and wanted to sell their properties to a developer who wanted to develop them for high density residential.

There is a proposed change at Oakmont Circle and Timberlake Road to designate the area for Neighborhood Commercial. There was an earlier version that called for an area along Dreaming Creek Drive to be designated High Density Residential and that has been removed from the proposed *FLUM* changes.

There is a proposed change at Boonsboro and Coffee Roads to change to Neighborhood Commercial, only in the areas where it is already currently zoned B-3.

There is a proposed change of some of Liberty's property to change from Resource Conservation to Institutional and an area at 5th and Court Streets that was previously proposed to change to Neighborhood Commercial. The property owner would like it to remain in the Downtown area.

There are a few pockets along Candler's Mountain and Wards Roads where they are being proposed to change from Employment to Community Commercial or Public Use (public use for the E911 location only).

There is one more area along 12th Street, which was previously being shown to change to Neighborhood Commercial. That is being proposed to remain in the Downtown area.

This concluded Mr. Lauer's presentation and he indicated that he would be happy to answer their questions now or later.

Chair Sale asked if there was anyone who wished to speak in favor of the petition. No one came forward. He asked if there was anyone who had concerns, questions or wished to speak in opposition to the petition.

Mr. Todd Hall came forward to speak. He indicated he was concerned with a piece of property along where the new bypass will be constructed. His question is how the land use affects the zoning. Does it prevent a property owner from making changes to his property such as putting in an addition, a swimming pool or a business? How does land use affect zoning and vice versa?

Mr. Lauer answered by saying that the *FLUM* is there to advise the Planning Commission and City Council as they make decisions on zoning in the future. It does not change the zoning. The existing use is allowed to continue. A property owner can make whatever modifications that are allowed by its current zoning.

Mr. Mike Nilles came forward to speak. He is speaking on behalf of the Windsor Hills neighborhood association. They are concerned with connectivity, which is mentioned in some form throughout the plan a total of 85 times. It seems that maximum connectivity is considered desirable. He does not feel that is true in the case of connecting a high density residential development to a low density residential development. In the case of Cornerstone, both Planning Commission and City Council agreed not to connect the development with the Windsor Hills neighborhood. He does not want to see this change as

an end round to a previous City Council decision. Mr. Nilles feels that the plan should say that connections between high density neighborhoods and low density neighborhoods should be avoided generally.

The neighborhood association is also concerned with the proposed *FLUM* change for 1001 Oakmont Circle. Previously in 2011, City Council denied a proposal to rezone the property. They feel this proposed change could be interpreted as an end round to a previous City Council decision. This property has an Oakmont Circle address and a change like this will usually occur one property at a time. Pretty soon, you are eating into the neighborhood. Community Commercial uses would allow for B-2 uses as well, which they feel are more intensive than B-1. They are urging that the change at 1001 Oakmont Circle not be done.

Ms. Sandy Walton of 118 Coffee Road came forward to speak. She said she is not hearing the planning behind these plans. She has been to several of the public meetings. Her property backs up to the new Dollar General and is part of the proposed change to Neighborhood Commercial. She outlined problems she has been having with erosion, lighting and truck traffic. She also questions what is meant by Scenic Corridor because the Dollar General is not pretty. There are dead trees and they have only just recently cut their grass. There is a sidewalk in front of it that sends water to the neighboring property and the store has increased foot traffic, which she feels is not appropriate for Coffee Road without sidewalks. Although she acknowledged that the City has been working with her on these issues, she feels that the infrastructure is not in place for this proposed change. No one will want to buy her property for commercial purposes until there is infrastructure in place.

Mr. Kirk Petrie who lives on Dreaming Creek Drive came forward to speak. He had heard a rumor that developers wanted to build another Fresh Market on the properties being proposed to change to Neighborhood Commercial. He would like to know if this is a viable option the Planning Commission is considering because he feels his property value and others around him will plummet as a result.

Mr. Colin Anderson of 148 Coffee Road came forward to speak. He would like to reiterate Ms. Walton's assessment and her concerns. He owns three pieces of property that abut her property. He understands her concerns and feels the Dollar General was very poorly done. He also has stormwater issues. He feels that before commercial changes are made to this area that the proper sewage and drainage infrastructure needs to be in place.

Mr. Victor Shelton who lives on Dreaming Creek came forward to speak. His first question is whether or not the proposed *FLUM* change in that area to High Density Residential was in fact an error and is no longer being proposed. His second question is whether or not a cut through to Cornerstone at Brunswick Drive is being proposed. There has already been numerous ticketing there, and he does not feel it can accommodate any more vehicular traffic.

Ms. Janis Jefferson who lives on Park Avenue came forward to speak. She already thought this area was commercial and she would like it explained to her what the proposed change to Neighborhood Commercial means.

Mr. Josef Shafer who lives on Brunswick Drive came forward to speak. He lives at the dead end of Brunswick Drive and he mentioned that someone already bought the property and probably plans to develop it as high density residential. He is concerned with a connection to this property. He is not talking about a connection to Cornerstone. He feels a connection to this property on Brunswick Drive would be a detriment to his family. He does not feel it can support any additional traffic and there are no sidewalks. Without making a general policy not to connect high density residential development with low density residential development, it is going to be very frustrating for citizens.

Ms. Sandra Crowther came forward to speak. She owns properties on both Fifth and Jackson Streets. The Jackson Street properties are in the proposed Neighborhood Commercial. They are currently in grass and everything around her is paved. It seems to her that is all Fifth Street has is parking lots. She would like to see wonderful things happen in that corridor but she does not think more paving is the answer. She thinks the properties are currently zoned R-3 but she is not quite sure. She thinks more housing is what is appropriate and she is opposed to the change to Neighborhood Commercial.

Mr. Richard Harris of 2032 Garfield Avenue came forward to speak. He is the coordinator for the Seminary Hill Neighborhood Watch. He understands they are proposing a change to the Garfield Avenue area from Employment 2 to Institution. Recently, the City changed DeWitt Street at Price Street to one way to help traffic flow. Traffic flow is very bad, especially during school. If the Virginia University of Lynchburg purchases more properties for institutional purposes, does the City plan to do anything else to address traffic problems? He also has some stormwater issues as well. He feels this is a left out part of the City and he wants to know what the City plans to do about sewer improvements, street widening and other issues if the university continues to expand in this area.

Mr. Todd Hall came back to ask if there will be rezonings in the future to make the *FLUM* and the zoning match.

Chair Sale explained to the public that the reason they are updating this plan is because it is a state requirement to have a plan, as well as to review it every five years. This document is meant to guide the City and its staff in future decisions. The *FLUM* is a way of looking at what is currently there and what might be there in the future based on our best projections, as well as current zoning. The next step will be zoning changes, but that is not before them now. Zoning changes will be addressed as a consequence of steps we are taking now.

Mr. Lauer came back to address some of the questions raised. He clarified that the area along Dreaming Creek is not proposed for high density development. Mr. Lauer acknowledged that with the concern regarding connectivity, that it is desired, but not in all cases. There are some cases where it is inappropriate and a conflict and will erode the character of a neighborhood. However, he is not aware of any connections planned for Dreaming Creek Drive. Maybe staff is aware and can comment.

Ms. Jefferson asked for an explanation of the change to Neighborhood Commercial in her area. That area is currently zoned B-3 and Neighborhood Commercial is meant to be small in scale and meant to serve neighborhood needs.

With regard to Mr. Harris' questions about plans to improve traffic on Campbell Avenue and Odd Fellows Road, that plan was just adopted. He would defer to staff as to what those specific improvements may be.

With regard to Mr. Hall's question about rezonings, he is not aware of any rezonings planned at this time. Normally, rezonings occur at the request of a property owner who is choosing to develop his property or to change the use. Occasionally, a rezoning is proposed by the City when there is a larger plan proposed but there are currently no such plans proposed. There are changes that will come with a *Zoning Ordinance* rewrite and those will deal with design standards that have been mentioned and deal with some of the compatibility issues that have been raised by citizens such as lighting, loading zones and the orientation of buildings to name a few.

Mr. Richard Harris said he is aware of the Campbell Avenue plan. He is talking about the congested area of the Seminary Hill area, DeWitt, Price and Edmunds Streets. He thinks there would need to be widening of streets to accommodate future growth in this area.

Mr. Kirk Petrie again brought up a possible development of a Fresh Market in the Dreaming Creek area. Chair Sale said they are not aware of anything and it actually would not be a part of the *Comprehensive Plan* discussion. He asked Mr. Martin to comment, and Mr. Martin said there has been nothing formally submitted to the planning department. If it were to occur, it would have to happen on properties already zoned appropriately or would require a rezoning, which would require additional public notification and decisions by the Planning Commission and City Council. Mr. Martin was not sure a Fresh Market could fit on the parcels in question and Chair Sale reminded everyone that there is no proposal before them tonight. Mr. Martin clarified that it is parcels fronting Timberlake Road only that are being proposed for Neighborhood Commercial and commented that Timberlake Road has in excess of 30,000 vehicles a day traveling on it. These properties are probably no longer suitable for low density residential and it has been noted that we will need to pay particular attention to the transition between uses.

Mr. Josef Shafer came back with a question about the High Density Residential properties on Brunswick Drive. Mr. Martin clarified for the commission that there is no proposed change for this area. The *Future Land Use Map* has shown this area to be designated for High Density Residential since 2002. However, the zoning is split between R-1 and R-4 and the R-1 portion would have to be rezoned before it could be developed entirely for high density residential.

Mr. Todd Hall came back to ask what are the proposed changes to the *Zoning Ordinance*. Mr. Lauer said they will start to be vetted at public meetings in January 2014. In the meantime, a copy of the Zoning Diagnostic study can be found at Lynchburg2030.org.

At this point, Chair Sale closed the public hearing portion of the petition.

Commissioner Hannon explained to the public that this document will not change anyone's property rights. What this document will do is focus the City's attention on where we need to put resources. If the *FLUM* shows an area that is designated for future commercial growth, that puts everyone on alert that when we are talking about infrastructure improvements, we need to remember particular areas because we have projected something in particular for that area such as future commercial growth. This plan is meant to address potential conflicts and make sure that potential conflicts are either foreseen so that proper steps can be taken to minimize them or they never happen at all. That's the idea behind this whole process.

Commissioner Hannon further explained to the public that zoning is a property right and cannot be changed without due process. When a property owner does want the zoning of a property to be changed, there will be a public hearing process and the site design and its parameters will be discussed. That is a site specific process. The *Comprehensive Plan* and the *Future Land Use Map* are not meant to be site specific. It is a vision and is supposed to talk about what our potential conflicts might be in the future and try to avoid them.

Commissioner Coleman thanked everyone for their input. He found some of the infrastructure issues raised to be alarming but trusts that this will put City staff on notice as to where our resources need to be focused.

Commissioner Swienton had noted particular areas of concern with Fifth Street, Boonsboro Road and the Windsor Hills neighborhood. To be sure that City Council is aware of each of these areas of concern, he would like to discuss each area separately and discuss whether or not it should be recommended for inclusion in the plan. Commissioner Coleman would like to add Seminary Hill as well for discussion.

Commissioner Swienton reminded them of their vote 4-3 for approval of the rezoning of 1001 Oakmont Circle. When it got to City Council, the motion to approve a *FLUM* amendment did not even get a second. It was denied by a vote of 4-1. There were two members absent at that hearing. Commissioner Swienton would suggest that they not include this area in the proposed change to

Neighborhood Commercial to say that going forward it needs special attention. This is the similar approach he would like to take with the other three areas.

Commissioner Swienton made a motion to retain the current *FLUM* designation for the Oakmont Circle/Timberlake Road area. Commissioner Coleman seconded the motion. Mr. Martin reminded them that there is only one parcel left, 1001 Oakmont Circle, not already recommended for commercial on the *FLUM*.

Commissioner Hannon said he would be voting against this because he feels commercial is the future for this parcel. Any proposal will have to come for a rezoning so they will be very picky about what goes in there. As far as the *FLUM* is concerned, he does not want to tell a property owner on Timberlake Road that they have virtually no chance of seeing it ever reach its potential. We had a similar situation with the Bojangles. The issue is buffering and design and that is why Mr. Lauer focused so much on design standards. They will be very critical when we get to the *Zoning Ordinance*. We will want to be sure that adjoining commercial uses do not unfairly impact adjoining residential uses.

Commissioner Barnes said he agrees with Commissioner Hannon's comments. You have to look ahead to 2030 and it is most likely that these parcels will develop commercially. He reiterated that we need to be sure that there is transition from high traffic areas to the low density neighborhoods behind them. He could see this developing as an office or a low impact retail/mixed use development and that would be an appropriate transition between the two areas.

Commissioner Swienton asked Mr. Martin if someone could come in for a rezoning for the 1001 Oakmont Circle and have it rezoned to straight B-1 or B-2 without proffers. Mr. Martin said that could be done but it would be up to City Council whether or not to approve. Commissioner Swienton stated that he is trying to protect the surrounding property owners from one property owner coming in and getting the property rezoned. Later, the building is razed and a different B-1 or B-2 use is put there instead. Mr. Martin acknowledged that situation could happen if Council originally approved a straight B-1 or B-2 zoning without proffers.

Mr. Lauer came up to explain the reasoning behind this proposed change. Given the traffic counts on Timberlake Road, they do not see it long term as remaining single-family residential. They see it more likely to be commercial or mixed use. That is the reasoning behind calling it one category of Neighborhood Commercial in order to imply that uses in this category should be compatible with surrounding neighborhoods.

Commissioner Johnston agrees with other commissioners who feel this parcel is most appropriately developed as commercial. She would like the opportunity to require proffers. Mr. Martin explained that proffers are voluntary in the State of Virginia. However, when a particular parcel is so sensitive in nature, staff does encourage a proffered rezoning but there is no requirement. The recourse for the City if a petition does not address the impacts is not to rezone it.

Commissioner Swienton also sees this parcel as being developed commercially in the future. However, he wants it to be done in the best way possible and feels that the motion he proposed is the best way to do it. Commissioner Swienton feels that what he has learned tells him that it is very difficult to deny a rezoning request once the *FLUM* has been changed. Keeping it residential creates more leverage.

Commissioner Johnston is concerned that they are micromanaging. Although Commissioner Coleman seconded the motion, he said he would be voting against it because of that micromanaging point, but he does agree with what Commissioner Swienton is saying in principle.

The motion failed by the following vote:

AYES:	Swienton	1
NOES:	Barnes, Coleman, Hannon, Johnston and Sale	5
ABSTENTIONS:		0
ABSENT:	Hooper	1

The discussion moved to the area around the Virginia of University. Commissioner Swienton and Commissioner Hannon wondered if they are talking about property that the university currently does not own. Mr. Martin said that is correct. He clarified for them that the zoning is not being changed but these are properties that the City feels it would be reasonable to expect the university to expand its boundaries within the next twenty years. Those projections are based on a concept plan obtained from the university. Commissioner Hannon feels it would be appropriate in light of his earlier remarks that this will become an area that the City will be on alert for in terms of infrastructure, road improvements, etc., in light of its designation on the *FLUM*. Mr. Martin also reminded them that the recently adopted Campbell Avenue plan shows a proposed roundabout at Edmunds Street, which should improve traffic flow.

Commissioner Swienton made a motion for the current *FLUM* designation for this area to remain. Commissioner Swienton asked Mr. Martin if someone could come in with a different proposal for these properties that was not in concert with the *FLUM*. Mr. Martin said they could but the City would probably look at whether or not it in some way supported the university. He reminded them that they spent a great deal of time on the institutional zoning ordinance because the City wanted to support the growth of its institutions. Establishing appropriate areas for their expansion goes along with that ordinance.

The motion died for lack of a second.

Commissioner Swienton made a motion to retain the current *FLUM* designation for the Coffee Road/Boonsboro Road area. Mr. Martin commented that the important thing to remember about this one is that this change mirrors the current zoning that is already in the area. If you choose to leave it the way it is, it will not change anything.

The motion died for lack of a second.

The last area to discuss was the Fifth Street area. Mr. Martin reminded them that the current Fifth Street plan was adopted in 2006 and the zoning was amended in 2007. It has always been intended for a mixed use. The properties being recommended for the change to Neighborhood Commercial are already zoned B-6. Nothing is changing and Neighborhood Commercial retains the mixed use characteristics we would like to see for Fifth Street.

Commissioner Swienton made a motion for these properties to retain their current *FLUM* designation. The motion died for a lack of a second. Commissioner Swienton thanked them for their input and still felt that his motions highlighted for Council the areas where their discussion was focused.

Chair Sale read the resolution that is being proposed for their consideration. Commissioner Hannon made a motion for its adoption and recommendation to be forwarded to City Council. Commissioner Coleman seconded the motion. Mr. Martin reminded them of the land use and map changes that were presented to them just tonight. Commissioner Hannon amended his motion to include these changes. Commissioner Coleman seconded the motion.

Commissioner Barnes had a question about the Resource Conservation change at Liberty University. He wanted to know why this change is considered appropriate. Mr. Martin said it looks as if it is a stream valley, but it is not. It is in the very middle of their campus. Commissioner Barnes asked how they are

dealing with the stormwater. Mr. Martin believes that part of it is already piped and there will still be a detention facility.

Commissioner Swienton asked how much area farther up the mountain is being proposed to change from Resource Conservation to Institutional. Mr. Martin showed them the current *FLUM* and the proposed *FLUM*. Mr. Martin did not calculate the acreage but would estimate it to be approximately 34 acres.

Commissioner Swienton asked Mr. Martin which neighborhoods are being considered for connectivity. Mr. Martin said there are not currently any particular connections being considered. Commissioner Swienton was particularly concerned with a connection between Boxwood Place and Waterton Drive. Mr. Martin said the plan means to promote connectivity between neighborhoods, which is strengthening the transportation grid. What neighborhoods are connected has to be looked at on a case by case basis, but overall, staff believes connectivity is a good thing because it increases the number of ways people can travel and takes pressure off the collector and arterial roads.

Commissioner Swienton asked how the process occurs for streets to be connected. Mr. Martin said that where right-of-way exists, roads can be connected by right. Commissioner Hannon reminded them with the Better Streets policy, connectivity means all different types of transportation. Commissioner Swienton mentioned that connecting without the other amenities such as sidewalks and bike lanes can be detrimental to property values.

Mr. Martin remarked that the connectivity policy promotes not land locking parcels and not creating islands unto themselves, especially in terms of new development. That is not good planning.

Commissioner Barnes asked about the 34 acres being proposed for Institutional from Resource Conservation. Commissioner Barnes asked if the criterion of steep slopes was taken into consideration with this change. Mr. Martin said the slopes range from 19 percent to 31 percent. Liberty will probably not be able to develop on the whole area, but these are the areas in which they can work.

Commissioner Hannon thanked the consultants and staff for their work on the plan. He felt we have a document that will be very useful in the future. It is much more approachable and does not have that bureaucratic sense to it. It is very readable.

Commissioner Swienton likes it overall and feels it is certainly an improvement over our current plan.

Chair Sale commented that when we did the 2002 plan, we had no idea where we would be now. We took our best shot at where we thought and hoped to be. It stood on its own merits quite well. Chair Sale said the plan is a dynamic document. One of the great strengths of this plan is that it strengthens the plans for implementation. It is cleaner and clearer and has a stronger plan for implementation.

The motion passed by the following vote:

AYES:	Barnes, Coleman, Hannon, Johnston, Sale and Swienton	6
NOES:		0
ABSTENTIONS:		0
ABSENT:	Hooper	1

Revisions to the Comprehensive Plan and Future Land Use Map
October 23, 2013

PLEASE PRINT

[illegible]

// A regular meeting of the Council of the City of Lynchburg was held on the 10th day of December, 2013, at 4:00 P.M. in the Council Chamber, City Hall, Michael Gillette, President, presiding. The following Members were present:

Present: Cary, Foster, Helgeson, Johnson, Nelson, Perrow, Gillette

7

Absent:

0

// Communications and Marketing Director JoAnn Martin gave a presentation/explanation of the new cameras in Council Chamber.

// Mayor Gillette recognized Donna Witt and her staff for receiving the Government Finance Officers Association Distinguished Budget Presentation Award.

// Mayor Gillette recognized Donna Witt and her staff for receiving Standard & Poor's Rating Services AA+ rating on Lynchburg's Outstanding General Obligation (GO) Bonds.

// Director of Financial Services Donna Witt introduced Mr. Norman Yoder with Brown Edwards, LLC, the City's external auditor. Mr. Yoder presented a brief overview of the City's Comprehensive Annual Financial Report (CAFR) and related reports for fiscal year ending June 30, 2013. The presentation highlighted that the audit encountered no significant deficiencies or material weaknesses and it was the cleanest audit in years. Mr. Yoder also mentioned continued improvements to the Lynchburg City Schools internal controls.

// Ms. Anna Bentson, Lynch's Landing Executive Director, provided an overview of Lynch's Landing Annual Report regarding the organization's goals and accomplishments. Ms. Bentson stated that Lynch's Landing continues to support the national Main Street Program strategies of striving to preserve downtown as the heart of the community, to save historic buildings, to strengthen the commercial core, and to promote a sense of community life in Lynchburg. The 2013-2014 Lynch's Landing work plan is centered on five strategies:

- Sustaining a Healthy Non-Profit Organization
- Marketing Downtown as an Arts & Entertainment District
- Creating a Successful Environment for Businesses and Events
- Ensuring Safe, Attractive and Inviting Public Spaces
- Serving as a Source of Information and Communication for and about Downtown

Ms. Bentson also shared copies of the Lynch's Landing Annual Report with the members of City Council and introduced the members of the organization's board of directors who were in attendance.

// Deputy City Manager Bonnie Svrcek reviewed the results of the citizens and employees survey regarding strategies for FY 2015 that support Council's Vision of "A Great Place to Live, Work, and Play".

Ms. Svrcek further stated that on October 8, 2013, City Council adopted a Vision for the City – "A Great Place to Live, Work, and Play" along with goal statements for twelve pillars that support the Vision. The twelve pillars are Arts and Culture, Citizen Engagement and Social Capital, Economic Development, Healthy and Active Living, Infrastructure, Land Use, Lifelong Learning, Natural Resources,

Neighborhoods, Safe Community, Social Equity, and Transportation. Ms. Svrcek went on to say following Council's adoption of these strategies, the Strategic Planning Action Team will meet with stakeholders to identify metrics that will help us know if we are successful or making progress on each strategy. A motion was made by Council Member Perrow, seconded by Council Member Cary, to amend some statements in the twelve pillars. Council by the following recorded vote adopted Resolution #R-13-131, as amended, regarding approving the recommended strategies related to Council's Vision as stated for use in the FY 2015 Budget and CIP development:

Ayes: Cary, Foster, Helgeson, Johnson, Nelson, Perrow, Gillette

7

Noes:

0

// During roll call Council Member Cary mentioned that 5th Street is now open and Rivermont is looking good.

// Council Member Joan Foster stated that the Christmas Parade was canceled due to the weather but thanked Retail Merchants for their efforts and is looking forward to a parade next year.

// Mayor Gillette announced dates for the Budget Retreat. After the discussion of the retreat it was decided to hold the Council Retreat on Tuesday, January 21, 2014 from 9:00 a.m. until 12:00 noon.

// On motion of Council Member Cary, seconded by Council Member Perrow, Council by the following recorded vote elected to hold a closed meeting to consider appointments to Council-appointed Boards and Commissions, i.e., Community Development Advisory Committee, Planning Commission, Horizon Behavioral Health, Lynchburg Community Action Board, Lynchburg Regional Airport Commission, Region 2000 Greenways Alliance and Design Review Board; pursuant to Section 2.2-3711(A)(1), Code of Virginia (1950), as amended:

Ayes: Cary, Foster, Helgeson, Johnson, Nelson, Perrow, Gillette

7

Noes:

0

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

// Council Member Cary 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 Foster, and Council by the following recorded vote adopted the motion:

Ayes: Cary, Foster, Helgeson, Johnson, Nelson, Perrow, Gillette

7

Noes:

0

// In the matter of Appointments, and on nomination of Vice Mayor Johnson, seconded by Council Member Nelson, Council by the following recorded vote re-appointed Michael Bedsworth, Jeff S. Helgeson, Ceasor T. Johnson and Jeffery W. Schneider to serve on the Community Development Advisory Committee for terms to expire December 31, 2014:

Ayes: Cary, Foster, Helgeson, Johnson, Nelson, Perrow, Gillette 7

Noes: 0

On nomination of Vice Mayor Johnson, seconded by Council Member Nelson, Council by the following recorded vote appointed Connie Grant, Michelle Jackson and Jimmie T. Stevens to serve on the Community Development Advisory Committee for terms to expire December 31, 2014:

Ayes: Cary, Foster, Helgeson, Johnson, Nelson, Perrow, Gillette 7

Noes: 0

On nomination of Vice Mayor Johnson, seconded by Council Member Nelson, Council by the following recorded vote appointed David R. Perault to serve on the Planning Commission for a term to expire December 31, 2016:

Ayes: Cary, Foster, Helgeson, Johnson, Nelson, Perrow, Gillette 7

Noes: 0

On nomination of Vice Mayor Johnson, seconded by Council Member Nelson, Council by the following recorded vote appointed Nancy B. Marion to serve on the Planning Commission to fill an unexpired term ending December 31, 2014:

Ayes: Cary, Foster, Helgeson, Johnson, Nelson, Perrow, Gillette 7

Noes: 0

On nomination of Vice Mayor Johnson, seconded by Council Member Nelson, Council by the following recorded vote re-appointed William F. Schneider to serve on the Horizon Behavioral Health Board for a term to expire December 31, 2016:

Ayes: Cary, Foster, Helgeson, Johnson, Nelson, Perrow, Gillette 7

Noes: 0

On nomination of Vice Mayor Johnson, seconded by Council Member Nelson, Council by the following recorded vote appointed David B. Craft to serve on the Horizon Behavioral Health Board as a Consumer Advocate for a term to expire December 31, 2016:

Ayes: Cary, Foster, Helgeson, Johnson, Nelson, Perrow, Gillette 7

Noes: 0

On nomination of Vice Mayor Johnson, seconded by Council Member Nelson, Council by the following recorded vote re-appointed the following Council Members and Citizen Representatives to serve on the Lynchburg Community Action Board: Council Member Michael A. Gillette, Representative John Hellewell, Council Member Ceasor T. Johnson, Representative Delores Fowler, Council Member J.

Randolph Nelson, Representative Bill Phillips, Council Member Turner Perrow, and Representative Todd Cohen for terms to expire December 31, 2016:

Ayes: Cary, Foster, Helgeson, Johnson, Nelson, Perrow, Gillette 7

Noes: 0

On nomination of Vice Mayor Johnson, seconded by Council Member Nelson, Council by the following recorded vote re-appointed Bert Dodson, Jr. and Charles S. Nowlin, Jr. to serve on the Lynchburg Regional Airport Commission for terms to expire December 31, 2016:

Ayes: Cary, Foster, Helgeson, Johnson, Nelson, Perrow, Gillette 7

Noes: 0

On nomination of Vice Mayor Johnson, seconded by Council Member Nelson, Council by the following recorded vote appointed Laurel Foot to serve on the Region 2000 Greenways Alliance for a term to expire December 31, 2015:

Ayes: Cary, Foster, Helgeson, Johnson, Nelson, Perrow, Gillette 7

Noes: 0

// City Council recessed the meeting at 6:45 p.m.

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

The following Members were present:

Present: Cary, Foster, Helgeson, Johnson, Nelson, Perrow, Gillette 7

Absent: 0

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

// Copies of the minutes of the October 22, 2013 meeting, having been previously furnished Council, reading was dispensed with, and on motion of Council Member Foster, seconded by Council Member Nelson, Council by the following recorded vote approved the minutes as presented:

Ayes: Cary, Foster, Helgeson, Johnson, Nelson, Perrow, Gillette 7

Noes: 0

// Copies of the minutes of the November 12, 2013 meeting, having been previously furnished Council, reading was dispensed with, and on motion of Council Member Foster, seconded by Council Member Nelson, Council by the following recorded vote approved the minutes as presented:

Ayes: Cary, Foster, Helgeson, Johnson, Nelson, Perrow, Gillette 7

Noes: 0

// Copies of the minutes of the November 26, 2013 meeting, having been previously furnished Council, reading was dispensed with, and on motion of Council Member Foster, seconded by Council Member Nelson, Council by the following recorded vote approved the minutes as presented:

Ayes: Cary, Foster, Helgeson, Johnson, Nelson, Perrow, Gillette 7

Noes: 0

// In the matter of Court, City Council Report #9 was considered. On motion of Council Member Foster, seconded by Council Member Nelson, Council by the following recorded vote introduced and laid over to a later meeting for final action Resolution #R-13-132, as presented, amending the FY 2014 General Fund

budget and appropriating \$10,747 with resources from the State Compensation Board, Technology Trust Fund fees to support information technology needs in the Office of the Circuit Court:

Ayes: Cary, Foster, Helgeson, Johnson, Nelson, Perrow, Gillette 7

Noes: 0

// In the matter of Community Development - Zoning Amendments, a public hearing was held regarding City Council Report #10 outlining the petition of James Walker to rezone approximately one and two tenths (1.2) acres at 2248 Lakeside Drive from B-3, Community Business District (Conditional) to B-5, General Business District (Conditional) to allow the use of the property and existing building for automobile sales, service and repair. City Planner Tom Martin gave a summary of the request and stated the Planning Commission recommended approval of the zoning amendments. Berkley Howell & Associates representative Ty Mosby representing the petitioner gave a brief overview and asked Council for approval of the zoning amendments. There was no one else present who wished to speak to this item, and the public hearing was closed. On motion of Council Member Cary, seconded by Council Member Helgeson, Council by the following recorded vote adopted Ordinance #0-13-133, as presented, granting the petition:

Ayes: Cary, Foster, Helgeson, Johnson, Nelson, Perrow, Gillette 7

Noes: 0

// In the matter of Community Planning – General, a public hearing was held regarding City Council Report #11 regarding the consideration of adopting the City of Lynchburg Comprehensive Plan 2013-2030 as an update to the existing Comprehensive Plan 2002-2020. The updated plan establishes goals and policies for the future that establishes a long term basis for allocating limited resources, guiding decisions that affect land use, community character, economic development, natural systems, service delivery, mobility and establishes an implementation matrix to achieve the City's vision of being "A Great Place to Live, Work and Play". There was no one else present who wished to speak to this item, and the public hearing was closed. After Council discussion a motion was made by Council Member Perrow, seconded by Council Member Cary to defer this item to the work session in January 2014 with a hard copy of the Comprehensive Plan. Council by the following recorded vote deferred this item to a work session in January 2014:

Ayes: Cary, Foster, Helgeson, Johnson, Nelson, Perrow, Gillette 7

Noes: 0

// In the matter of Economic Development – General, a public hearing was held regarding City Council Report #12 regarding boundary amendments to Enterprise Zones #2 and #46. Director of Economic Development Marjette Upshur gave a brief summary of the request. There was no one else present who wished to speak to this item, and the public hearing was closed. On motion of Council Member Perrow, seconded by Council Member Nelson, Council by the following recorded vote adopted Resolution #R-13-134, as presented, regarding boundary amendments to Enterprise Zones #2 and #46:

Ayes: Cary, Foster, Helgeson, Johnson, Nelson, Perrow, Gillette 7

Noes: 0

// In the matter of Airport – General, a public hearing was held regarding City Council Report #13 regarding approving and authorizing the execution of a five (5) year lease agreement with Liberty University, to allow the nonexclusive right to install, operate, and maintain fiber optic cables onto City-owned property at Lynchburg Regional Airport. Airport Director Mark Courtney gave a summary of the request. There was no one else present who wished to speak to this item, and the public hearing was closed. Council Member Perrow made the following statement “my company WW Associates, Inc. has a contract with Liberty University for engineering services that will generate in excess of \$10,000 in annual income. I have been advised that because of my company’s contract, I should abstain from discussing and voting on this item.” On motion of Council Member Foster, seconded by Council Member Nelson, Council by the following recorded vote adopted Resolution #R-13-135, as presented, regarding approving and authorizing the execution of a five (5) year lease agreement with Liberty University, to allow the nonexclusive right to install, operate, and maintain fiber optic cables onto City-owned property at Lynchburg Regional Airport:

Ayes: Foster, Helgeson, Johnson, Nelson, Gillette	5
Noes:	0
Absent: Cary	1
Abstention: Perrow	1

// In the matter of Airport – General, a public hearing was held regarding City Council Report #14 regarding approving and authorizing the execution of a five (5) year lease agreement with Verizon, to allow the nonexclusive right to install, operate, and maintain telecommunications equipment onto City-owned property at Lynchburg Regional Airport. Airport Director Mark Courtney gave a summary of the request. There was no one else present who wished to speak to this item, and the public hearing was closed. On motion of Council Member Helgeson, seconded by Council Member Nelson, Council by the following recorded vote adopted Resolution #R-13-136, as presented, regarding approving and authorizing the execution of a five (5) year lease agreement with Verizon, to allow the nonexclusive right to install, operate, and maintain telecommunications equipment onto City-owned property at Lynchburg Regional Airport:

Ayes: Cary, Foster, Helgeson, Johnson, Nelson, Perrow, Gillette	7
Noes:	0

// In the matter of Airport – General, a public hearing was held regarding City Council Report #15 regarding approving and authorizing the execution of a forty-two (42) month supplemental lease agreement with the Federal Aviation Administration for lease of certain City-owned property at Lynchburg Regional Airport. Airport Director Mark Courtney gave a summary of the request. There was no one else present who wished to speak to this item, and the public hearing was closed. On motion of Council Member Perrow, seconded by Council Member Foster, Council by the following recorded vote adopted Resolution #R-13-137, as presented, regarding approving and authorizing the execution of a forty-two (42)

month supplemental lease agreement with the Federal Aviation Administration for lease of certain City-owned property at Lynchburg Regional Airport:

Ayes: Cary, Foster, Helgeson, Johnson, Nelson, Perrow, Gillette 7

Noes: 0

// In the matter of Public Works – Sewer, a public hearing was held regarding City Council Report #16 regarding amending the FY 2014 Sewer Capital Projects Fund budget and appropriating \$30,000,000 with resources from the Virginia Public Building Authority to accelerate completion of the Combined Sewer Overflow (CSO) Program. Jim Talian with Water Resources gave a summary of the request. There was no one else present who wished to speak to this item, and the public hearing was closed. Council Member Cary, Chair of the Finance Committee (FC), stated that this item came before FC and made a motion to approve the request. The motion did not require a second, and Council by the following recorded vote introduced and laid over to a later meeting for final action Resolution #R-13-138, as presented: regarding amending the FY 2014 Sewer Capital Projects Fund budget and appropriating \$30,000,000 with resources from the Virginia Public Building Authority to accelerate completion of the Combined Sewer Overflow (CSO) Program:

Ayes: Cary, Foster, Helgeson, Johnson, Nelson, Perrow, Gillette 7

Noes: 0

// In the matter of Schools, City Council Report #17 was considered. Council Member Cary, Chair of the Finance Committee (FC), stated that this item came before FC and made a motion to approve the request. The motion did not require a second, and Council by the following recorded vote introduced and laid over to a later meeting for final action Resolution #R-13-139, as presented, amending the FY 2014 General Fund budget and appropriating \$507,487 for transfer to the School Operating Fund with resources from unexpended FY 2013 School Operating appropriations to fund maintenance and security needs as well as the replacement of students records software:

Ayes: Cary, Foster, Helgeson, Johnson, Nelson, Perrow, Gillette 7

Noes: 0

// In the matter of Schools, City Council Report #18 was considered. Council Member Cary, Chair of the Finance Committee (FC), stated that this item came before FC and made a motion to approve the request. The motion did not require a second. Council Member Helgeson stated that this is still a burden on the citizens to fund the FY 2014 Schools Capital Project Fund budget and stated he would be voting against this request. Council by the following recorded vote introduced and laid over to a later meeting for final action Resolution #R-13-140, as presented, amending the FY 2014 Schools Capital Project Fund budget and appropriating \$589,731 with resources from the General Fund Heritage High School Committed Fund Balance for architectural services:

Ayes: Cary, Foster, Johnson, Nelson, Perrow, Gillette 6

Noes: Helgeson 1

// In the matter of Police - General, City Council Report #19 was considered. Council Member Cary, Chair of the Finance Committee (FC), stated that this item came before FC and made a motion to approve the request. The motion did not require a second. Council by the following recorded vote introduced and laid over to a later meeting for final action Resolution #R-13-141, as presented, amending the FY 2014 City/Federal/State Aid Fund budget and appropriating \$34,800 with resources from the 2013 State Homeland Security Program (SHSP) Grant to purchase 15 gas masks, 200 gas mask filters, and 180 helmets for officer safety:

Ayes: Cary, Foster, Helgeson, Johnson, Nelson, Perrow, Gillette 7

Noes: 0

// In the matter of Water Resources – General, City Council Report #20 was considered. Council Member Cary, Chair of the Finance Committee (FC), stated that this item came before FC and made a motion to approve the request. The motion did not require a second. Council by the following recorded vote introduced and laid over to a later meeting for final action Resolution #R-13-142 as presented, amending the FY 2014 Stormwater Capital Projects Fund budget and appropriating \$600,000 with resources from the FY 2014 Stormwater Operating Fund budget to provide necessary funding for initial master planning efforts to comply with Federal and State mandates and provide matching resources for grant funds available from the Virginia Stormwater Local Assistance Fund:

Ayes: Cary, Foster, Helgeson, Johnson, Nelson, Perrow, Gillette 7

Noes: 0

// The meeting was adjourned at 9:22 P.M.

Clerk of Council

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **January 14, 2014**

AGENDA ITEM NO.: 11

CONSENT: REGULAR: **X**

WORK SESSION:

CLOSED SESSION:
(Confidential)

ACTION: **X**

INFORMATION:

ITEM TITLE: Community Development Block Grant (CDBG) and HOME Programs – Public Hearing Regarding Housing and Non-Housing Goals for 2014-2015 Annual Action Plan and Adopt a Resolution Approving the Annual Action Plan Goals for 2014-2015

RECOMMENDATION: Conduct a public hearing to receive citizen comments regarding the goals for the development of the 2014-2015 Annual Action Plan and adopt a resolution approving the goals.

SUMMARY: The U. S. Department of Housing and Urban Development (HUD) requires state and local governments, which receive federal community development funds, to prepare a Consolidated Plan. The Consolidated Plan for Lynchburg was approved in October 2010 and covers the period from July 1, 2010 through June 30, 2015. This plan outlines the City's needs, goals, and objectives for community development (both housing and non-housing areas). HUD requires CDBG and HOME entitlement communities to review these goals on an annual basis. City Council is seeking the input of citizens and other interested parties regarding the approved goals. A 15-day public comment period to receive citizen input regarding these goals was initiated on December 27, 2013 through a legal notice published in *The News and Advance*.

Specifically at this public hearing, the public is invited to comment on the approved goals regarding the City's housing and non-housing community development needs common to low- and moderate-income households and neighborhoods in Lynchburg. The Consolidated Plan goals for 2011-2015 are attached to this report.

PRIOR ACTION(S): January 8, 2013 – City Council approval of the revised 2011-2015 Consolidated Plan Goals for the 2013-2014 Annual Action Plan

FISCAL IMPACT: None

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

ATTACHMENT(S): 2011-2015 Consolidated Plan Goals as approved by City Council
Resolution

REVIEWED BY: bms

2011-2015 CONSOLIDATED PLAN GOALS

The goals listed below are intended to provide broad guidance in the allocation of Community Development Block Grant (CDBG) funds granted to the City by the United States Department of Housing and Urban Development for the five years beginning July 1, 2010 and ending June 30, 2015. The Community Development Advisory Committee (CDAC) supports the allocation of funds to achieve measurable results for both public and non-public services.

The primary objective of the CDBG program is to continue to develop viable urban communities through decent housing, suitable living environments and expanded economic opportunities for low- and moderate-income persons; the City of Lynchburg supports assisting individuals with disabilities, substance abuse or addiction, persons with AIDS, persons that are homeless, and elderly persons.

Housing Goals

1. Increase the number of owner-occupied units.
2. Rehabilitate substandard housing units. Emphasis is to be placed on programs that require an investment of funds and/or labor on the part of the owner commensurate with the owner's resources.
3. Support initiatives to increase permanent affordable rental and housing ownership opportunities.
4. Promote programs that assist eligible individuals in retaining their homes.

Non-Housing Goals

1. Eliminate neighborhood deterioration, blight and blighting influences.
2. Support the organized efforts in neighborhoods to leverage their resources to improve and sustain community livability and services.
3. Support economic development efforts which will expand job opportunities and retention.
4. Promote activities which support the healthy development of the City's at-risk youth, adults and families.

Prepared by the Community Development Advisory Committee, November 6, 2009

Revised by the Community Development Advisory Committee, January 7, 2010

Revised and adopted by City Council, January 26, 2010

Revised and adopted by City Council, January 25, 2011

Revised and adopted by City Council, January 10, 2012

Revised and adopted by City Council, January 8, 2013

RESOLUTION:

BE IT RESOLVED that City Council approves the Community Development Block Grant (CDBG) 2011-2015 goals for the 2014-2015 Annual Action Plan.

Adopted:

Certified:

Clerk of Council

005K

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **January 14, 2014**

AGENDA ITEM NO.: 12

CONSENT:

REGULAR: **X**

WORK SESSION:

CLOSED SESSION:

(Confidential)

ACTION: **X**

INFORMATION:

ITEM TITLE: **Conditional Use Permit (CUP) – Marsh Memorial United Methodist Church Daycare and Consolidated Sign – 804 Leesville Road**

RECOMMENDATION: Approval of the CUP petition.

SUMMARY: Marsh Memorial United Methodist Church is petitioning for a CUP on approximately two and seventy four hundredths (2.74) acres located at 804 Leesville Road to allow the operation of a child daycare center for up to sixty (60) children between the hours of 6:00 am and 6:00 pm, Monday through Friday, and to allow the installation of a digital sign on Leesville Road. The Planning Commission recommended approval of the petition because:

- The *Comprehensive Plan 2002 – 2020* recommends an Institutional use for the property. Churches and accessory uses are compatible in these areas.
- Daycare uses are permitted within R-1, Low-Density, Single-Family Residential Districts upon approval of a CUP.
- The proposed sign would replace the existing sign located on Leesville Road, will be similar in size to the digital sign approved by City Council for the American Legion on Greenview Drive and will have little to no impact on Leesville Road and Greenview Drive, both major thoroughfares.

PRIOR ACTION(S):

December 11, 2013: The Planning Division recommended approval of the CUP petition.

The Planning Commission recommended approval (6-0, with 1 member absent, Hannon) of the CUP petition.

FISCAL IMPACT: N/A

CONTACT(S):

Tom Martin, City Planner - 455-3900

Kent White, Director of Community Development – 455-3900

ATTACHMENT(S):

- Resolution
- Planning Commission Report – December 11, 2013
- Planning Commission Minutes – December 11, 2013
- Vicinity Zoning Pattern Map
- Vicinity Proposed Land Use Map
- Watershed Location Map
- Planimetric and Topographic Map
- Concept Plan and Narrative
- Photo of Example Sign
- Property Photograph
- Speaker Signup Sheet

REVIEWED BY: lkp

RESOLUTION:

A RESOLUTION GRANTING A CONDITIONAL USE PERMIT TO MARSH MEMORIAL UNITED METHODIST CHURCH TO ALLOW THE OPERATION OF A DAYCARE FACILITY AND THE INSTALLATION OF A DIGITAL SIGN AT 804 LEESVILLE ROAD IN AN R-1, LOW-DENSITY, SINGLE FAMILY RESIDENTIAL DISTRICT.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF LYNCHBURG that the petition of Marsh Memorial United Methodist Church for a conditional use permit to allow the operation of a daycare facility and the installation of a digital sign at 804 Leesville Road is hereby approved subject to the following conditions:

1. The maximum number of children at the daycare facility shall be sixty (60).
2. The total sign area shall not exceed twenty-five (25) square feet per face.
3. The digital display shall not display running animation or displays of an intermittent light or lights.
4. The digital display shall not display an "off-premises" message.
5. The digital display shall change its message not more than once every six (6) seconds.
6. The digital display shall contain an "auto dimming" feature for night-time operation.
7. The location of the sign shall be coordinated with the City Engineer to prevent conflict with the future improvements of Greenview Drive.

Adopted:

Certified:

Clerk of Council

004K

The Department of Community Development
City Hall, Lynchburg, VA 24504 **434-455-3900**

To: Planning Commission
From: Planning Division
Date: December 11, 2013
Re: **Conditional Use Permit (CUP) – Marsh Memorial United Methodist Church
Daycare and Consolidated Sign – 804 Leesville Road**

I. PETITIONER

Marsh Memorial United Methodist Church, 804 Leesville Road, Lynchburg, VA 24502

Representative: Shelly Burleigh, Marsh Memorial United Methodist Church, Lynchburg, VA 24502

II. LOCATION

The subject property is a tract of approximately two and seventy-four hundredths (2.74) acres located at 804 Leesville Road.

Property Owner: Marsh Memorial United Methodist Church, 804 Leesville Road, Lynchburg, Virginia 24502

III. PURPOSE

The purpose of the petition is to allow the operation of a child daycare center for up to sixty (60) children between the hours of 6:00 a.m. and 6:00 p.m. and to allow the installation of a digital sign at 804 Leesville Road.

IV. SUMMARY

- The *Comprehensive Plan 2002-2020's Future Land Use Map (FLUM)* recommends Institutional use for the property.
- Daycare centers are a permitted use in an R-1, Low Density, Single-Family Residential District upon approval of a CUP by Council.
- The proposed sign would replace the existing sign located on Leesville Road and would be twenty-five (25) square feet and contain a digital reader board.

The Planning Division recommends approval of the CUP petition.

V. FINDINGS OF FACT

1. **Comprehensive Plan.** The *Comprehensive Plan 2002-2020* recommends an Institutional use for the property. Institutional uses include religious, educational and other nonprofit entities within the City. Examples include churches, cemeteries, private schools and universities, private nonprofit hospitals, service clubs and organizations and other nonprofit institutions. (*pg. 5.3*)
2. **Zoning.** The subject property was annexed into the City in 1976. The existing R-1, Low-Density, Single-Family Residential District was established in 1978 upon adoption of the *Zoning Ordinance*.
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 several items requiring Council approval in the immediate area:

- On November 8, 1983, Council approved the petition of Andrew C. Ellett to rezone approximately one and twenty-three hundredths (1.23) acres from R-1, Low Density, Single-Family Residential District to B-3C, Community Business District (Conditional) to allow the construction of a convenience store at 799 Leesville Road.
- On August 12, 1986, Council approved the CUP petition of Berean Baptist Church to allow the construction of a church building and associated parking at 1400 Greenview Drive.
- On October 13, 1987, Council approved the petition of Glenn & Jo Anne Carter to rezone three and one-half (3.5) acres from R-1, Low Density, Single-Family Residential District to B-3, Community Business District (Conditional) to allow a retail nursery at 794 Leesville Road.
- On September 12, 1989, Council approved the petition of Hutter Associates, Inc., to rezone approximately four tenths (0.4) of an acre from R-1, Low Density, Single-Family Residential District to B-1, Limited Business District to allow the construction of an office building.
- On August 10, 1999, Council approved the petition of Gerald and Deborah Maxey to rezone eight tenths (0.8) of an acre from B-3, Community Business District (Conditional) to B-1, Limited Business District to allow the operation of a counseling service.
- On February 13, 2001, Council approved the CUP petition of American Legion Post 16 to allow the construction of a building addition at 1301 Greenview Drive.
- On June 27, 2006, Council approved the CUP petition of JBO, LLC to allow the construction of a Traditional Neighborhood Development at 1207 and 1226 Greenview Drive.
- On September 11, 2007, Council approved the CUP petition of Tree of Life Pentecostal Church to allow the expansion of parking facilities at 1101 Greenview Drive.
- On February 12, 2008, Council approved the CUP petition of JBO, LLC to amend the Master Plan for the Cornerstone Traditional Neighborhood Development at 401 Cornerstone Street, 100, 200 and 300 Capstone Drive.
- On April 13, 2010, Council approved the CUP petition of the Cornerstone Property Owners Association to allow the construction of a community swimming pool at 1100 Greenview Drive.
- On April 12, 2011, Council approved the CUP petition of JBO, LLC to amend the Design Guidelines for Blocks “A, B, C & D” in the Cornerstone Traditional Neighborhood Development.
- On June 12, 2012, Council approved the CUP petition of American Legion Post 16 to allow the construction of a three thousand eighty (3,080) square foot building addition and a deck at 1301 Greenview Drive.
- On November 13, 2012, Council approved the CUP petition of American Legion Post 16 to allow the installation of a twenty-two (22) square foot sign including a seventeen and one-half (17.5) square foot digital reader board at 1301 Greenview Drive.

5. **Site Description.** The subject property is a tract of approximately two and seventy-four hundredths (2.74) acres located at 804 Leesville Road. The southeastern corner of the property contains the church building and associated parking. The northwestern portion of the property is undeveloped.
6. **Proposed Use of Property.** The purpose of the petition is to allow the operation of a child daycare center for up to sixty (60) children between the hours of 6:00 a.m. and 6:00 p.m. and to allow the installation of a digital sign at 804 Leesville Road.
7. **Transportation & Parking.** The City's Transportation Engineer had no comments of concern regarding the proposed daycare facility. The City Engineer commented that the petitioner should work with the city to facilitate the placement of the proposed sign where it would not conflict with future improvements to Greenview Drive. The petitioner has expressed their understanding of the Greenview Drive improvements and expressed their willingness to work with the City to locate the sign in a location that would not conflict with the future construction.

Section 35.1-54, Care Centers require a minimum of two (2) off-street parking spaces per center, plus two (2) additional parking spaces for each thirty (30) persons enrolled. A minimum of six (6) off-street parking spaces would be required and ample parking is available in the existing church parking lots.

8. **Stormwater Management.** A stormwater management plan will not be required as there are no new impervious areas associated with the proposal.
9. **Emergency Services:** The City Fire Marshal had no comments of concern with the petition. The City's Police Department offered general safety comments related to site and building security for consideration by the petitioner.
10. **Impact.** The subject property is recommended for an Institutional use on the City's *Future Land Use Map* and contains a church which was constructed in 1976. Daycare facilities are typically associated with church uses. The petitioner has submitted a petition to operate a daycare facility for up to forty-nine (49) children ranging in age from two and one-half (2 ½) to four (4) years old between the hours of 9:00 a.m. and 3:00 p.m. Monday through Friday. In addition to the daycare facilities, the petitioner may wish to provide before and after school care for elementary and middle school children between the hours of 6:00 a.m. and 6:00 p.m. The maximum number of children at the facility would be sixty (60). Parents dropping off students would enter from Greenview Drive and exit onto Leesville Road. The Greenview Drive entrance would be closed at 9:30 a.m. to facilitate the movement of children to and from the existing twenty-five hundred (2,500) square foot playground in the northwestern corner of the parking area.

As part of the petition, the church is also proposing the installation of a sign containing a digital reader board with a maximum square footage of twenty-five (25) square feet per side. The property is zoned R-1, Low Density, Single-Family Residential District. Permitted uses in this district are allowed one (1) sign per street frontage with up to eighteen (18) square feet in area. Only shaded white lights are allowed, thus necessitating a modified sign request to allow a digital display sign.

Digital sign technology is becoming more affordable and popular with institutions such as churches and schools. Since the majority of these institutions are located on property zoned residential, the impacts of the sign on adjacent residential areas must be considered. The proposed sign would replace the existing sign at the corner of Greenview Drive and Leesville

Road, which are both major thoroughfares. The proposed sign should have little to no impact on the area and is similar in size to the digital sign approved by City Council for the American Legion located at 1301 Greenview Drive on November 13, 2012.

11. **Technical Review Committee.** The Technical Review Committee (TRC) reviewed the conditional use permit on November 19, 2013. Comments related to the proposed use have or will be addressed prior to final site plan approval.

VI. PLANNING DIVISION RECOMMENDATION

Based on the preceding Findings of Fact, the Planning Commission recommends to City Council approval of the petition of Marsh Memorial United Methodist Church for a conditional use permit at 804 Leesville Road to allow the operation of a daycare facility and the installation of a digital sign subject to the following conditions:

1. **The maximum number of children at the daycare facility shall be sixty (60).**
2. **The total sign area shall not exceed twenty-five (25) square feet per face.**
3. **The digital display shall not display running animation or displays of an intermittent light or lights.**
4. **The digital display shall not display an “off-premises” message.**
5. **The digital display shall change its message not more than once every six (6) seconds.**
6. **The digital display shall contain an “auto dimming” feature for night-time operation.**
7. **The location of the sign shall be coordinated with the City Engineer to prevent conflict with the future improvements of Greenview Drive.**

This matter is respectfully offered for your consideration.



William T. Martin, AICP
City Planner

pc: Mr. L. Kimball Payne, III, City Manager
Ms. Bonnie M. Svrcek, 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
Captain Thomas Mack, Acting Fire Marshal
Mr. Doug Saunders, Building Commissioner

Mr. Robert Fowler, Zoning Administrator
Mr. Jacob Dorman, Environmental Reviewer
Ms. Shelley Burleigh, Marsh Memorial UMC

VII. ATTACHMENTS

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

MINUTES OF THE DECEMBER 11, 2013 PLANNING COMMISSION MEETING (MINUTES HAVE NOT BEEN APPROVED. THERE WAS NO SECOND MEETING IN DECEMBER):

- a. Petition of Marsh Memorial United Methodist Church for a conditional use permit in an R-1, Low Density, Single-Family Residential District to allow the operation of a daycare center for up to sixty (60) children and to allow the installation of a digital sign at 804 Leesville Road.**

Mr. Kevin Henry explained that this petition is requesting a daycare center for up to 60 children, Monday through Friday, 6:00 a.m. to 6:00 p.m. and a 25-square foot digital sign containing a digital reader board. The *Future Land Use Map* recommends an Institutional use for this property.

Greenview Drive will be the only entrance and Leesville Road will be the only exit. The Greenview Drive entrance will be closed for a portion of the morning to allow the safe pedestrian travel of the children to and from the playground. There is ample parking already existing to meet the zoning ordinance requirements.

Mr. Henry remarked that the church's proposed sign is very similar in size and style to the one recently approved for the American Legion Post a little further down Greenview Drive. The Planning Division recommends approval of the conditional use permit petition for both the daycare center and the digital sign.

Ms. Shelly Burleigh, who will be the director of the daycare, and William Burleigh, the pastor of Marsh Memorial United Methodist Church, came forward to represent the petition. Ms. Burleigh mentioned that the exit at Leesville Road will also be closed for a portion of the morning for the same purpose of transporting the children to and from the playground. The pastor wished to add that this should have a good impact on the surrounding area by preparing the children for school at an early age.

Chair Sale 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 or with questions. Mr. Tom Beech came forward. He said he owns the property across from the church at 807 Leesville Road. He wanted to know the status of the planned improvements to this intersection because at one time he had been approached by the City about tearing the house down at 807 Leesville Road to accommodate those improvements. Mr. Beech commented that he is not opposed to the daycare center but mentioned that when the improvements are made to the intersection, he would want to try to rezone his property to commercial. He would ask that the church remember that he is not averse to their proposal if they might show him the same favor in the future.

Chair Sale closed the public hearing portion of the petition. Mr. Don DeBerry was present to address the intersection question. He said the plans for Greenview Drive are moving forward. The right-of-way acquisition phase has been funded through the revenue sharing program with VDOT. There is a complication that makes him unable to tell them the schedule because the project has been included in an unsolicited proposal to do a public/private transportation project. Mr. DeBerry is not sure if VDOT will choose to advertise it for a procurement bid for a competitive process. The City will move forward with the right-of-way acquisition phase once staff knows how VDOT plans to proceed.

Commissioner Coleman made the following motion, which was seconded by Commissioner Barnes:

"That the Planning Commission recommends to City Council approval of the petition of Marsh Memorial United Methodist Church for a conditional use permit at 804 Leesville Road to allow the operation of a daycare facility and the installation of a digital sign subject to the following conditions:

1. **The maximum number of children at the daycare facility shall be sixty (60).**
2. **The total sign area shall not exceed twenty-five (25) square feet per face.**
3. **The digital display shall not display running animation or displays of an intermittent light or lights.**
4. **The digital display shall not display an “off-premises” message.**
5. **The digital display shall change its message not more than once every six (6) seconds.**
6. **The digital display shall contain an “auto dimming” feature for night-time operation.**
7. **The location of the sign shall be coordinated with the City Engineer to prevent conflict with the future improvements of Greenvue Drive.”**

Commissioner Barnes wondered if there was any problem with having a digital reader board so close to this type of an intersection. Mr. DeBerry said it was not a problem.

Commissioner Johnston asked Mr. Henry if the comprehensive plan speaks to digital reader boards. Mr. Henry said it does but not a great deal. It somewhat discourages them but also says there are appropriate places for them, which is typically commercial areas rather than residential areas. Mr. Henry pointed out that typically conditional use permits for digital reader boards in residential areas have the conditions placed on them that are referenced above (numbers two through six).

Chair Sale pointed out that condition four speaks to not displaying an “off premises” message, which means that it is just for the use of the church to make announcements about its own activities. We see a lot of churches using them today and many have been approved for other residential areas in the City. Commissioner Johnston noted that typically she would not vote for a digital reader board in a residential area, but it does seem appropriate in this corridor and in light of how this residential property is being used for an institutional purpose.

The motion passed by the following vote:

AYES:	Barnes, Coleman, Hooper, Johnston, Sale and Swienton	6
NOES:		0
ABSTENTIONS:		0
ABSENT:	Hannon	1

Zoning Map

MARSH MEMORIAL UNITED METHODIST CHURCH DAYCARE

Conditional Use Permit Request

Shelley Burleigh



PROPERTY INFORMATION

PARCEL ID	ADDRESS
26605001	804 LEESVILLE RD

LEGEND

- Subject Property
- 200' Buffer
- Zoning Boundary

OVERVIEW MAP



MAP SCALE: 1" to 200' DATE PRINTED: 11/23/2013

DISCLAIMER: THIS MAP IS NEITHER A LEGALLY RECORDED MAP NOR A SURVEY AND IS NOT INTENDED TO BE USED AS SUCH. THE INFORMATION DISPLAYED IS A COMPILATION OF RECORDS, INFORMATION, AND DATA OBTAINED FROM VARIOUS SOURCES. THE CITY OF LYNCHBURG IS NOT RESPONSIBLE FOR ITS ACCURACY OR HOW CURRENT IT MAY BE.

CAMPBELL COUNTY ADJOINING OWNERS

Owner	Address
LIGGINS VICTOR B	74 E OVERBROOK RD
MILES KEITH GARBEE & ADREANA RILEY	1501 GREENVIEW DR
ALMOND WILLIAM D & MARGARET H	20371 LEESVILLE RD
ALMOND WILLIAM D & MARGARET H	20371 LEESVILLE RD
WILSON RALPH W & MILDRED M	20330 LEESVILLE RD
WILSON RALPH W & MILDRED M	20330 LEESVILLE RD
WILSON DANNY RALPH	20334 LEESVILLE RD
WILSON RALPH W & MILDRED M	20330 LEESVILLE RD
GRISTMILL LANDHOLDINGS LLC	PO BOX 15067
GRISTMILL LANDHOLDINGS LLC	PO BOX 15067
GRISTMILL LANDHOLDINGS LLC	PO BOX 15067
MILES KEITH GARBEE & ADREANA RILEY	1501 GREENVIEW DR

LYNCHBURG CITY ADJOINING OWNERS

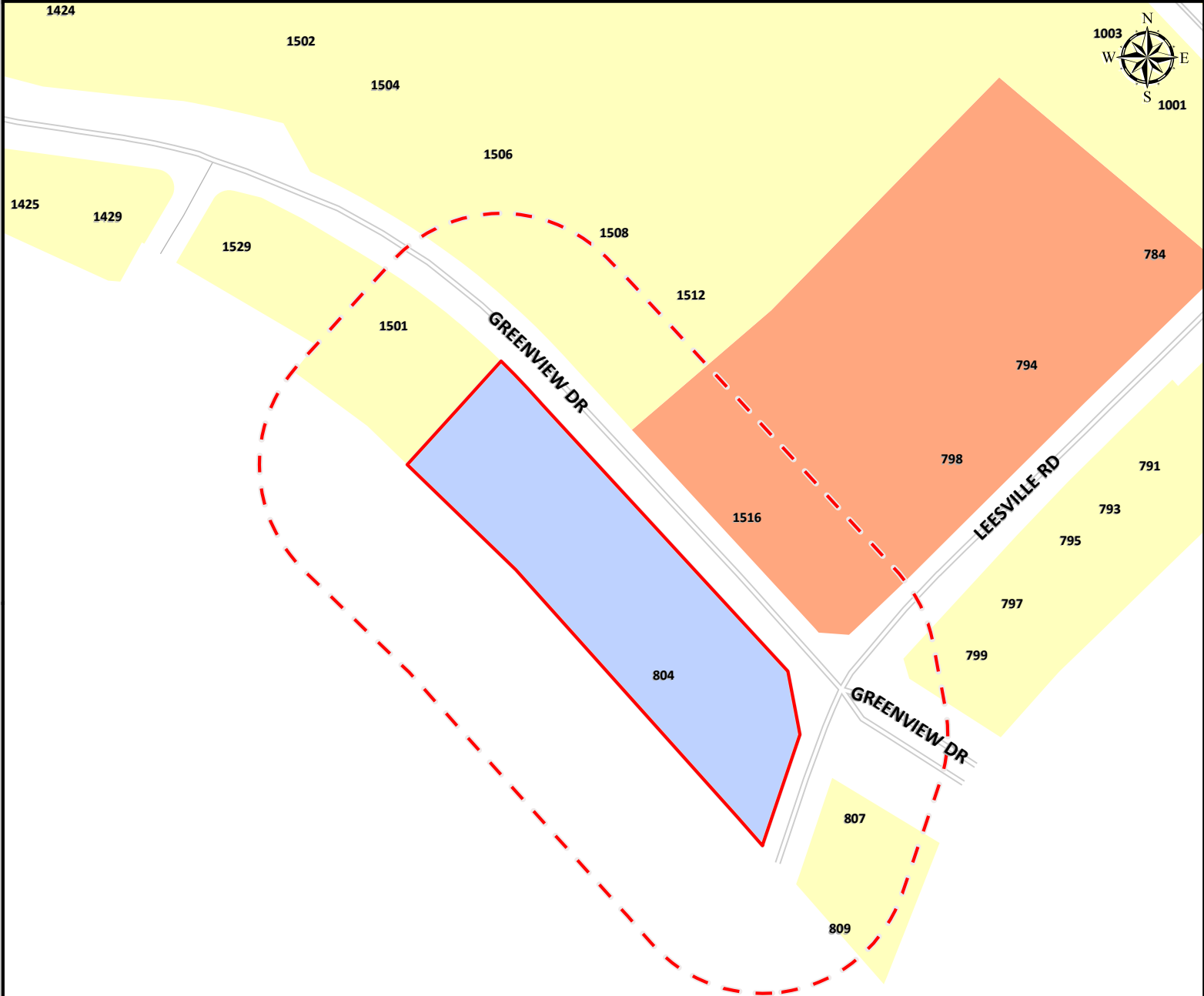
Parcel ID	Address	Owner
26606026	809 LEESVILLE RD	ALMOND, WILLIAM D & MARGARET H
26604012	1512 GREENVIEW DR	ELDER, DAVID
26605002	1501 GREENVIEW DR	GARBEE, MILES K TRS & ADREANA R TRS
26606003	799 LEESVILLE RD	GREENVIEW ASSOCIATES L L C
26604007	1506 GREENVIEW DR	HANCOCK, CLARENCE N & ELIZABETH W
26604005	1516 GREENVIEW DR	JOHNSTON, DAVID F
26604006	1508 GREENVIEW DR	MANLEY, GARNETT L JR
26605001	804 LEESVILLE RD	MARSH MEMORIAL UNITED METHODIST
26606001	807 LEESVILLE RD	R T B PROPERTIES L C

FLUM Map

MARSH MEMORIAL UNITED METHODIST CHURCH DAYCARE

Conditional Use Permit Request

Shelley Burleigh



PROPERTY INFORMATION

PARCEL ID **ADDRESS**
26605001 804 LEESVILLE RD

LEGEND

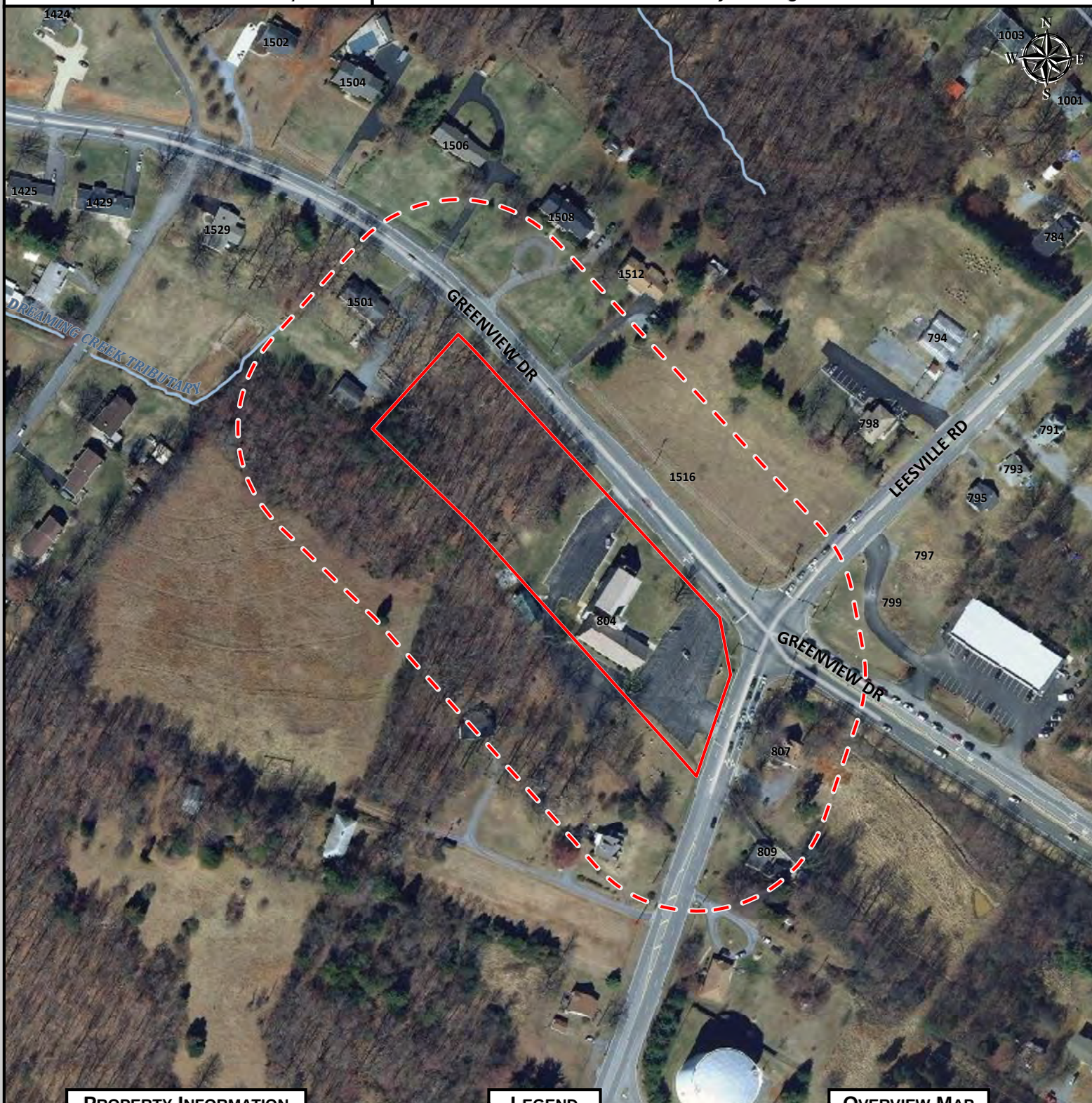
- | | |
|----------------------------|-----------------------|
| Local Historic District | Employment 1 |
| Traditional Residential | Employment 2 |
| Low Density Residential | Office |
| Medium Density Residential | Institution |
| High Density Residential | Downtown |
| Neighborhood Commercial | Public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

MAP SCALE: 1" to 200' DATE PRINTED: 11/23/2013

OVERVIEW MAP



DISCLAIMER: THIS MAP IS NEITHER A LEGALLY RECORDED MAP NOR A SURVEY AND IS NOT INTENDED TO BE USED AS SUCH. THE INFORMATION DISPLAYED IS A COMPILATION OF RECORDS, INFORMATION, AND DATA OBTAINED FROM VARIOUS SOURCES. THE CITY OF LYNCHBURG IS NOT RESPONSIBLE FOR ITS ACCURACY OR HOW CURRENT IT MAY BE.



PROPERTY INFORMATION

PARCEL ID

ADDRESS

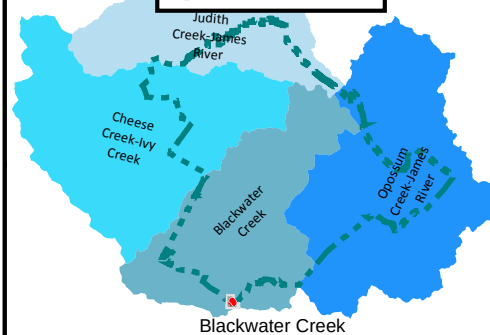
26605001

804 LEESVILLE RD

LEGEND

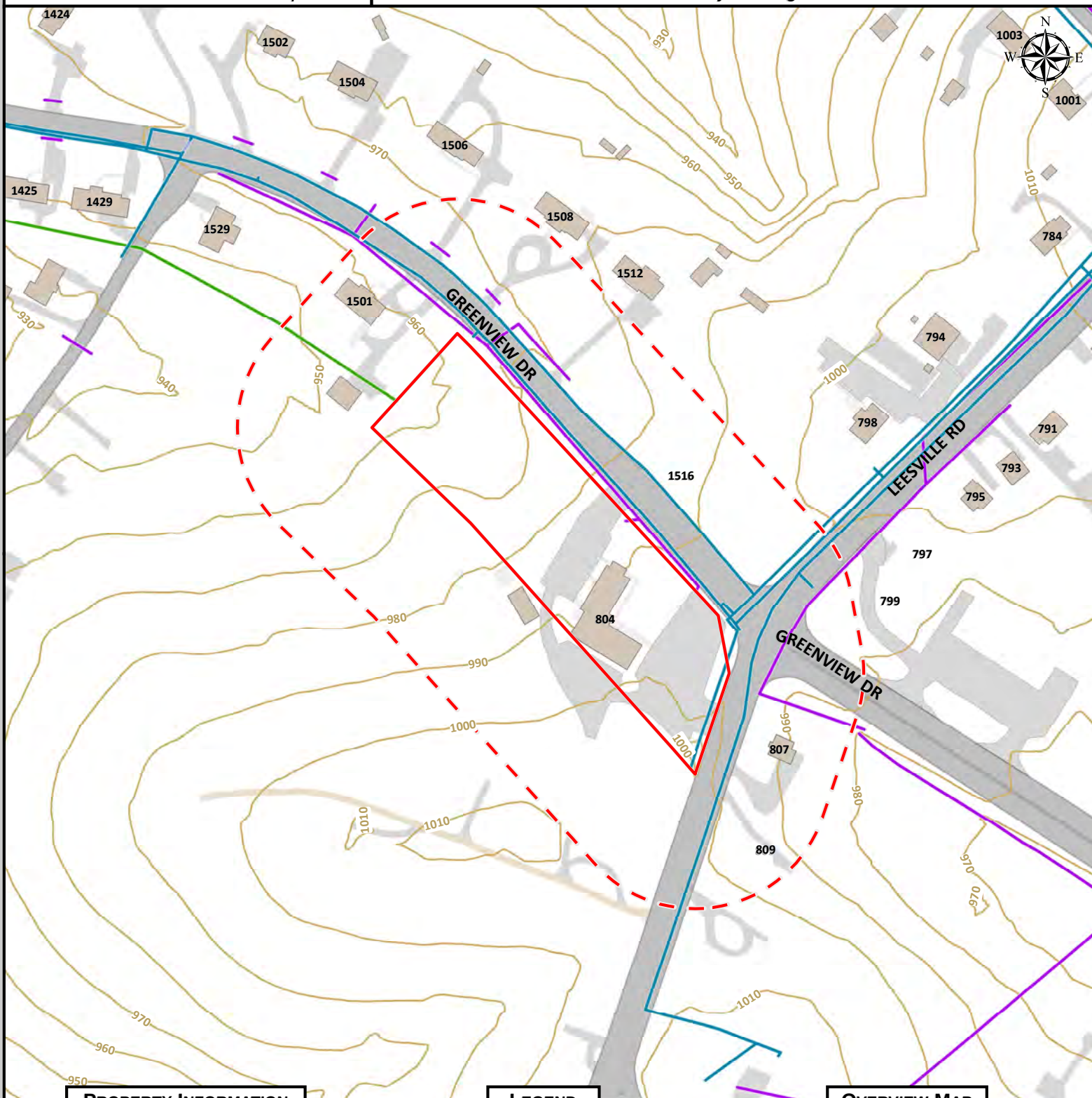
-  Subject Property
-  Base Flood Elevation
-  Floodway
-  Floodzone
-  River / Lake / Stream

OVERVIEW MAP



MAP SCALE: 1" to 200' DATE PRINTED: 11/23/2013

Blackwater Creek



PROPERTY INFORMATION

PARCEL ID	ADDRESS
26605001	804 LEESVILLE RD

LEGEND

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

OVERVIEW MAP



MAP SCALE: 1" to 200' DATE PRINTED: 11/23/2013

- Lamp Stack CleanOut
- Doghouse Manhole
- Drop Manhole
- Standard Vented Manhole
- Gravity Main Label
- Gravity Main
- Active
- Abandoned
- Proposed
- Pressurized Main Label
- Pressurized Main
- Streets
- Addresses
- Legal Lot Lines
- Parcels
- Owner Unknown
- Survey Gap

Playground 50'0"x50'0"

Available Parking - 90

Available during school hrs - 85

Double sided sign - 50 sq. ft.

Height off sign - 6'0"

Existing sign to be removed

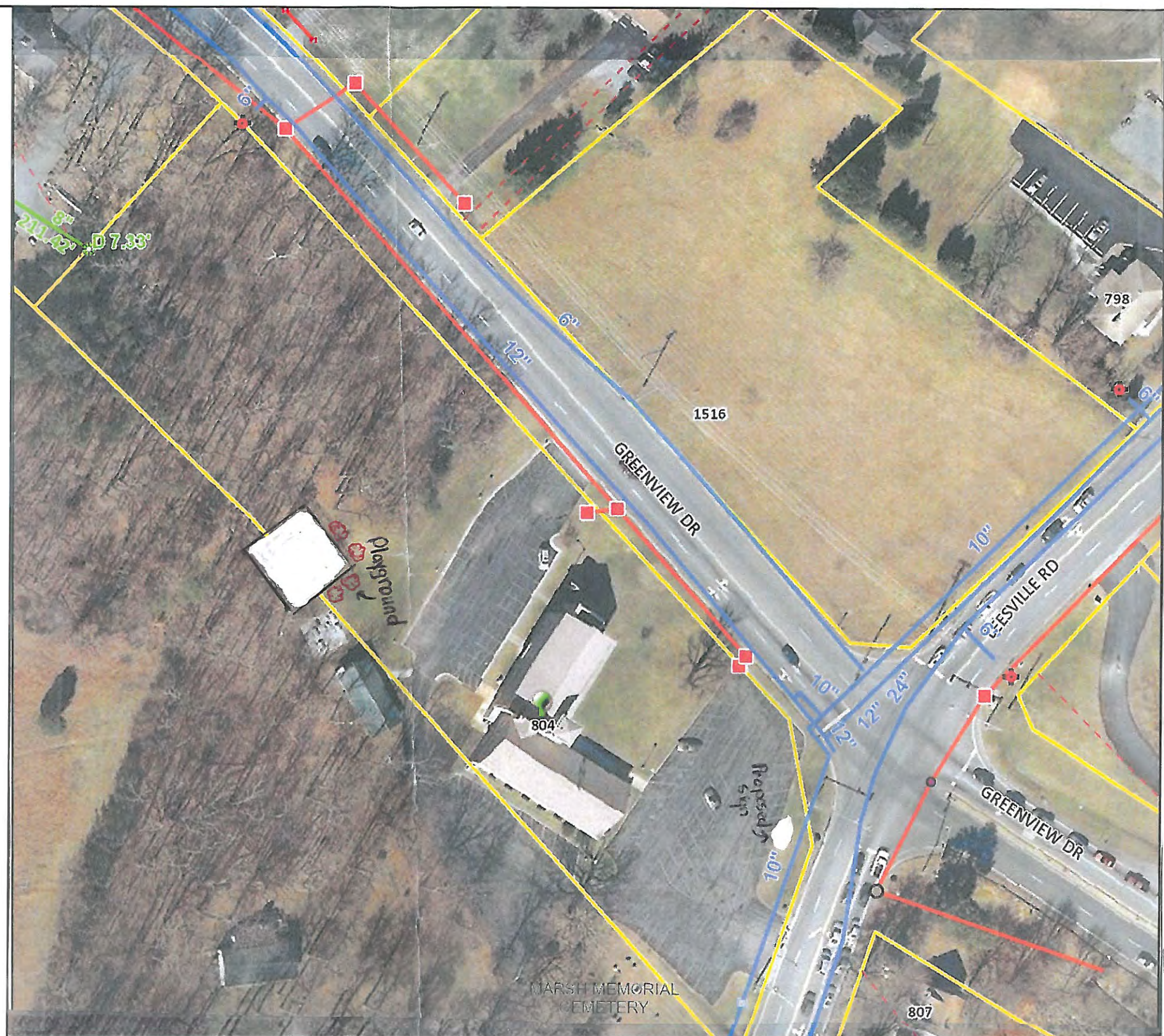
Size of parcel - 2.47 acres

Project # CUP1311-0002

Feet

0 20 40 60 80

1:1,200 / 1"=100 Feet



RECEIVED

DEC 02 2013

COMMUNITY
DEVELOPMENT

11/12/2013

DISCLAIMER: This drawing is neither a legally recorded map nor a survey and is not intended to be used as such. The information displayed is a compilation of records, information, and data obtained from various sources, and the City of Lynchburg is not responsible for its accuracy or how current it may be.



RECEIVED

NOV 05 2013

COMMUNITY
DEVELOPMENT

Proposed Preschool at Marsh Memorial UMC

I plan to open a Preschool at Marsh Memorial United Methodist Church located at 804 (20348-911 address) Leesville Road, Lynchburg, Virginia 24502 in August or September 2014. The acreage is approximately 1.5 to 2 acres. The ages of the children will be 2 $\frac{1}{2}$, 3, and 4 year old. The hours of operation will be 9:00 am until 12:00 pm Monday through Friday. There will also be an afterschool program until 3:00 pm for interested parents. The capacity of children will be up to 49.

The parents will walk their child to the classroom each morning and sign them in. There will be a carpool line to pick up the children at 12:00 pm. The cars will enter the Greenview Drive entrance showing a pickup pass to confirm release of their child. The carpool line will exit on Leesville Road. Parents who sign their child up for the afterschool program from 12-3 pm will pick up their child inside the school.

I will put orange cones across the entrance at Greenview Drive and the back side of the rear parking lot at 9:30 am. This will prevent vehicles entering the parking lot for the safety of students.

The students will go to the playground each day weather permitting. Each classroom teacher will be assigned a different time for playground time. The playground is 2,500 square feet. The teachers will walk students through the parking lot because the entrance and back side of the parking lot will be blocked by the orange cones. This will ensure the safety and protection of the children.

The preschool will adhere to Section 63.2-1716 of the *Code of Virginia* for a religiously exempt child day center. The staff will follow

the required staff/child ratio: 1 staff required for every 1-10 children.

The fire safety and evacuation plan will be posted in each classroom. Classroom G3 on the ground floor plan has an exit door in the room. The teacher and students will exit from the room. The other three classrooms G2, G4, and G6 will exit at the rear door located at G5. The preschool will follow requirements established by Fire Marshall.

The Church would also like to install a digital sign. The location of the sign has flexibility because of the future widening of Greenview Drive.

In the future, the preschool may also offer before and after school programs for elementary and middle school children. The preschool may also offer child care for the preschool children. The hours would be 6:00 am until 6:00 pm. I would also like the capacity of children to go up to 60 in the future.





804 Leesville Road
Conditional Use Permit
December 11, 2013

PLEASE PRINT

[illegible]

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **January 14, 2014**

AGENDA ITEM NO.: 13

CONSENT:

REGULAR: **X**

WORK SESSION:

CLOSED SESSION:

(Confidential)

ACTION: **X**

INFORMATION:

ITEM TITLE: **Conditional Use Permit (CUP): AT&T Mobility – 1721 Langhorne Road**

RECOMMENDATION: Denial of the CUP petition.

SUMMARY: AT&T Mobility is petitioning for a CUP to allow the construction of a one hundred forty-five (145)-foot “monopine” (a communications tower designed to look like a pine tree) and associated equipment cabinets at 1721 Langhorne Road. The property is zoned R-1, Low Density, Single-Family Residential District and contains approximately twenty-four and thirty-five hundredths (24.35) acres. The Planning Commission’s motion of approval failed on a 2-4 vote. Therefore, the Planning Commission recommended denial of the CUP because:

- The R-1, Low-Density, Single-Family Residential District is not appropriate for facilities that are one hundred forty-five feet (145') in height.
- Commercial properties within the coverage area should be explored further to determine if a more suitable location would be feasible.

PRIOR ACTION(S):

December 11, 2013: The Planning Division recommended approval of the CUP petition.

The Planning Commission’s motion of approval failed (2-4 with one absent; Hannon).

FISCAL IMPACT: N/A

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

ATTACHMENT(S):

- Resolution
- Planning Commission Report – December 11, 2013
- Planning Commission Minutes – December 11, 2013
- Vicinity Zoning Pattern Map
- Vicinity Proposed Land Use Map
- Watershed Location Map
- Planimetric and Topographic Map
- Concept Plan
- Photo Simulations
- Property Photograph
- Speaker Signup Sheet

REVIEWED BY: lkp

RESOLUTION:

A RESOLUTION GRANTING A CONDITIONAL USE PERMIT TO AT&T MOBILITY TO ALLOW A ONE HUNDRED FORTY-FIVE (145) FOOT MONOPINE AND ASSOCIATED EQUIPMENT CABINETS AT 1721 LANGHORNE ROAD IN AN R-1. LOW DENSITY, SINGLE FAMILY RESIDENTIAL DISTRICT.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF LYNCHBURG that the petition of AT&T Mobility for a conditional use permit to allow the construction of a one hundred forty-five (145)-foot monopine and associated cabinets is hereby approved subject to the following conditions:

1. The property shall be developed in substantial compliance with the site plan.
2. All lighting shall be glared shielded and non-directional to prevent illumination beyond the property line.
3. The tower shall be constructed as a "monopine" as indicated in the submitted photo simulations.
4. Future collocations on the tower shall be permitted provided the "monopine" construction is maintained and equipment cabinets are contained within the compound indicated on the submitted site plan.
5. The telecommunications facility shall not have a strobe light of any kind upon it.

Adopted:

Certified: _____
Clerk of Council

007K

The Department of Community Development
City Hall, Lynchburg, VA 24504 434-455-3900

To: Planning Commission
From: Planning Division
Date: December 11, 2013
Re: **Conditional Use Permit (CUP) – AT&T Mobility – 1721 Langhorne Road**

I. PETITIONER

AT&T Mobility, 4164 Innslake Dr. Ste. B, Glen Allen, VA 23060

Representative: Mr. Paul Robnett, Velocitel, Inc., Glen Allen, VA 23060

II. LOCATION

The subject property is a tract of approximately twenty four and thirty-five hundredths (24.35) acres located at 1721 Langhorne Road.

Property Owner: Mr. Julian Adams, 1721 Langhorne Road, Lynchburg, Virginia 24503

III. PURPOSE

The purpose of the petition is to allow the construction of a one hundred forty-five (145)-foot “monopine” (cell tower designed to look like a pine tree) and associated equipment cabinets.

IV. SUMMARY

- The *Comprehensive Plan 2002-2020's Future Land Use Map (FLUM)* recommends Low Density Residential and Resource Conservation uses for the property.
- Telecommunication facilities are permitted within R-1, Low Density, Single-Family Residential Districts upon approval of a CUP by Council.
- The proposed telecommunication facility will be of a stealth design and should blend into the natural landscape.

The Planning Division recommends approval of the CUP petition.

V. FINDINGS OF FACT

1. **Comprehensive Plan.** The *Comprehensive Plan 2002-2020* recommends a Low Density Residential and Resource Conservation uses for the property. Low Density Residential uses include single-family dwellings, public and institutional uses compatible in scale with single-family residential homes, private recreation uses, and private open space (*pg. 5.5*). Resource Conservation Areas should have development limited to: trails and recreation facilities, and public facilities (sewer, wastewater treatment, road crossings...etc.). The goal is to keep Resource Conservation Areas as natural as possible so as to stabilize slopes, prevent soil erosion, provide natural absorption areas for urban runoff, moderate climate, and provide wooded areas for wildlife and for the respite of City dwellers (*pg. 5.3*).
2. **Zoning.** The subject property was annexed into the City in 1926. The existing R-1, Low Density, Single-Family Residential and Resource Conservation Districts were established in 1978 upon adoption of the *Zoning Ordinance*.
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 several items requiring City Council approval in the immediate area:
 - On October 14, 1980, Council approved the rezoning petition of Lloyd G. Flint to rezone property at 2023 Langhorne Road from B-2, Local Neighborhood Business District to B-3C, Community Business District (Conditional) to permit the use of a convenience store with accessory gasoline sales.
 - On September 10, 1985, Council approved the CUP petition of Garbar Associates to allow a Planned Unit Development (PUD) of thirty (30) townhouse units at the end of Elk Street.
 - On May 14, 1991, Council approved the CUP petition of Lynchburg City Schools to allow the use of modular building classrooms at 2525 Linkhorne Drive.
 - On December 12, 1995, Council denied the CUP petition of Virginia O’Klock to operate an owner occupied Bed & Breakfast operation at 1511 Langhorne Road.
 - On February 13, 1996, Council approved the CUP petition of James & Lillian Rice to allow a Planned Unit Development (PUD) of thirty-four (34) attached single-family units at 2620 Circle Road.
 - On July 13, 1999, Council approved the CUP petition of St. George Greek Orthodox Church to construct a one story multi-purpose addition at 1724 Langhorne Road.
 - On March 13, 2001, Council approved the CUP petition of Lynchburg City Schools to construct a new gymnasium at 2525 Linkhorne Drive.
5. **Site Description.** The subject property is a tract of approximately twenty-four and thirty-five hundredths (24.35) acres located at 1721 Langhorne Road. The property contains a single family dwelling, which was constructed in 1956 and is located in the front portion of the property. Over three-quarters of the property are wooded. The “monopine” tower is proposed to be situated in the middle of the property. The property is bounded by heavily wooded residential use properties.
6. **Proposed Use of Property.** The purpose of the petition is to allow the construction of a one hundred forty-five (145)-foot “monopine” (cell tower designed to look like a pine tree) and associated equipment cabinets.
7. **Traffic, Parking and Public Transit.** The City’s Transportation Engineer had no comments of concern regarding the proposed telecommunications facility.
8. **Stormwater Management.** A stormwater management plan will be required at the time the site plan is submitted. As indicated on the submitted site plan and narrative, the petitioner will address erosion issues associated with the installation of the grass paver roadway.
9. **Emergency Services:** The City Fire Marshal and Police Department had no comments of concern regarding the proposal.
10. **Impact.** The telecommunications facility would be located behind the existing house sited approximately in the middle of the property. The compound will be screened with a wooden fence and will be located three hundred five (305) feet from the northern and southern property lines, eight hundred three (803) feet from the western (rear) property line and seven hundred five (705) feet from the rear wall of the existing house. Appearance of

telecommunication facilities would normally be the primary concern when proposed in residential areas. The petitioner has proposed constructing the tower as a “monopine” as shown in the submitted photo simulations, which should blend into the existing tree line. As indicated by the petitioner, the proposed telecommunications facility is needed to support wireless communications in the area. The facility would support up to four (4) carriers.

11. **Technical Review Committee.** The Technical Review Committee (TRC) reviewed the conditional use permit on November 19, 2013. Comments related to the proposed use have or will be addressed prior to final site plan approval.

VI. PLANNING DIVISION RECOMMENDATION

Based on the preceding Findings of Fact, the Planning Commission recommends to City Council approval of the petition of AT&T Mobility to allow the installation of a one hundred forty-five (145)-foot telecommunications tower and associated equipment at 1721 Langhorne Road subject to the following conditions:

1. **The property shall be developed in substantial compliance with the site plan.**
2. **All lighting shall be glared shielded and non-directional to prevent illumination beyond the property line.**
3. **The tower shall be constructed as a “monopine” as indicated in the submitted photo simulations.**
4. **Future collocations on the tower shall be permitted provided the “monopine” construction is maintained and equipment cabinets are contained within the compound indicated on the submitted site plan.**

This matter is respectfully offered for your consideration.



William T. Martin, AICP
City Planner

pc: Mr. L. Kimball Payne, III, City Manager
Ms. Bonnie M. Svrcek, 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
Captain Thomas Mack, Acting Fire Marshal
Mr. Doug Saunders, Building Commissioner
Mr. Robert Fowler, Zoning Administrator
Mr. Jacob Dorman, Environmental Reviewer
Mr. Paul Robnett, Velocitel Inc.

VII. ATTACHMENTS

- 1. Zoning Map**
- 2. Future Land Use Map**
- 3. Watershed Map**
- 4. Planimetric and Topographic Map**
- 6. Concept Plan**
- 7. Photo Simulations**

MINUTES FROM THE DECEMBER 11, 2013 PLANNING COMMISSION MEETING (MINUTES HAVE NOT BEEN APPROVED. THERE WAS NO SECOND MEETING IN DECEMBER):

b. Petition of AT&T Mobility for a conditional use permit in an R-1, Low Density, Single-Family Residential District to allow the construction of a one hundred forty-five (145)-foot telecommunications tower and associated equipment at 1721 Langhorne Road.

Mr. Kevin Henry explained that this petition is requesting the construction of a 145-foot monopine telecommunications tower and associated equipment cabinets. The *Future Land Use Map* recommends Low Density Residential and Resource Conservation uses for the area. The area is predominantly single-family residential and resource conservation currently and is heavily wooded. The property is approximately 24 acres and the tower is proposed to be located in approximately the middle of the property.

Mr. Henry commented that there are no traffic or emergency access concerns with the petition. A stormwater management plan will be required at the time of the site plan submittal. The compound will be screened with a wooden fence. Mr. Henry acknowledged that the visual aspect and appearance of the tower is likely to be the biggest concern. The applicant has designed it as a monopine, which was recently part of a similar petition at 409 Perrymont Avenue. The applicant has submitted photo simulations as part of the application to try and show how the tower might look at various vantage points around the neighborhood. Given the design and the photo simulations that have provided in the application, along with the conditions contained in the report, the Planning Division recommends approval of the conditional use permit application.

Mr. Max Wiegard of Gentry, Locke, Rakes and Moore, a law firm in Roanoke, was present to represent the petitioner. Mr. Paul Robnett and Mr. Sam Shaw with AT&T Mobility and Mr. Julian Adams, the owner of the property, were present in the audience as well. Mr. Wiegard remarked that this property is somewhat unique in this area of the city because it is quite large and heavily wooded in the area where the tower is proposed to be located. The proposed tower will be located hundreds of feet from the adjacent residences, as well as the public road. The proposed compound would also be contained in the heavily wooded area and would be enclosed with a wooden fence to help it blend in as well. Mr. Wiegard also mentioned that the equipment cabinet will be painted brown, which should also help it blend in with the trees.

Mr. Wiegard explained that due to people using wireless technology on their phones in their homes, there is a need to fill gaps in coverage, particularly in residential areas. Mr. Wiegard demonstrated on a map the current coverage area and how much of the uncovered area will be served by the proposed monopine. It would significantly improve the coverage area in this section of the city. Mr. Wiegard also went over each of the photo simulations provided in the application. Mr. Wiegard acknowledged that although the tower will be visible, it is designed in a stealth manner to blend in with the natural environment as much as possible. The tower is also able to accommodate the collocation of up to three additional carriers on it without adding to the height of the tower.

Mr. Wiegard explained that AT&T did try to find other existing structures in the area on which to collocate. AT&T considered four sites and ruled out each of them because they were either too far from its coverage objective or the height of the structure was too low. This tower would meet the coverage objective very well. AT&T would respectfully request that the Planning Commission concur with staff's recommendation and recommend approval of the petition to City Council.

Chair Sale asked for others who wished to speak in favor of the petition. No one came forward. He asked for those who wished to speak in opposition to the petition. Mr. Jurgen Pest of 2805 Sedgewick Drive came forward. He said that he will look out his window and see a tower with a blinking red light.

He said they had many options of where to live and they chose their home on Sedgewick Drive because it is in a quiet, heavily wooded area and on a dead end street. They were hoping to live there a long time, but this no longer appears certain. Mr. Pest stated that they would feel betrayed by their elected officials if this conditional use permit is granted. They paid a premium price for a lot with underground utilities and this tower would be an above ground utility. When the foliage is off the trees, he is pretty sure they will be able to see the tower no matter how it is disguised.

For Mr. Pest, the question is whether or not this tower is needed. Maybe the petitioner's requirements for coverage are excessively high. He feels that the improving the surrounding available towers would yield them some improvement in their coverage area. Possibly they could elevate the height of a nearby tower. Mr. Pest hopes that their recommendation to City Council would be denial given that it will impact the beauty of their neighborhood.

Mr. Steve Selby of 1672 Langhorne Road came forward to speak. He has lived there for approximately 18 years and states that it is a very attractive neighborhood and very nice place to live. 1721 Langhorne Road is directly in front of him and he feels that a fifteen-story commercial structure does not belong in this neighborhood. He feels it will look bad and degrade the neighborhood. It will look like an artificial Christmas tree and will not fool anyone. Mr. Selby also feels that the photo simulations presented are misleading. The locations were carefully selected so that nearby structures and trees obstructed the proposed tower. The picture taken with the direct view of 1721 Langhorne Road was taken approximately 45 feet below the roof line. Mr. Selby's view of the tower will not be obscured by the house located at 1721 Langhorne Road and he will see the whole tower. Mr. Selby also made the point that trees come and go. Many trees were blown down in the derecho. Therefore, one cannot count on the present trees to always be there as a screen for the proposed tower.

Mr. Selby feels that the areas not covered could be accommodated by micro bay stations mounted on existing power poles. He also pointed out that if this tower is granted, it will set a precedent for towers to be erected in other residential neighborhoods. Mr. Selby feels that the profit this company will make will come at the expense of this neighborhood's quality of life and property values. He would ask the commission to uphold the zoning regulations and deny this petition.

Ms. Joan Jones of 2209 Falconhill Place came forward to speak. Ms. Jones pointed out that this tower is in one of Lynchburg's remaining virgin forests. It will destroy the 400,000 square feet of forest needed to erect the tower. To reach the site to build it, the existing dirt lane will have to be improved. All of this is proposed to take place in a low density residential neighborhood and the neighborhood would become something else. She pointed out that there are commercial properties for sale located within a quarter of a mile of this site that might be appropriate for a tower. Ms. Jones remarked that many people do not know about this proposed tower because the legal requirement is to only notify persons within 200 feet of the proposal. It will be visible for so much further than 200 feet. She hopes that the commission will agree that this proposal is inappropriate for this property.

Mr. Gilliam Cobbs of 3316 Dorchester Court came forward to speak. He also represents other property owners such as the Bakers on Dorchester Court, the Blanks on Langhorne Road and the Giles on Langhorne Road who are also opposed to this tower. He stated that the developer of Dorchester Court went to great lengths and expense to put in underground utilities. This is a scenic, sought after area of the city. He feels this tower will deprive the neighbors of a privileged view. In his opinion, the tower can be decorated as a monopine but it is still an eyesore and does not belong in a prime residential area. Mr. Cobbs also feels that this is a departure from what he thought was the City's policy of locating these towers on City owned properties such as the recent one approved for 409 Perryment Avenue. No one has told him how the City is going to make money on this one. Mr. Cobbs also feels that the petitioner's photo simulations are misleading and were taken from points where the tower would not affect people's property. Mr. Cobbs would like the commission to recommend denial and hopes that it is not too late for another option to be explored for the location of this tower.

Ms. Barbara Mayer of 2700 Sedgewick Drive came forward to speak. She indicated that there is going to be a chain link fence for an area of four acres surrounding this tower. She thinks the tower will be hideous. She also mentioned that there is a tower nearby in the Kroger shopping center on Linkhorne Road and wondered why they cannot improve that one. Ms. Mayer also talked about the potential harmful effects of radiation from cell towers and that the radiation might go as far as the two nearby schools. She acknowledged that the studies are conflicting and that she is really not supposed to raise this issue because it goes against the 1996 Telecommunications Act. That act forbids localities to refuse these towers based on potential health hazards.

Ms. Mayer feels that there are no problems with reception in this area. She would like to know if other people do have that problem. She feels that the area that will be covered by this tower is just the wooded area where no one lives. She also feels that the property values in this area will plummet and this will affect the City's tax base.

Dr. Ray Baker came forward to speak. He developed the Dorchester Court subdivision and lives at 3317 Dorchester Court. He reiterated the previous concerns about how unsightly he feels the monopine will look when the leaves are gone from the trees and about how this will be setting a bad precedent for allowing these towers in beautiful residential areas. Dr. Baker also pointed out that the company has said that this will not address all its coverage problems, so how long will it be before we see a request for a 200-foot tower or when will the baby monopines pop up? He thinks they should seriously consider this before allowing a commercial structure in a beautiful residential area.

Mr. Carmen Huckabee of 2204 Falconhill Place came forward to speak. He wondered why they could not locate on the nearby tower at the Kroger shopping center. The rest of his testimony centered on the potential radiation hazards of cell towers that are within a third of a mile range. He did acknowledge that they were not allowed to take this into consideration but read them an article regarding a cancer study that might link cancer to radiation from cell towers.

Mr. Fred Mayer of 2700 Sedgewick Drive came forward to speak. He wanted to point out the proposed location of the cell tower is higher than other properties around it making it more visible to some of the adjacent residences. Mr. Mayer also asked if the petitioner could address questions about what type of lighting will be used on the tower and who will be financially compensated from this tower.

Mr. Stuart Brust of 2812 Sedgewick Drive came forward to speak. His concern is that this tower would get the foot in the door to allow other zoning changes. There might eventually be a Walmart allowed. He thinks this property will no longer be able to be sold as residential property because you will be looking at a tower.

Dr. Richard Giles of 1533 Langhorne Road came forward to speak. He said the constructed photo simulations were taken from the highway. He does not know what it will look like from his property. He knows of one person on Dorchester Court that does not have cell phone coverage. He would like to hear if there are other options for doing this proposed tower. He is also not complimentary of how this process has been advertised by either the petitioner or by the City.

Chair Sale recognized all those who had come in opposition to the petition by a show of hands.

Mr. Wiegard came back to address the concerns. Mr. Wiegard mentioned the 1996 Telecommunications Act and explained that it prohibits bodies from denying towers for environmental reasons so long as they are constructed in accordance with federal regulations. This tower has been designed and will be constructed in accordance with these regulations.

Mr. Wiegard said AT&T is not trying to get around any zoning regulations or play any tricks in order to get approval. This proposal is a focused effort to fill in gaps in coverage as shown on the map he presented earlier in the process. This application has been filed in compliance with the City's zoning ordinance. He acknowledged that although it would be nice if all utilities could be underground, this technology is a line of sight technology. This tower is designed to be 145 feet in height because that meets the coverage objective, but it is also designed to be as visibly unobtrusive as possible out of necessity because it is in a residential area.

If AT&T could meet this need by going to a commercial or industrial area, it would. The tower in the Kroger shopping center mentioned is not a suitable alternative because AT&T is already located on it. Mr. Wiegard stated that the general preference in most localities is one tall tower over three or four shorter towers to meet a coverage objective. Mr. Wiegard assured them that AT&T has looked at other existing structures in the area to meet this coverage objective and it simply cannot.

Mr. Wiegard explained that there is no proposal for lighting on this tower because the FAA is not requiring lighting. Generally, towers are not lit unless it is required by the FAA or if it is in close proximity to a hospital and the hospital requests lighting. Commissioner Hooper asked Mr. Wiegard to clarify that there is no requirement for lighting and Mr. Wiegard mentioned the FAA report provided with this application, which states that no lighting will be required. Commissioner Swienton asked if this could be a condition of the permit and Mr. Wiegard said that could certainly be a condition. Mr. Henry said he could write this up for the commission's consideration.

Chair Sale closed the public hearing portion of the petition.

Mr. Gilliam Cobbs asked from the audience if the commission could remember to have the petitioner address the question of compensation. Chair Sale said that question, as well as others, would be asked by the commission.

Commissioner Swienton had a question about Section 35.1-83, which states that (b) Existing towers are exempt from the maximum height restrictions of the districts where located. New towers shall not exceed a maximum height of fifty (50) feet in any residential district, one hundred (100) feet in a B-1 district, or one hundred fifty (150) feet in any other commercial or industrial district, unless the city council approves a conditional use permit authorizing a maximum height in excess of these limits. Commissioner Swienton wanted to know what staff's rationale was for going from 50 feet to 145 feet as an allowable height for this tower. Mr. Henry said it is based on what the cell tower engineers say is required as well as the precedent of other petitions that have been approved. Mr. Henry thought the one recently approved at 409 Perrymont Avenue was of a comparable height. Commissioner Swienton asked if someone could put up a fifty foot tower by right. Mr. Henry said it would depend on whether or not the other requirements could be met such as setbacks and fall requirements.

Commissioner Swienton noted that he thinks the monopines are very well designed and he does not have a problem with them but he does have an issue with going from 50 feet to 145 feet in a residential district. Commissioner Swienton asked what the minimal size lot would be that would allow a fifty-foot tower. Mr. Henry said there are too many factors to consider (topography, adjacent zoning, etc.) for him to quantify a minimum lot size. Commissioner Swienton asked Mr. Weigard if AT&T is asking for the tower height that is allowed by right in an industrial zone. Mr. Weigard acknowledged that is true and is the reason for the conditional use permit application and the tower's stealth design. Mr. Wiegard further stated that the reason this parcel is a desirable parcel is because it meets the setback requirements and the fall zone requirements.

Commissioner Hooper asked how many AT&T towers there are in the City (or collocations). Mr. Wiegard was not sure and stated that the issue is still coverage area and this is an identified gap. Chair Sale asked him to respond to the fact that the coverage area that will be served is mostly wooded.

Mr. Wiegard said it will still provide coverage to many residences in the area. He also pointed that the state of communications today is that people want coverage in their homes and it will be even more so in the future.

Chair Sale asked Mr. Wiegard if there was a community meeting. He said there was not and AT&T had not taken a sounding of the neighborhood. Mr. Weigard said there were 75 letters sent out and the other legal requirements were met.

Chair Sale asked if the tower at the Kroger shopping center could be improved in any way to meet this coverage objective. Mr. Wiegard said it becomes very complicated and it is something they would have to send to the radio frequency engineers to study.

Commissioner Coleman stated that it seems to him that the weight of their discussion should be on trying to find another location for this tower in order to address the concerns that the neighbors have raised. He does not see how they can ignore these neighbors' concerns and hopes they are equally concerned about placing these towers in other residential neighborhoods in the city where they might have negative impacts. Commissioner Coleman wondered if there was any time sensitivity to this petition because there is enough unrest for him that he is not in favor of voting for it today.

Chair Sale said that when they have postponed items in the past, it is in order to garner more information. It would come back to them without holding another public hearing, unless the petition was changed substantially.

Commissioner Hooper said he keeps thinking about the tower they recently considered at 409 Perrymont Avenue, which was on City owned property. He is trying to draw a parallel between the two petitions. Mr. Henry clarified for them, after checking the documents, the request was for a 135-foot tower in an R-2 district and it was approved by the Planning Commission and City Council. Commissioner Hooper noted that he wished the petitioner had made more of an effort to advertise its proposal and maybe go out and knock on some doors and talk to people.

Commissioner Hooper asked if someone is going to address the issue of compensation. Chair Sale said the commission is really not supposed to consider financial issues but he would presume that the owner is compensated. Mr. Wiegard said that the arrangement is in the form of a lease. Mr. Wiegard also wanted to mention at this point that the fence proposed is to be wooden and not chain link as was suggested by one of the neighbors.

Commissioner Johnston asked Mr. Henry to address the construction timeline for the tower and the 400,000 square feet of clearing that was mentioned previously by one of the neighbors. Mr. Henry deferred to Mr. Wiegard for those explanations and Mr. Wiegard said the area is 50 feet by 80 feet, which is actually 4,000 square feet of clearing that would be required. Some trees would have to be cut down but the goal would be to leave as many as possible, especially since they want the tower to be obscured as much as possible.

Commissioner Johnston asked Mr. Wiegard if it is better financially for AT&T to lease a property than it is for them to buy a commercial property and erect a tower. Mr. Wiegard believes that AT&T's business model lends itself to leasing space as opposed to buying. Mr. Wiegard said he personally has not represented any telecommunications companies in the purchasing of properties because there may come a time in the future where the tower is not needed in which case it would be removed within 90 days of its useful life. Commissioner Johnston clarified that there is potential that this tower would go away in the future. Mr. Wiegard said there is absolutely the potential for that in the future, but the horizon for that is very hard to say.

Commissioner Johnston asked Mr. Henry if AT&T would have to come back for another conditional use permit if the tower needs to be lighted at a later point. Mr. Henry said they could add that as a condition or they could make the condition void if the lighting is required by the FAA. Commissioner Johnston asked what would happen to the tower if a subsequent application for lighting was denied. Mr. Wiegard said that would certainly become a significant issue if the tower was required to be lit by the FAA and it was denied by the locality. It would involve legal issues at that point and AT&T would certainly have to explore other options.

Commissioner Coleman would like to see the petitioner get together with the neighbors and work something out or even find another location. Commissioner Coleman made a motion to table the matter until there has been further discussion and exploration. Commissioner Swienton seconded the motion.

Commissioner Swienton asked what the time frame is for bringing this matter back if it is tabled. Mr. Henry said it would be a year. Mr. Henry pointed out that if the item is tabled, it will come back as a public meeting but not a public hearing. Mr. Henry also wished to point out that they will have at least two new commissioners coming to the commission in January to replace Commissioners Sale and Barnes and Commissioner Hannon was not reappointed as well. Mr. Henry also asked for clarification from the commission in terms of what they would like staff and the petitioner to address that has not been addressed already before the item comes back to them.

Commissioner Coleman reiterated that he does not feel that there has been adequate effort made to work something out with the neighbors. He would like the petitioner and staff to see if there is another location where this tower could be located. Commissioner Coleman is not convinced, except for financial reasons, that there is not another place that this tower could be located. If another location cannot be found, the petition could be brought back to them and it will be voted on at that time.

Commissioner Johnston stated that she does not see anything compelling them to table this matter. Mr. Wiegard's presentation is that AT&T has looked at other properties and has not found any others to be suitable. His presentation is that there are no other options for locations so she does not see any value in delaying the item. She would like to vote today.

Commissioner Hooper thinks that those present would like to have a vote on this today and then voice their concerns one way or the other with Council. Commissioner Hooper agrees that there is no value in postponing the petition, unless the petitioner was to come to them with a totally different site and they have already researched other locations.

At this point, members of the audience wanted to ask more questions. Mr. Pest indicated that he thought they would be allowed to question the petitioner. Chair Sale indicated that once the public hearing is closed, someone from the floor needs to be invited by one of the commissioners. Chair Sale explained that right now they have a motion before them to table the item and they need to vote on it.

Commissioner Swienton acknowledged Commissioner Coleman's desire to find common ground and would like to continue to encourage that in the future. However, Commissioner Swienton thought that whatever the commission's vote is today will determine whether or not the petitioner needs to research another alternative between now and City Council. He is comfortable with that.

The motion to table the item was called to a vote and failed by the following vote:

AYES:	Coleman	1
NOES:	Barnes, Hooper, Johnston, Sale and Swienton	5
ABSTENTIONS:		0
ABSENT:	Hannon	1

Chair Sale called Mr. Pest back to ask some questions. Mr. Pest wanted to know who is complaining about coverage in the area or suggested that a survey be taken to see who is not happy with their coverage. He would also like to see the map expanded that shows the lack of coverage area so that they can see street names because it is hard to make sense out of the course map that was shown by the petitioner. He would also like to know about the lower tower in the area that was investigated by the petitioner, why it was not suitable and why that tower could not be increased in height in order to provide the coverage they are seeking. Mr. Pest also pointed out that other companies do not seem to have this problem with coverage, so people could change their carrier if they are having problems with AT&T.

Mr. Wiegard came back to address these questions. In terms of switching carriers, Mr. Wiegard said that is also covered by the 1996 Telecommunications Act. A carrier is required to show a need for coverage, comply with the locality's zoning ordinance and make sure its application is consistent with the locality's comprehensive plan. If there are deficiencies or issues that have not been fully vetted, they would be happy to produce more information. AT&T's goal is for them to be comfortable with this application and that it is the right thing and that they have exhausted all possibilities. But the fact that someone can switch carriers is not grounds for denying an application.

As far as raising the height of another tower, there are other issues involved in doing that. He would like to be as accurate as possible, but that is an issue they would have to analyze fully to determine whether or not that is a viable alternative. There are so many variables with raising a tower's height such as radio frequencies, whether or not you have a willing landlord and zoning regulations. If the commission would like more information on that subject, they would be happy to provide it but obviously cannot do that at this hearing.

Mr. Wiegard explained that a lack of coverage is not determined just by citizen complaint. It is determined by engineers based on radio frequency techniques to determine where coverage is insufficient at certain levels. It is a scientific process that is not arbitrary or capricious. It is very focused and purposeful. Mr. Wiegard said they would be happy to provide more information if there is something they are not comfortable with, but feels that they have met the applicant's burden to show that the application complies with the zoning ordinance and is consistent with the comprehensive plan.

Commissioner Swienton said he is comfortable that it has been researched that there is a coverage need because of the capital requirement for construction and maintenance of a tower. Commissioner Swienton asked if it would be possible to get the coverage area with several smaller towers as opposed to one tall one. Mr. Wiegard said it is possible but complicated because of all the variables such as setbacks, willing landlords, topography and the capital outlay required for each tower to name a few. Mr. Wiegard said that often it is desirable to the carrier, as well as the locality, to have one tower that is stealthily disguised as opposed to several fifty-foot towers that look like telecommunications towers.

Commissioner Swienton asked Mr. Henry if he knew how many cell towers are located in an R-1 district in the City. Mr. Henry said he did not know.

Commissioner Coleman called Ms. Jones to come back to clarify some items. She said that the 4,000 square foot of clearing mentioned earlier came from a letter they received from the petitioner. Ms. Jones also wanted to point out that the people here today represent many neighborhoods, Linkhorne Forest, Dorchester Court and Langhorne Road. It is a very broad spectrum of people, many of whom did not receive any notification from either the City or the petitioner about the proposal. There was never a neighborhood meeting. She would like to know if there were other sites explored, such as the nearby commercial sites for sale, to see if they would meet the coverage objectives. This is a very unique site and it should be preserved. It will turn a very delightful neighborhood into a very different place.

Mr. Pest asked if he could be called upon. Chair Sale said only if a commissioner wished to call on him. Chair Sale then asked if they were ready to vote. The commissioners indicated that they were ready to do so. He asked Mr. Henry for the language for a condition about lighting. Mr. Henry said the condition would state that "The telecommunications facility shall not have a strobe light of any kind upon it." There was discussion about whether or not to add the phrase "unless the FAA requires such" but the commissioners decided to leave that phrase out and require the petitioner to come back if there is any requirement or need to add lighting in the future. Commissioner Johnston made a motion to add this condition, which was seconded by Commissioner Swienton.

The motion passed by the following vote:

AYES:	Barnes, Coleman, Hooper, Johnston, Sale and Swienton	6
NOES:		0
ABSTENTIONS:		0
ABSENT:	Hannon	1

Commissioner Johnston made the following motion, which was seconded by Commissioner Barnes:

"That the Planning Commission recommends to City Council approval of the petition of AT&T Mobility to allow the installation of a one hundred forty-five (145)-foot telecommunications tower and associated equipment at 1721 Langhorne Road subject to the following conditions:

- 1. The property shall be developed in substantial compliance with the site plan.**
- 2. All lighting shall be glared shielded and non-directional to prevent illumination beyond the property line.**
- 3. The tower shall be constructed as a "monopine" as indicated in the submitted photo simulations.**
- 4. Future collocations on the tower shall be permitted provided the "monopine" construction is maintained and equipment cabinets are contained within the compound indicated on the submitted site plan.**
- 5. The telecommunications facility shall not have a strobe light of any kind upon it."**

Commissioner Coleman indicated that he would be voting against the petition because he feels that it is an inappropriate use of the property.

Commissioner Swienton commented that the monopine design is highly appropriate and feels they blend in well. His biggest concern is that we are approving what is by right for an institutional use in an R-1 district.

Commissioner Johnston said she would be voting in favor of the petition because the monopine is the best alternative for this location. However, she is very disappointed in AT&T's attempts to contact the neighbors. She understands they met the minimum requirements, however, our citizens have gone above and beyond by showing up today and she would expect the same from any corporation coming to Lynchburg and wanting to do any type of project. She would like businesses and corporations in the future to match citizens' efforts and for businesses and corporations that want to locate in Lynchburg to go above and beyond what is required in order to address citizen's concerns and try to accommodate them in any way possible.

Commissioner Barnes does not see any way to reach a compromise in this situation. He is reluctant to vote for a tower of this height in a residential area. He is not sure that all avenues have been exhausted and it might be possible to have two or three smaller towers on commercial or institutional properties in the area to serve the same coverage as this one large tower.

Commissioner Hooper was trying to draw a parallel between this proposal and the one on Perrymont Avenue. However, he thinks this proposal is a lot different than what they were presented in that case. He thinks this proposed tower will have a negative impact on this area of the city.

At this point, Mr. Henry asked to correct some information he had previously given them. Section 35.1-83 does state that "A conditional use permit from the city council shall be required for applicants seeking to locate towers, regardless of height, and related telecommunications facilities, in business districts zoned as B-4 and B-6 and in conservation and residential districts designated R-C through R-5." So a tower of any height would require a conditional use permit in an R-1 district.

Chair Sale said he would be voting for this because the monopine is a good way of dealing with a public need in our City for this kind of capability. Part of the comprehensive plan talks about the City having good infrastructure and we are moving away from phone lines to cell phones. Competition is good for the City. The carriers need as much as we can give them. In surrounding counties, you cannot get coverage at all and bad things can happen on the trails in those areas. When the leaves are off, you do see monopines, but when the leaves are off, you see conifers. He has seen monopines used in national parks because of the need for cell phone coverage in parks. He thinks there is enough of a buffer between the adjacent properties and the cell tower and does not think that there will be any significant visual impact on the surrounding neighborhood.

The motion failed by the following vote:

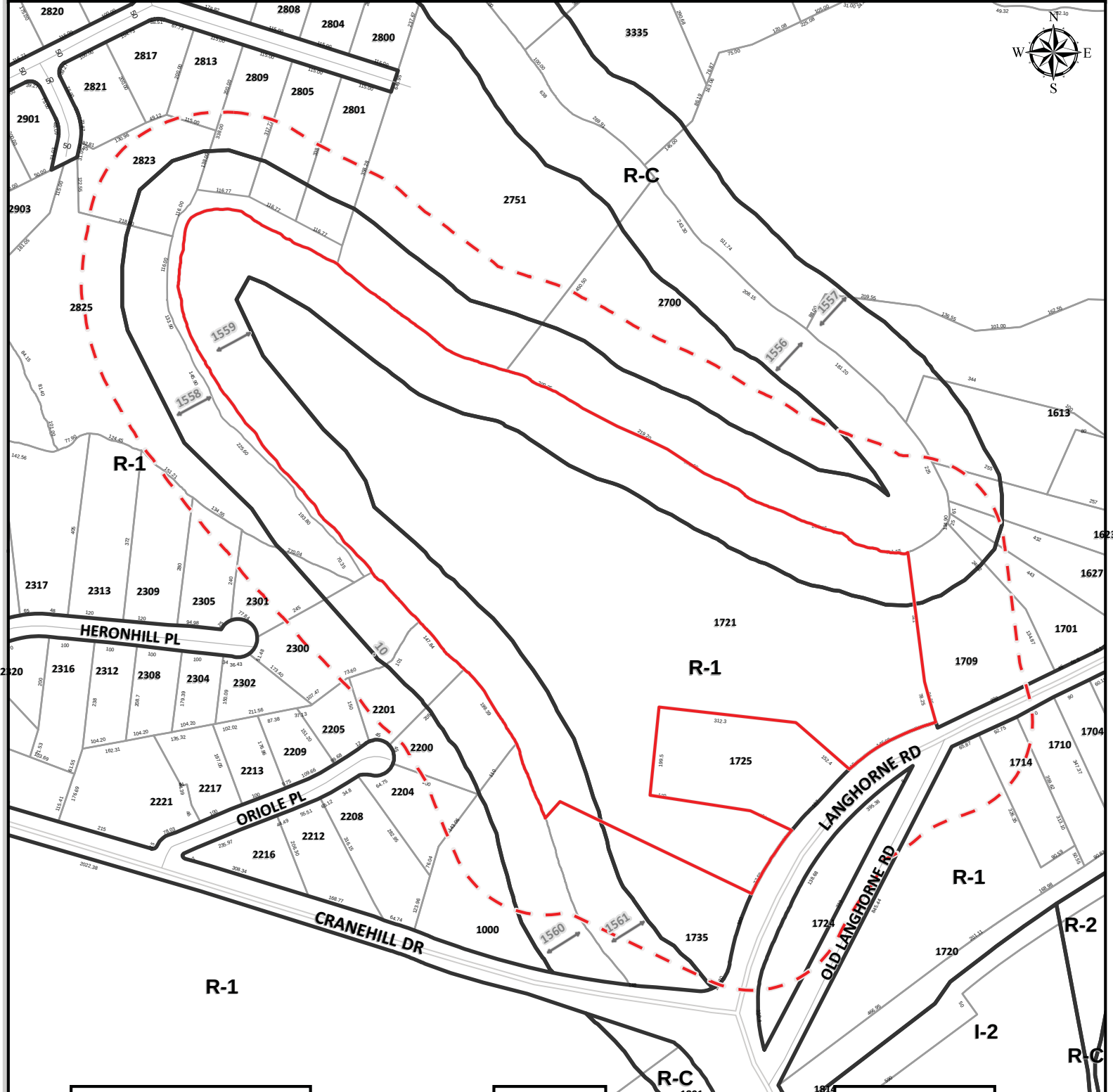
AYES:	Johnston and Sale	2
NOES:	Barnes, Coleman, Sale and Swienton	4
ABSTENTIONS:		0
ABSENT:	Hannon	1

Zoning Map

CELL TOWER

Conditional Use Permit Request

AT&T Mobility



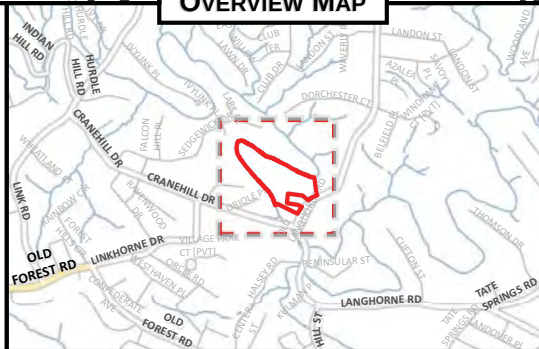
PROPERTY INFORMATION

PARCEL ID	ADDRESS
01701013	1721 LANGHORNE RD

LEGEND

- Subject Property
- 215' Buffer
- Zoning Boundary

OVERVIEW MAP



MAP SCALE: 1" to 300' DATE PRINTED: 11/23/2013

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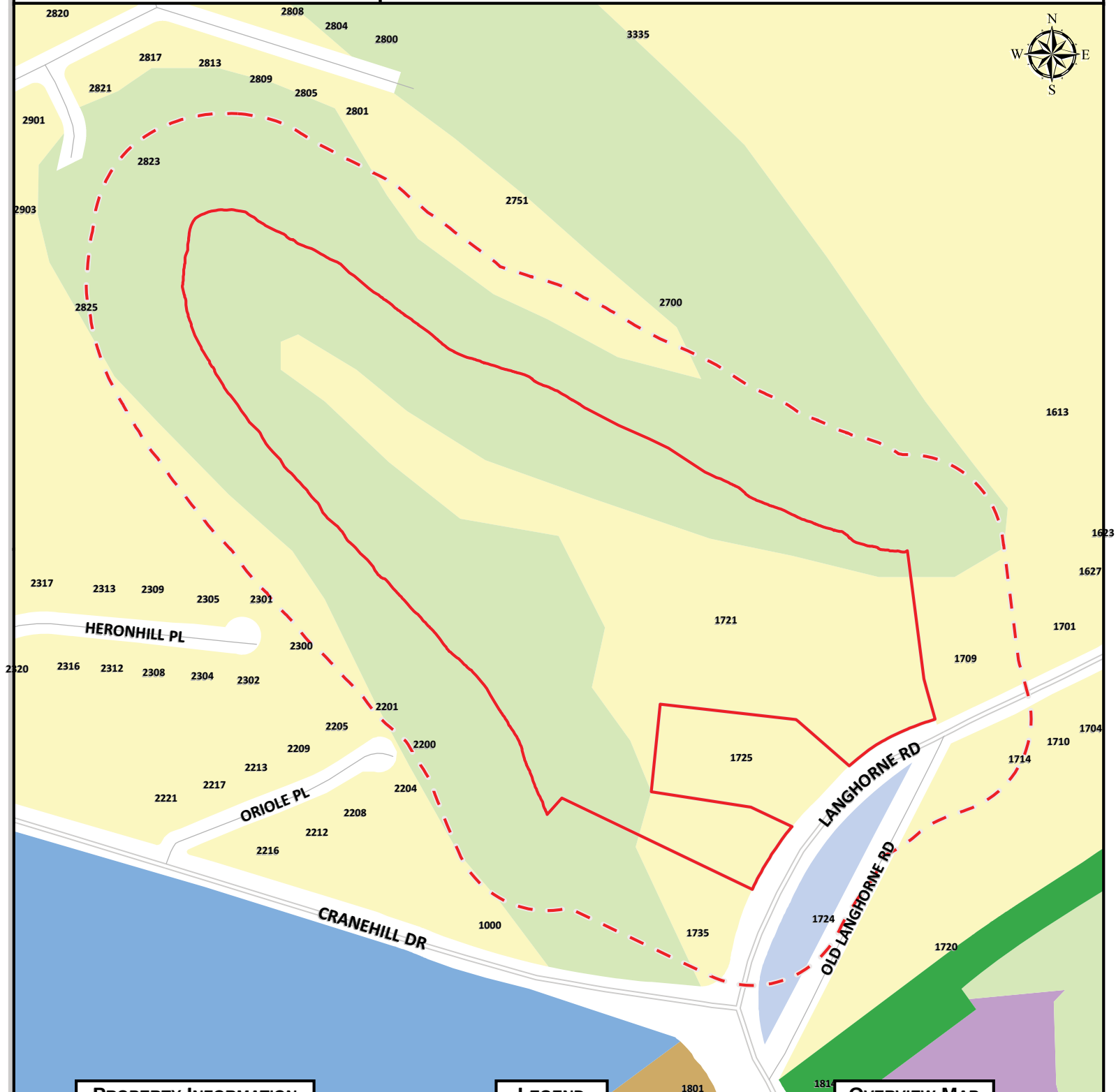
Parcel ID	Address	Owner
01701066	1735 LANGHORNE RD	ADAMS, JULIAN R
16707007	2200 ORIOLE PL	BARTON, JAY G & MARY A M
01701068	1701 LANGHORNE RD	BELL, ANDREW J
16707005	2205 ORIOLE PL	BLUE, C DAVID & BETTY T
01701070	1613 LANGHORNE RD	BOSWELL, CHRISTOPHER M
01705007	2751 SEDGEWICK DR	BOWMAN, HALLIE S TRS &
01705011	2813 SEDGEWICK DR	DISTELHURST, EVELYN F
16810018	2825 SEDGEWICK DR	DUPUIS, SUSAN S
01705010	2809 SEDGEWICK DR	FALLS, CHARLES W & ANITA S
01602031	1714 LANGHORNE RD	GAY, PHYLLIS O ET AL
16812009	2301 HERONHILL PL	HATCHER, RAYMOND L & KATHERINE
01701015	1709 LANGHORNE RD	JOHNSON, DAVID K & CHRISTINA M
01705012	2700 SEDGEWICK DR	MAYER, BARBARA B
01602030	1710 LANGHORNE RD	MILLER, MARTIN Q JR & BETTY
16707006	2201 ORIOLE PL	MILSTEAD, ASHBY L & JUANITA H
01701065	1725 LANGHORNE RD	MORRISON, PAUL M & HELEN E
16812007	2309 HERONHILL PL	OGLESBY, RALPH S
01705009	2805 SEDGEWICK DR	PEST, JURGEN & GISELA N
01701018	1623 LANGHORNE RD	ROSENBERGER, DEBORAH J
16707012	1000 CRANEHILL DR	ROYER, STEPHEN A & BLAKE T
16812008	2305 HERONHILL PL	SALMON, JOHN M III & ILONA H
01705008	2801 SEDGEWICK DR	SONG, HAN KYU & SOON BOCK KIM
16812010	2300 HERONHILL PL	SOWERS, HARRY C & SHARON E
01701067	1724 LANGHORNE RD	ST GEORGE ORTHODOX CHURCH TRS
16810021	2823 SEDGEWICK DR	SUTULA, GUY F & TERRESA J
01701017	1627 LANGHORNE RD	WACA LLC

FLUM Map

CELL TOWER

Conditional Use Permit Request

AT&T Mobility



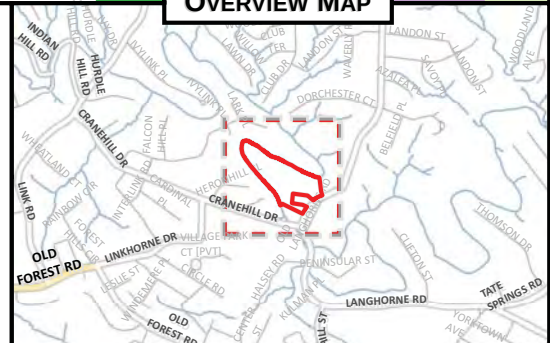
PROPERTY INFORMATION

PARCEL ID 01701013 **ADDRESS** 1721 LANGHORNE RD

LEGEND

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

OVERVIEW MAP



MAP SCALE: 1" to 300' DATE PRINTED: 11/23/2013

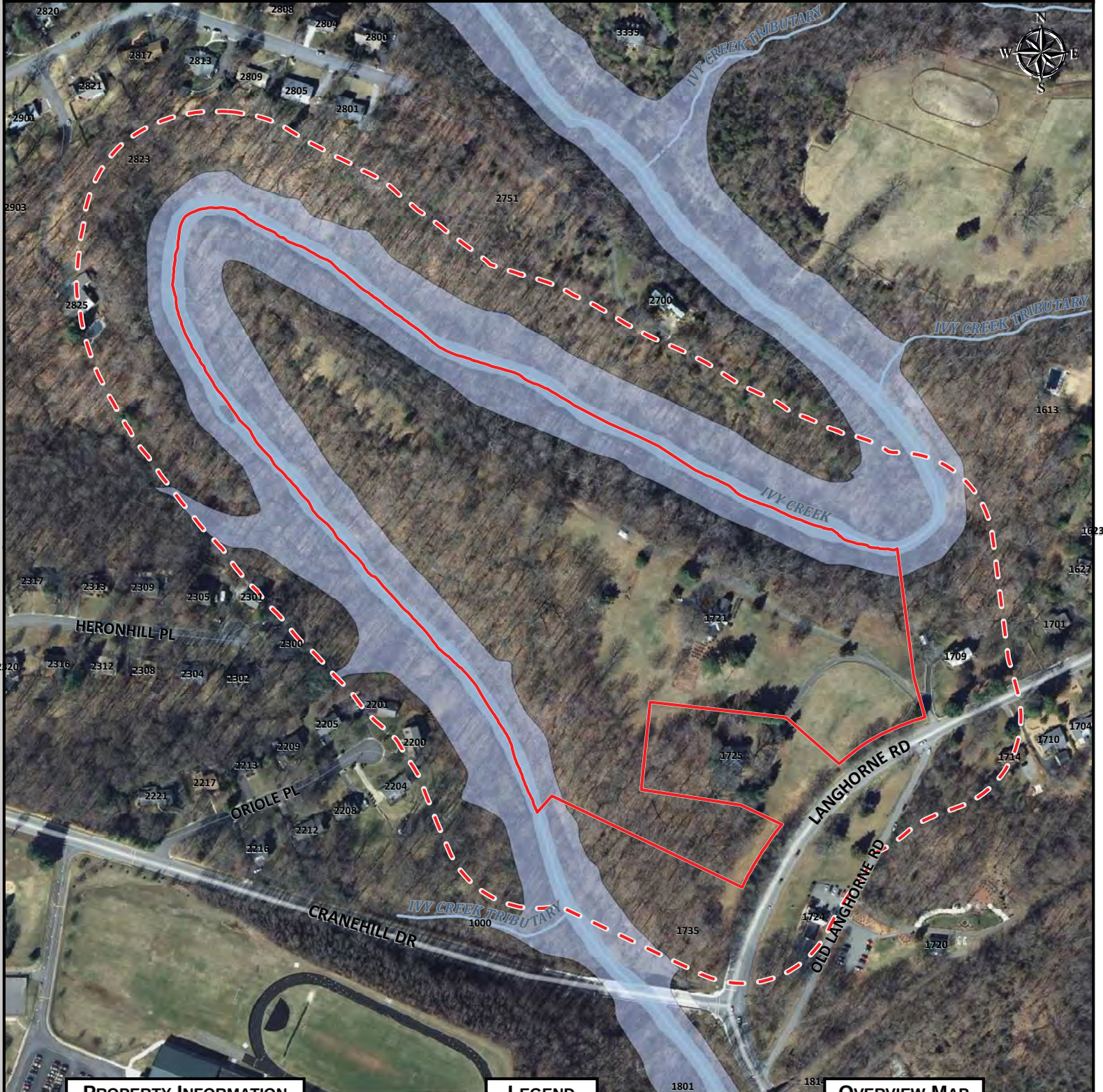
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Watershed Map

CELL TOWER

Conditional Use Permit Request

AT&T Mobility



PROPERTY INFORMATION

PARCEL ID	ADDRESS
01701013	1721 LANGHORNE RD

LEGEND

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

OVERVIEW MAP

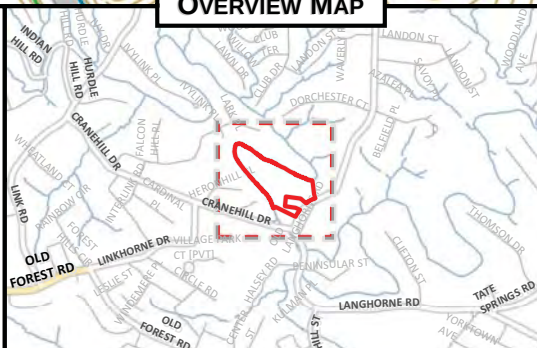


MAP SCALE: 1" to 300' DATE PRINTED: 11/23/2013

Cheese Creek-Ivy Creek

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AT&T Mobility



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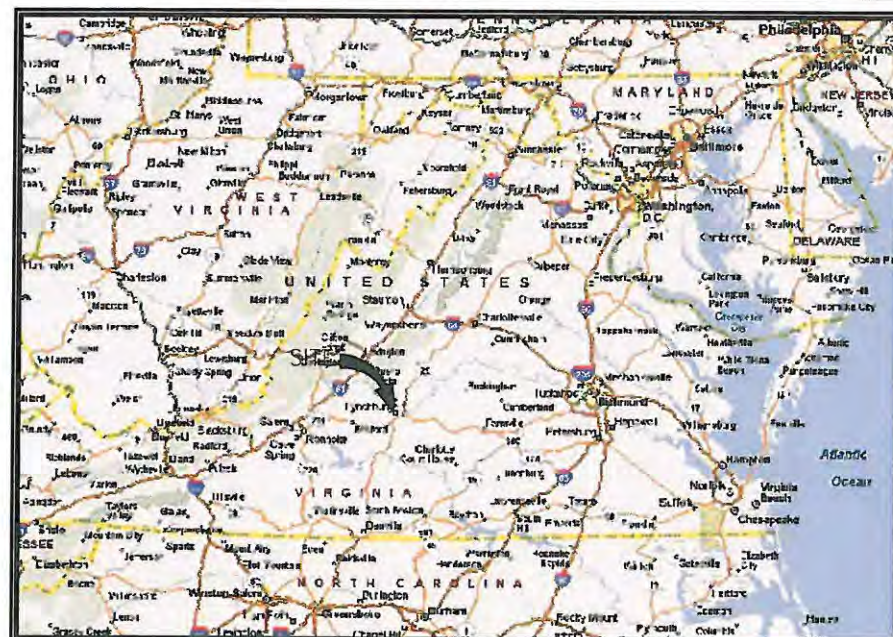
DIRECTIONS TO SITE:

FROM RICHMOND:
TAKE I-64 W TO EXIT 118A AND GET ON US-29. IN APPROXIMATELY 60 MILES, TAKE RAMP LEFT ONTO LYNCHBURG EXPRESSWAY AND FOLLOW TO US-221. TURN RIGHT ONTO US-501 (LANGHORNE RD) AND FOLLOW TO ADDRESS. SITE IS IN BACK YARD. ACCESS TO SITE TO BE DETERMINED.



LOCAL MAP

NOT TO SCALE



VICINITY MAP

NOT TO SCALE

RECEIVED

NOV 05 2013

COMMUNITY
DEVELOPMENT

LY732
1721 LANGHORNE ROAD
LYNCHBURG, VA 24503

PROJECT DESCRIPTION:

**INSTALLATION AND OPERATION OF
ANTENNAS AND ASSOCIATED EQUIPMENT
INSIDE A NEW FENCED COMPOUND**



2 WORKING DAYS
BEFORE YOU DIG
1-800-552-7001
TOLL FREE
MISS UTILITY

APPROVAL

VELOCITEL SITE ACQUISITION:	SIGNATURE	DATE	AT&T REGULATORY	SIGNATURE	DATE
VELOCITEL ZONING:	SIGNATURE	DATE	AT&T RF:	SIGNATURE	DATE
VELOCITEL CONSTRUCTION:	SIGNATURE	DATE	AT&T CONSTRUCTION:	SIGNATURE	DATE

REV. NO.	DESCRIPTION	BY	DATE	REV. NO.	DESCRIPTION	BY	DATE
2	FINAL ZONING DRAWINGS	OWW	7/2/13	5	REVISED FINAL ZONING DRAWINGS	OWW	9/30/13
3	REVISED FINAL ZONING DRAWINGS	OWW	8/13/13	6	REVISED FINAL ZONING DRAWINGS	OWW	10/10/13
4	REVISED FINAL ZONING DRAWINGS	OWW	9/4/13	7	REVISED FINAL ZONING DRAWINGS	OWW	10/22/13

CONSULTING TEAM

ARCHITECTURE AND ENGINEERING:
WARREN WILLIAMS & ASSOCIATES
736 CARNEROS CIRCLE
HIGH POINT, NC 27265
PROJECT MANAGER:
TELEPHONE: WARREN WILLIAMS, P.E.
(757) 450-2288

SURVEY:
CAUSEWAY CONSULTANTS, PC
1005 S. BATTLEFIELD BLVD, SUITE B
CHESAPEAKE, VA 23322
CONTACT: EDDIE T. WHITE, LS
TELEPHONE: (757) 482-0474
FAX: (757) 482-9870

SOIL ENGINEER:
GEONENVIRONMENTAL RESOURCES, INC. (GER)
CONTACT: CHARLES CRAWLEY, PE
TELEPHONE: (757) 463-3200

STRUCTURAL ENGINEERING:
WARREN WILLIAMS & ASSOCIATES
736 CARNEROS CIRCLE
HIGH POINT, NC 27265
CONTACT: JASON CANFIELD, P.E.
TELEPHONE: (757) 450-2288

UTILITIES:
POWER COMPANY:
AMERICAN ELECTRIC POWER COMPANY
CONTACT: CUSTOMER SERVICE
TELEPHONE: 614-716-1000

TELEPHONE COMPANY:
VERIZON CONTACT: CUSTOMER SERVICE
CONTACT: 1-800-826-2355
TELEPHONE:

PROJECT SUMMARY

SITE INFORMATION:

LY732
1721 LANGHORNE ROAD
LYNCHBURG, VA 24503

LANDLORD INFORMATION:

JULIAN ADAMS
1721 LANGHORNE ROAD
LYNCHBURG, VA 24503

APPLICANT INFORMATION:

AT&T MOBILITY
LIBERTY PLAZA 1
4801 COX ROAD, SUITE 300
GLEN ALLEN, VA 23060

PROJECT DATA:

ZONING: R-C & R-1
JURISDICTION: CITY OF LYNCHBURG
TAX MAP NO. 01701013
SITE TYPE: RAWLAND
TOWER TYPE: MONOPINE
TOWER HEIGHT: 145'
LEASE AREA: 50'x80'
AREA OF LAND DISTURBANCE: 4000 SF

(2C) GEOGRAPHIC COORDINATES:

LATITUDE: 37° 25' 17.1067" N
LONGITUDE: 79° 11' 28.9145" W
GROUND ELEV. (AMSL): 651.9'

DECLINATION:

9° 5' W CHANGING BY 0.04° W PER YEAR

ADA COMPLIANCE:

FACILITY IS UNMANNED AND NOT FOR HUMAN HABITATION.
SITE WILL NOT BE SERVED BY CITY SEWER OR WATER.

SHEET INDEX

SHEET:	DESCRIPTION:
T-1	TITLE SHEET
T-2	LEGEND AND ABBREVIATIONS
N-1	GENERAL NOTES
C-1	SURVEY AND SITE PLAN
C-1A	SURVEY NOTES & LEGAL DESCRIPTIONS
C-2	ENLARGED SITE PLAN
C-3	ELEVATION VIEW
C-4	FENCE NOTES AND DETAILS
C-5	CIVIL DETAILS
A-1	SHELTER ELEVATIONS
S-1	FOUNDATION PLAN
L-1	LANDSCAPE PLAN

SHEET TOTAL:
11



LIBERTY PLAZA 1
4801 COX ROAD, SUITE 300
GLEN ALLEN, VA 23060
TEL: (804) 270-2967



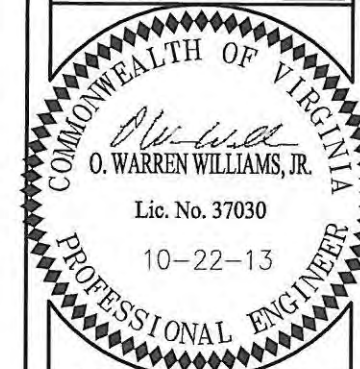
4164 INNSLAKE DRIVE, SUITE B
GLEN ALLEN, VA 23060
804.217.8433



warren williams & associates

736 CARNEROS CIRCLE
HIGH POINT
NORTH CAROLINA
27265
(757) 450-2288

NO.	DATE	DESCRIPTION
2	7/2/13	FINAL ZONING DRAWINGS
3	8/13/13	REV FINAL ZONING DWGS
4	9/4/13	REV FINAL ZONING DWGS
5	9/30/13	REV FINAL ZONING DWGS
6	10/10/13	REV FINAL ZONING DWGS
7	10/22/13	REV FINAL ZONING DWGS



**LY732
RAWLAND
MONOPOLE**

1721 LANGHORNE RD
LYNCHBURG, VA
24503
CITY OF LYNCHBURG

DRAWN BY: KMB
CHECKED BY: OWW
TTV DATE: 6/27/13
COMM NO: LY732

SHEET TITLE:

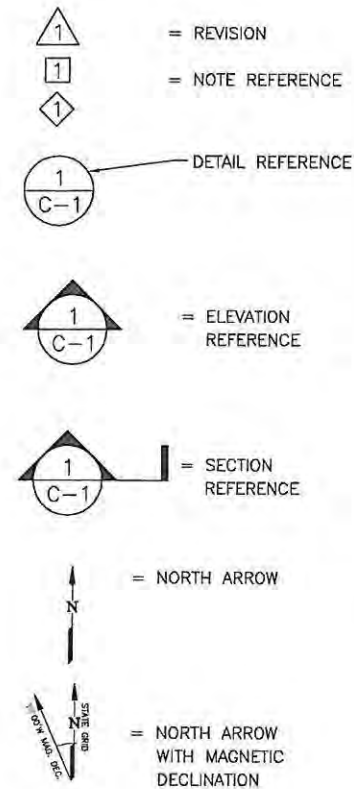
TITLE SHEET

SHEET NUMBER:

T-1

ABBREVIATIONS & SYMBOLS LIST

1P, 2P, & 3P	SINGLE POLE, TWO POLE, & THREE POLES	NEUT	NEUTRAL
A/C	AIR CONDITIONING	N	NORTH
ADJ	ADJUSTABLE	NA	NOT APPLICABLE
AFF	ABOVE FINISH FLOOR	NIC	NOT IN CONTRACT
AGL	ABOVE GROUND LEVEL	NTS	NOT TO SCALE
APPROX	APPROXIMATELY	OFCI	OWNER FURNISHED, CONTRACTOR INSTALLED
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS	OC	ON CENTER
AWG	AMERICAN WIRE GAUGE	OD	OUTSIDE DIAMETER
A OR AMP	AMPERE	OPNG	OPENING
BLDG	BUILDING	OPP	OPPOSITE
BLK	BLOCK	OHT/OHP	OVERHEAD TELEPHONE/OVERHEAD POWER
BMR	BASE MOBILE RADIO	OHP	OVERHEAD POWER
B/S	BUILDING STANDARD	OHT	OVERHEAD TELEPHONE
CU	COPPER	OZ	OUNCE
CO	CLEAN OUT	PG	PAGE
C	CONDUIT SIZE AS NOTED	PIN(F)	PIN FOUND
CB	CIRCUIT BREAKER	PIN(S)	PIN SET
CKT	CIRCUIT	PJF	POLYVINYL JOINT FILLER
CLG	CEILING	PLYWD	PLYWOOD
CLR	CLEAR	PR	PAIR
CONC	CONCRETE	PROJ	PROJECT
CONST	CONSTRUCTION	PROP	PROPERTY
CONT	CONTINUOUS	PSI	PER SQUARE INCH
CFCI	CONTRACTOR FURNISHED CONTRACTOR INSTALLED	PSF	PER SQUARE FOOT
DB	DEED BOOK	PT	PRESSURE TREATED
DBL	DOUBLE	PVC	SCHEDULE 40 PLASTIC CONDUIT
DIA, Ø	DIAMETER	RAD	RADIATION
DIAG	DIAGONAL	RECEPT	RECEPTACLE
DIM	DIMENSION	REQ'D	REQUIRED
DN	DOWN	RM	ROOM
DET, DETL	DETAIL	RO	ROUGH OPENING
DWG	DRAWING	S	SOUTH
DEF	DUAL ELEMENT FUSES	SW	SWITCH
E	EAST	SCH	SCHEDULE
EA	EACH	SHT	SHEET
EL, ELEV	ELEVATION	SIM	SIMILAR
ELECT	ELECTRICAL	SPEC	SPECIFICATION
EQ	EQUAL	SQ	SQUARE
EQUIP	EQUIPMENT	SS	STAINLESS STEEL
EW	EACH WAY	STL	STEEL
EXIST/EX	EXISTING	STRUCT	STRUCTURAL
EXT	EXTERIOR	SUSP	SUSPENDED
EMT	ELECTRICAL METALLIC TUBING	THRD	THREADED
EC	EMPTY CONDUIT	THRU	THROUGH
FIN	FINISH	TM	TAX MAP
FLUOR	FLUORESCENT	TNND	TINNED
FLR	FLOOR	TOC	TOP OF CONCRETE
FT	FOOT	TYP	TYPICAL
GRS	GALVANIZED STEEL CONDUIT	UG	UNDERGROUND
G OR GRD	GROUND	VERT	VERTICAL
GA	GAUGE	VIF	VERIFY IN FIELD
GALV	GALVANIZE(D)	VT	VINYL TILE
GC	GENERAL CONTRACTOR	W/	WITH
GPS	GLOBAL POSITIONING SYSTEM	WDW	WINDOW
GWB	GYPSTUM WALL BOARD	W	WEST
HARD'WD	HARDWOOD	W/O	WITHOUT
HEC	HIGH STRENGTH	W	WATTS
HORIZ	HORIZONTAL	WP	WEATHERPROOF
HR	HOUR	XFRM	TRANSFORMER
HT	HEIGHT		
HVAC	HEATING, VENTILATION AND AIR CONDITIONING		
ID	INSIDE DIA.		
IN	INCH	∠	ANGLE
INFO	INFORMATION	&	AND
INS	INSULATION	CL	CENTER LINE
KW	KILOWATTS	PL	PROPERTY LINE, PLATE
LB(S)	POUND(S)	@	AT
LG	LONG	#	NUMBER
MAX	MAXIMUM		
MECH	MECHANICAL		
MTL	METAL		
MFR	MANUFACTURER		
MGR	MANAGER		
MIN	MINIMUM		
MISC	MISCELLANEOUS		
MPH	MILES PER HOUR		
MTD	MOUNTED		



LEGEND

EXISTING	NEW	
		CONCRETE
		PROPERTY LINE
		LEASE AREA
		EASEMENT
		BUILDING (FOOTPRINT)
		POWER POLE
		TELEPHONE/FIBEROPTIC PEDESTAL
		ASPHALT
		FENCE
		TEMPORARY BENCHMARK
		TREELINE
		CONTOURS
		SPOT ELEVATION
		SILT FENCE
		ITEMS TO BE REMOVED

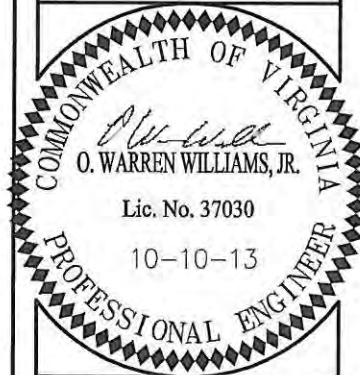


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GLEN ALLEN, VA 23060
TEL: (804) 270-2967



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HIGH POINT
NORTH CAROLINA
27265
(757) 450-2288

NO.	DATE	DESCRIPTION
1	6/29/13	PRELIM ZONING DRAWINGS
2	7/2/13	FINAL ZONING DRAWINGS
3	8/13/13	REV FINAL ZONING DWGS
4	9/4/13	REV FINAL ZONING DWGS
5	9/30/13	REV FINAL ZONING DWGS
6	10/10/13	REV FINAL ZONING DWGS



LY732
RAWLAND
MONOPOLE

1721 LANGHORNE RD
LYNCHBURG, VA
24503
CITY OF LYNCHBURG

DRAWN BY:	KMB
CHECKED BY:	OWW
TTV DATE:	5/27/13
COMM NO:	LY732

SHEET TITLE:
LEGEND AND
ABBREVIATIONS

SHEET NUMBER:
T-2

SITE WORK GENERAL NOTES:

NOTES:

1. THE SUBCONTRACTOR SHALL CONTACT UTILITY LOCATING SERVICES PRIOR TO THE START OF CONSTRUCTION.
2. ALL EXISTING ACTIVE SEWER, WATER, GAS, ELECTRIC, AND OTHER UTILITIES WHERE ENCOUNTERED IN THE WORK, SHALL BE PROTECTED AT ALL TIMES, AND WHERE REQUIRED FOR THE PROPER EXECUTION OF THE WORK, SHALL BE RELOCATED AS DIRECTED BY CONTRACTOR. EXTREME CAUTION SHOULD BE USED BY THE SUBCONTRACTOR WHEN EXCAVATING OR DRILLING PIERS AROUND OR NEAR UTILITIES. SUBCONTRACTOR SHALL PROVIDE SAFETY TRAINING FOR THE WORKING CREW. THIS WILL INCLUDE BUT NOT BE LIMITED TO A) FALL PROTECTION B) CONFINED SPACE C) ELECTRICAL SAFETY D) TRENCHING & EXCAVATION.
3. ALL SITE WORK SHALL BE AS INDICATED ON THE DRAWINGS AND PROJECT SPECIFICATIONS.
4. IF NECESSARY, RUBBISH, STUMPS, DEBRIS, STICKS, STONES AND OTHER REFUSE SHALL BE REMOVED FROM THE SITE AND DISPOSED OF LEGALLY.
5. ALL EXISTING INACTIVE SEWER, WATER, GAS, ELECTRIC AND OTHER UTILITIES, WHICH INTERFERE WITH THE EXECUTION OF THE WORK, SHALL BE REMOVED AND/OR CAPPED, PLUGGED OR OTHERWISE DISCONTINUED AT POINTS WHICH WILL NOT INTERFERE WITH THE EXECUTION OF THE WORK, SUBJECT TO THE APPROVAL OF CONTRACTOR, OWNER AND/OR LOCAL UTILITIES.
6. SUBCONTRACTOR SHALL MINIMIZE DISTURBANCE TO EXISTING SITE DURING CONSTRUCTION.
7. THE SUBCONTRACTOR SHALL PROVIDE SITE SIGNAGE IN ACCORDANCE WITH THE CINGULAR SPECIFICATION FOR SITE SIGNAGE.
8. THE SITE SHALL BE GRADED TO CAUSE SURFACE WATER TO FLOW AWAY FROM THE BTS EQUIPMENT AND TOWER AREAS.
9. NO FILL OR EMBANKMENT MATERIAL SHALL BE PLACED ON FROZEN GROUND. FROZEN MATERIALS, SNOW OR ICE SHALL NOT BE PLACED IN ANY FILL OR EMBANKMENT.
10. THE SUB GRADE SHALL BE COMPACTED AND BROUGHT TO A SMOOTH UNIFORM GRADE PRIOR TO FINISHED SURFACE APPLICATION.
11. THE AREAS OF THE OWNERS PROPERTY DISTURBED BY THE WORK AND NOT COVERED BY THE TOWER, EQUIPMENT OR DRIVEWAY, SHALL BE GRADED TO A UNIFORM SLOPE, AND STABILIZED TO PREVENT EROSION.
12. SUBCONTRACTOR SHALL MINIMIZE DISTURBANCE TO EXISTING SITE DURING CONSTRUCTION. EROSION CONTROL MEASURES, IF REQUIRED DURING CONSTRUCTION, SHALL BE IN CONFORMANCE WITH THE LOCAL JURISDICTION'S GUIDELINES FOR EROSION AND SEDIMENT CONTROL.

STRUCTURAL STEEL NOTES:

NOTES:

1. ALL STEEL WORK SHALL BE PAINTED IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS AND IN ACCORDANCE WITH ASTM A36 UNLESS OTHERWISE NOTED.
2. ALL WELDING SHALL BE PERFORMED USING E70XX ELECTRODES AND WELDING SHALL CONFORM TO AISC. WHERE FILLET WELD SIZES ARE NOT SHOWN, PROVIDE THE MINIMUM SIZE PER TABLE J2.4 IN THE AISC "MANUAL OF STEEL CONSTRUCTION". PAINTED SURFACES SHALL BE TOUCHED UP.
3. BOLTED CONNECTIONS SHALL BE ASTM A325 BEARING TYPE (3/4") CONNECTIONS AND SHALL HAVE MINIMUM OF TWO BOLTS UNLESS NOTED OTHERWISE.
4. NON-STRUCTURAL CONNECTIONS FOR STEEL GRATING MAY USE 5/8" DIA. ASTM A 307 BOLTS UNLESS NOTED OTHERWISE.
5. INSTALLATION OF CONCRETE EXPANSION/WEDGE ANCHOR, SHALL BE PER MANUFACTURER'S WRITTEN RECOMMENDED PROCEDURE. THE ANCHOR BOLT, DOWEL OR ROD SHALL CONFORM TO MANUFACTURER'S RECOMMENDATION FOR EMBEDMENT DEPTH OR AS SHOWN ON THE DRAWINGS. NO REBAR SHALL BE CUT WITHOUT PRIOR CONTRACTOR APPROVAL WHEN DRILLING HOLES IN CONCRETE. SPECIAL INSPECTIONS, REQUIRED BY GOVERNING CODES, SHALL BE PERFORMED IN ORDER TO MAINTAIN MANUFACTURER'S MAXIMUM ALLOWABLE LOADS.
6. ALL EXPANSION/WEDGE ANCHORS SHALL BE STAINLESS STEEL OR HOT DIPPED GALVANIZED. THE ANCHOR BOLT DOWEL AND ROD SHALL BE STAINLESS STEEL WITH STAINLESS STEEL WASHERS.

CONCRETE AND REINFORCING STEEL NOTES:

1. ALL CONCRETE WORK SHALL BE IN ACCORDANCE WITH THE ACI 301, ACI 318, ACI 336, ASTM A184, ASTM A185, ASTM C31, ASTM C172 AND THE DESIGN AND CONSTRUCTION SPECIFICATION FOR CAST-IN-PLACE CONCRETE.
2. ALL CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 4000 PSI AT 28 DAYS, UNLESS NOTED OTHERWISE.
3. REINFORCING STEEL SHALL CONFORM TO ASTM A 615, GRADE 60, DEFORMED UNLESS NOTED OTHERWISE. WELDED WIRE FABRIC SHALL CONFORM TO ASTM A 185 WELDED STEEL WIRE FABRIC UNLESS NOTED OTHERWISE. SPLICES SHALL BE CLASS "B" AND ALL HOOKS SHALL BE STANDARD, UNO.
4. THE FOLLOWING MINIMUM CONCRETE COVER SHALL BE PROVIDED FOR REINFORCING STEEL UNLESS SHOWN OTHERWISE ON DRAWINGS:

CONCRETE CAST AGAINST EARTH.....3 IN.
CONCRETE EXPOSED TO EARTH OR WEATHER:

#6 AND LARGER2 IN.
#5 AND SMALLER & WWF.....1 1/2 IN.
CONCRETE NOT EXPOSED TO EARTH OR WEATHER OR NOT CAST AGAINST THE GROUND:

SLAB AND WALL3/4 IN.
BEAMS AND COLUMNS.....1 1/2 IN.
5. A CHAMFER 3/4" SHALL BE PROVIDED AT ALL EXPOSED EDGES OF CONCRETE, UNO, IN ACCORDANCE WITH ACI 301 SECTION 4.2.4.
6. CONCRETE/EXPANSION ANCHORS SHALL BE STAINLESS STEEL. INSTALLATION, SHALL BE PER MANUFACTURER'S WRITTEN RECOMMENDED PROCEDURE. THE ANCHOR BOLT, DOWEL OR ROD SHALL CONFORM TO MANUFACTURER'S RECOMMENDATION FOR EMBEDMENT DEPTH OR AS SHOWN ON THE DRAWINGS. NO REBAR SHALL BE CUT WITHOUT PRIOR ENGINEERING APPROVAL WHEN DRILLING HOLES IN CONCRETE. EXPANSION BOLTS SHALL BE PROVIDED BY RAMSET/REDHEAD OR APPROVED EQUAL.

GENERAL NOTES

1. FOR THE PURPOSE OF CONSTRUCTION DRAWING, THE FOLLOWING DEFINITIONS SHALL APPLY:
CONTRACTOR - VELOCITEL
SUBCONTRACTOR - GENERAL CONTRACTOR (CONSTRUCTION)
OWNER - AT&T
OEM - ORIGINAL EQUIPMENT MANUFACTURE
2. PRIOR TO THE SUBMISSION OF BIDS, THE BIDDING SUBCONTRACTOR SHALL VISIT THE CELL SITE TO FAMILIARIZE WITH THE EXISTING CONDITIONS AND TO CONFIRM THAT THE WORK CAN BE ACCOMPLISHED AS SHOWN ON THE CONSTRUCTION DRAWINGS. ANY DISCREPANCY FOUND SHALL BE BROUGHT TO THE ATTENTION OF CONTRACTOR.
3. ALL MATERIALS FURNISHED AND INSTALLED SHALL BE IN STRICT ACCORDANCE WITH ALL APPLICABLE CODES, REGULATIONS, AND ORDINANCES. SUBCONTRACTOR SHALL ISSUE ALL APPROPRIATE NOTICES AND COMPLY WITH ALL LAWS, ORDINANCES, RULES, REGULATIONS, AND LAWFUL ORDERS OF ANY PUBLIC AUTHORITY REGARDING THE PERFORMANCE OF THE WORK.

ALL WORK CARRIED OUT SHALL COMPLY WITH ALL APPLICABLE MUNICIPAL AND UTILITY COMPANY SPECIFICATIONS AND LOCAL JURISDICTIONAL CODES, ORDINANCES AND APPLICABLE REGULATIONS.
4. DRAWINGS PROVIDED HERE ARE NOT TO SCALE AND ARE INTENDED TO SHOW OUTLINE ONLY.
5. UNLESS NOTED OTHERWISE, THE WORK SHALL INCLUDE FURNISHING MATERIALS, EQUIPMENT, APPURTENANCES, AND LABOR NECESSARY TO COMPLETE ALL INSTALLATIONS AS INDICATED ON THE DRAWINGS.
6. THE SUBCONTRACTOR SHALL INSTALL ALL EQUIPMENT AND MATERIALS IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS UNLESS SPECIFICALLY STATED OTHERWISE.
7. IF THE SPECIFIED EQUIPMENT CANNOT BE INSTALLED AS SHOWN ON THESE DRAWINGS, THE SUBCONTRACTOR SHALL PROPOSE AN ALTERNATIVE INSTALLATION FOR APPROVAL BY THE CONTRACTOR.
8. SUBCONTRACTOR SHALL DETERMINE ACTUAL ROUTING OF CONDUIT, POWER AND T1 CABLES, GROUNDING CABLES AS SHOWN ON THE POWER, GROUNDING AND TELCO PLAN DRAWING.
9. THE SUBCONTRACTOR SHALL PROTECT EXISTING IMPROVEMENTS, PAVEMENTS, CURBS, LANDSCAPING AND STRUCTURES. ANY DAMAGED PART SHALL BE REPAIRED AT SUBCONTRACTOR'S EXPENSE TO THE SATISFACTION OF OWNER.
10. SUBCONTRACTOR SHALL LEGALLY AND PROPERLY DISPOSE OF ALL SCRAP MATERIALS SUCH AS COAXIAL CABLES AND OTHER ITEMS REMOVED FROM THE EXISTING FACILITY. ANTENNAS REMOVED SHALL BE RETURNED TO THE OWNER'S DESIGNATED LOCATION.
11. SUBCONTRACTOR SHALL LEAVE PREMISES IN CLEAN CONDITION.
12. CONSTRUCTION SHALL COMPLY WITH SPECIFICATION 24782-000-3APS-AOOZ-00002, "GENERAL CONSTRUCTION SERVICES FOR CONSTRUCTION OF AT&T GSM SITES."

SOIL COMPACTION NOTES
FOR SLAB ON GRADE

NOTES:

1. EXCAVATE AS REQUIRED TO REMOVE VEGETATION & TOPSOIL EXPOSE UNDISTURBED NATURAL SUBGRADE AND PLACE CRUSHED STONE AS REQUIRED.
2. COMPACTION CERTIFICATION: AN INSPECTION AND WRITTEN CERTIFICATION BY A QUALIFIED GEOTECHNICAL TECHNICIAN OR ENGINEER IS ACCEPTABLE.
3. AS AN ALTERNATIVE TO INSPECTION AND WRITTEN CERTIFICATION, THE "UNDISTURBED SOIL" BASE SHALL BE COMPACTED WITH "COMPACTION EQUIPMENT", LISTED BELOW, TO AT LEAST 90% MODIFIED PROCTOR MAXIMUM DENSITY PER ASTM D 1557 METHOD C.
4. COMPACTED SUBBASE SHALL BE UNIFORM & LEVELED. PROVIDE 6" MINIMUM CRUSHED STONE OR GRAVEL COMPACTED IN 3" LIFTS ABOVE COMPACTED SOIL. GRAVEL SHALL BE NATURAL OR CRUSHED WITH 100 % PASSING 1" SLEEVE.

COMPACTION EQUIPMENT:

HAND OPERATED DOUBLE DRUM, VIBRATORY ROLLER, VIBRATORY PLATE COMPACTOR OR JUMPING COMPACTOR.



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GLEN ALLEN, VA 23060
TEL (804)270-2967



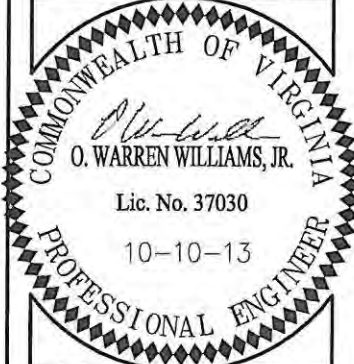
Complete Wireless Solutions
4164 INNSLAKE DRIVE, SUITE B
GLEN ALLEN, VA 23060
804.217.8433



warren williams & associates

736 CARNEROS CIRCLE
HIGH POINT
NORTH CAROLINA
27265
(757) 450-2288

NO.		
1	6/29/13	PRELIM ZONING DRAWINGS BY: KMB CHK: OWW APP'D: OWW
2	7/2/13	FINAL ZONING DRAWINGS BY: KMB CHK: OWW APP'D: OWW
3	8/13/13	REV FINAL ZONING DWGS BY: KMB CHK: OWW APP'D: OWW
4	9/4/13	REV FINAL ZONING DWGS BY: ALB CHK: OWW APP'D: OWW
5	9/30/13	REV FINAL ZONING DWGS BY: ALB CHK: OWW APP'D: OWW
6	10/10/13	REV FINAL ZONING DWGS BY: ALB CHK: OWW APP'D: OWW



LY732
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1721 LANGHORNE RD
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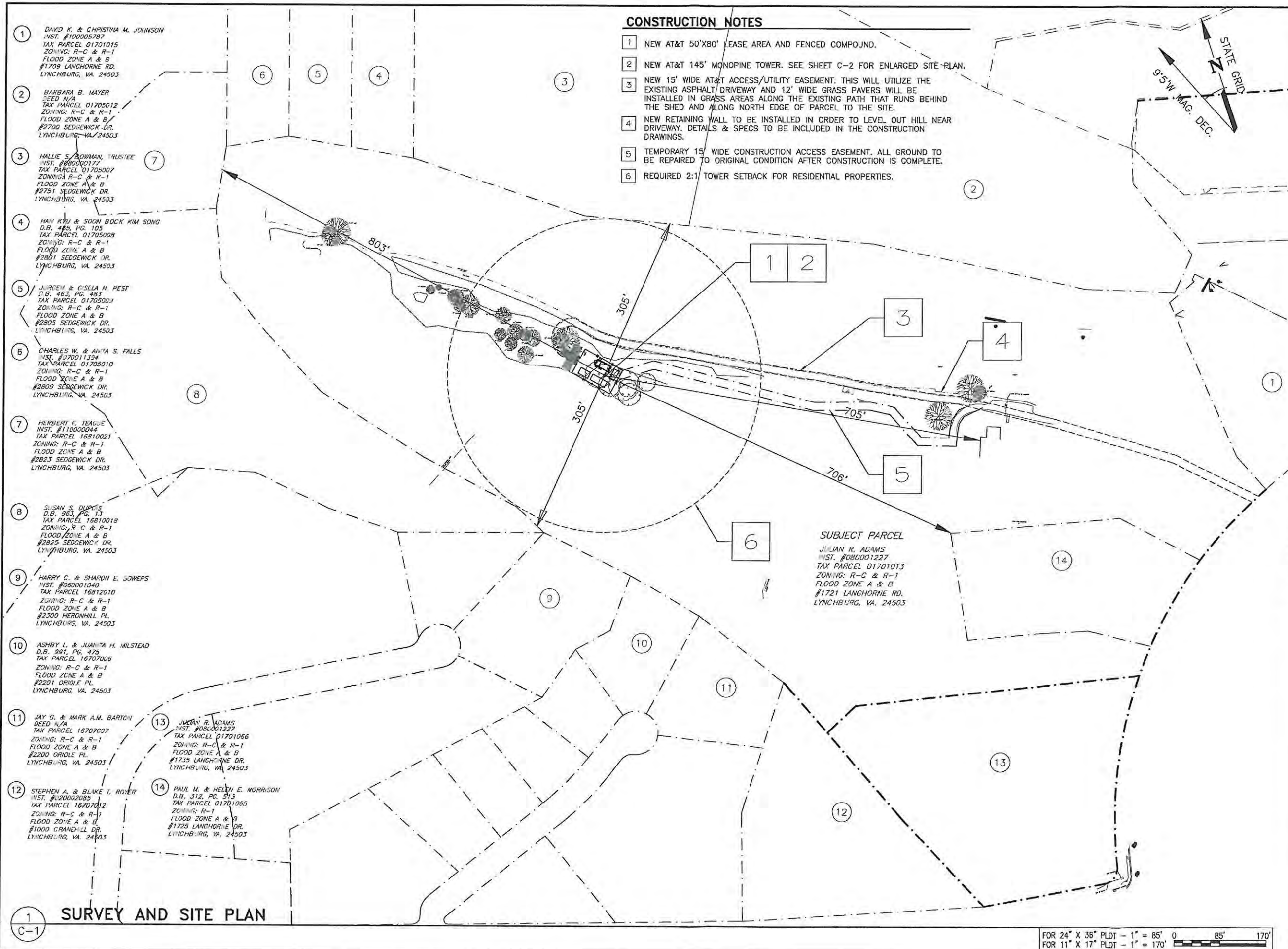
DRAWN BY:	KMB
CHECKED BY:	OWW
TTV DATE:	8/27/13
COMM NO:	LY732

SHEET TITLE:

GENERAL NOTES

SHEET NUMBER:

N-1



CONSTRUCTION NOTES

- 1 NEW AT&T 50'X80' LEASE AREA AND FENCED COMPOUND.
- 2 NEW AT&T 145' MONOPINE TOWER. SEE SHEET C-2 FOR ENLARGED SITE PLAN.
- 3 NEW 15' WIDE AT&T ACCESS/UTILITY EASEMENT. THIS WILL UTILIZE THE EXISTING ASPHALT DRIVEWAY AND 12' WIDE GRASS PAVERS WILL BE INSTALLED IN GRASS AREAS ALONG THE EXISTING PATH THAT RUNS BEHIND THE SHED AND ALONG NORTH EDGE OF PARCEL TO THE SITE.
- 4 NEW RETAINING WALL TO BE INSTALLED IN ORDER TO LEVEL OUT HILL NEAR DRIVEWAY. DETAILS & SPECS TO BE INCLUDED IN THE CONSTRUCTION DRAWINGS.
- 5 TEMPORARY 15' WIDE CONSTRUCTION ACCESS EASEMENT. ALL GROUND TO BE REPAIRED TO ORIGINAL CONDITION AFTER CONSTRUCTION IS COMPLETE.
- 6 REQUIRED 2:1 TOWER SETBACK FOR RESIDENTIAL PROPERTIES.

- 1 DAVID K. & CHRISTINA M. JOHNSON
INST. #100005787
TAX PARCEL 01701015
ZONING: R-C & R-1
FLOOD ZONE A & B
#1709 LANGHORNE RD.
LYNCHBURG, VA. 24503
- 2 BARBARA B. MAYER
DEED N/A
TAX PARCEL 01705012
ZONING: R-C & R-1
FLOOD ZONE A & B
#2700 SEDGEWICK DR.
LYNCHBURG, VA. 24503
- 3 HALLIE S. ROWMAN, TRUSTEE
INST. #08000177
TAX PARCEL 01705007
ZONING: R-C & R-1
FLOOD ZONE A & B
#2751 SEDGEWICK DR.
LYNCHBURG, VA. 24503
- 4 HAN KYU & SOON BOCK KIM SONG
D.B. 485, PG. 105
TAX PARCEL 01705008
ZONING: R-C & R-1
FLOOD ZONE A & B
#2801 SEDGEWICK DR.
LYNCHBURG, VA. 24503
- 5 JURGEM & CISELA N. PEST
D.B. 463, PG. 483
TAX PARCEL 01705001
ZONING: R-C & R-1
FLOOD ZONE A & B
#2805 SEDGEWICK DR.
LYNCHBURG, VA. 24503
- 6 CHARLES W. & ANITA S. FALLS
INST. #070011394
TAX PARCEL 01705010
ZONING: R-C & R-1
FLOOD ZONE A & B
#2809 SEDGEWICK DR.
LYNCHBURG, VA. 24503
- 7 HERBERT F. TEAGUE
INST. #11000044
TAX PARCEL 16810021
ZONING: R-C & R-1
FLOOD ZONE A & B
#2823 SEDGEWICK DR.
LYNCHBURG, VA. 24503
- 8 SUSAN S. DUPUIS
D.B. 963, PG. 13
TAX PARCEL 16810018
ZONING: R-C & R-1
FLOOD ZONE A & B
#2825 SEDGEWICK DR.
LYNCHBURG, VA. 24503
- 9 HARRY C. & SHARON E. SOWERS
INST. #080001040
TAX PARCEL 16812010
ZONING: R-C & R-1
FLOOD ZONE A & B
#2300 HERONHILL PL.
LYNCHBURG, VA. 24503
- 10 ASHBY L. & JUANITA H. MILSTEAD
D.B. 991, PG. 475
TAX PARCEL 16707006
ZONING: R-C & R-1
FLOOD ZONE A & B
#2201 ORIOLE PL.
LYNCHBURG, VA. 24503
- 11 JAY G. & MARK A.M. BARTON
DEED N/A
TAX PARCEL 16707007
ZONING: R-C & R-1
FLOOD ZONE A & B
#2200 ORIOLE PL.
LYNCHBURG, VA. 24503
- 12 STEPHEN A. & BLAKE T. ROYER
INST. #020002085
TAX PARCEL 16707012
ZONING: R-C & R-1
FLOOD ZONE A & B
#1000 CRANEHILL DR.
LYNCHBURG, VA. 24503
- 13 JULIAN R. ADAMS
INST. #080001227
TAX PARCEL 01701013
ZONING: R-C & R-1
FLOOD ZONE A & B
#1721 LANGHORNE RD.
LYNCHBURG, VA. 24503
- 14 PAUL M. & HELEN E. MORRISON
D.B. 312, PG. 513
TAX PARCEL 01701065
ZONING: R-1
FLOOD ZONE A & B
#1725 LANGHORNE DR.
LYNCHBURG, VA. 24503

SUBJECT PARCEL
JULIAN R. ADAMS
INST. #080001227
TAX PARCEL 01701013
ZONING: R-C & R-1
FLOOD ZONE A & B
#1721 LANGHORNE RD.
LYNCHBURG, VA. 24503

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NO. 2 7/2/13 FINAL ZONING DRAWINGS
BY: KMB CHK: OWW APP'D: OWW

3 8/13/13 REV FINAL ZONING DWGS
BY: KMB CHK: OWW APP'D: OWW

4 9/4/13 REV FINAL ZONING DWGS
BY: ALB CHK: OWW APP'D: OWW

5 9/30/13 REV FINAL ZONING DWGS
BY: ALB CHK: OWW APP'D: OWW

6 10/10/13 REV FINAL ZONING DWGS
BY: ALB CHK: OWW APP'D: OWW

7 10/22/13 REV FINAL ZONING DWGS
BY: ALB CHK: OWW APP'D: OWW

COMMONWEALTH OF VIRGINIA
O. WARREN WILLIAMS, JR.
Lic. No. 37030
10-22-13
PROFESSIONAL ENGINEER

LY732
RAWLAND
MONOPOLE

1721 LANGHORNE RD
LYNCHBURG, VA
24503
CITY OF LYNCHBURG

DRAWN BY: KMB
CHECKED BY: OWW
TTV DATE: 6/27/13
COMM NO: LY732

SHEET TITLE:
SURVEY AND SITE
PLAN

SHEET NUMBER:
C-1

FOR 24" X 36" PLOT - 1" = 85' 0 85' 170'
FOR 11" X 17" PLOT - 1" = 170'

SURVEY NOTES

1. TOPOGRAPHIC INFORMATION WAS TAKEN FROM A TOPOGRAPHIC SURVEY PERFORMED BY CAUSEWAY CONSULTANTS, CHESAPEAKE, VA ON MARCH 15, 2013. NO BOUNDARY SURVEY WAS PERFORMED BY CAUSEWAY CONSULTANTS..
2. THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE SEARCH/REPORT AND MAY NOT SHOW ANY/ALL EASEMENTS AND RESTRICTIONS OF RECORD THAT MAY EFFECT THE SUBJECT PROPERTY.
3. PROPERTY IS SUBJECT TO ALL EASEMENTS AND RESTRICTIONS OF RECORD.
4. FLOOD ZONE DETERMINATION IS BASED ON THE FLOOD INSURANCE RATE MAPS AND DOES NOT IMPLY THAT THE PROPERTY WILL OR WILL NOT BE FREE FROM FLOODING OR DAMAGE.
5. THIS PROPERTY APPEARS TO BE LOCATED IN THE F.I.R.M. ZONE "A" AND "B".
6. NO SUBSURFACE INVESTIGATION WAS PERFORMED BY CAUSEWAY CONSULTANTS.
7. MERIDIAN SOURCE FOR THIS SURVEY IS BASED UPON GRID NORTH. MAGNETIC DECLINATION IS COMPUTED AND NOT OBSERVED.
8. NO WETLAND AREAS HAVE BEEN DELINEATED.
9. ALL PHYSICAL EVIDENCE OF UTILITIES SHOWN ON THIS SURVEY IS FROM SURFACE EVIDENCE.
10. THE TEMPORARY BENCHMARK IS AN IRON PIN SET.
11. BASED ON THIS SURVEY, PERFORMED BY CAUSEWAY CONSULTANTS ON MARCH 15, 2013 AND JUNE 27, 2013, THE NEW MONOPOLE TOWER HAS BEEN CERTIFIED BY CAUSEWAY CONSULTANTS THAT THE COORDINATE LOCATION OF THE REFERENCED TOWER AT THE REFERENCED SITE IS ACCURATE WITHIN 15'± HORIZONTALLY AND THE ELEVATION IS ACCURATE WITHIN 3'± VERTICALLY. THE HORIZONTAL DATUM (COORDINATES) ARE IN TERMS OF THE NORTH AMERICAN DATUM OF 1983 (NAD 83) AND ARE EXPRESSED AS DEGREES, MINUTES, AND SECONDS. THE VERTICAL DATUM (ELEVATIONS) ARE IN TERMS AS DEFINED BELOW AND ARE DETERMINED TO THE NEAREST TENTH OF A FOOT.

PROPOSED 145' MONOPINE TOWER
NAD 1983
LATITUDE: 37° 25' 17.1067" N
LONGITUDE: 79° 11' 28.9145" W
NAVD 88 ELEVATION: 651.9' AMSL

AT&T 50'X80' LEASE AREA

A PROPOSED 50' BY 80' LEASE AREA ON THAT PARCEL AS DESCRIBED IN INSTRUMENT # 080001227, RECORDED IN THE CITY OF LYNCHBURG CLERK OF CIRCUIT COURTS OFFICE, BEING TAX PARCEL 01701013 AND LYING ON THE NORTHERLY RIGHT OF WAY OF LANGHORNE ROAD, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS;

BEGINNING AT A POINT HAVING A COORDINATE VALUE OF N: 3,677,787.07 BY E: 11,282,128.50 AS RELATED TO THE VIRGINIA STATE PLANE COORDINATE SYSTEM, SOUTH ZONE;
THENCE S 43°15'41" E A DISTANCE OF 80.00' TO A POINT;
THENCE S 46°44'19" W A DISTANCE OF 50.00' TO A POINT;
THENCE N 43°15'41" W A DISTANCE OF 80.00' TO A POINT;
THENCE N 46°44'19" E A DISTANCE OF 50.00' TO A POINT;
WHICH IS THE POINT OF BEGINNING, HAVING AN AREA OF 4,000 SQUARE FEET OR 0.092 ACRES

AT&T 15' ACCESS/UTILITY EASEMENT

A PROPOSED 15' INGRESS, EGRESS AND UTILITIES EASEMENT OVER AND ACROSS THAT PARCEL AS DESCRIBED IN INSTRUMENT # 080001227, RECORDED IN THE CITY OF LYNCHBURG CLERK OF CIRCUIT COURTS OFFICE, BEING TAX PARCEL 01701013 AND LYING ON THE NORTHERLY RIGHT OF WAY OF LANGHORNE ROAD, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS;

BEGINNING AT AN IRON PIN FOUND ALONG SAID LANGHORNE ROAD NORTHERLY RIGHT OF WAY, THENCE WITH AN ARC LENGTH OF 35.11', A RADIUS OF 803.73', A CHORD BEARING OF S 65°35'15" W AND A CHORD LENGTH OF 35.10' TO A POINT BEING THE TRUE POINT AND PLACE OF BEGINNING OF 15' WIDE INGRESS, EGRESS AND UTILITIES EASEMENT;
THENCE N 46°00'04" W A DISTANCE OF 163.55' TO A POINT;
THENCE N 55°47'37" W A DISTANCE OF 231.74' TO A POINT;
THENCE N 58°48'02" W A DISTANCE OF 179.26' TO A POINT;
THENCE N 67°06'31" W A DISTANCE OF 47.73' TO A POINT;
THENCE N 62°38'09" W A DISTANCE OF 140.34' TO A POINT;
THENCE N 60°40'14" W A DISTANCE OF 71.87' TO A POINT;
THENCE N 65°07'22" W A DISTANCE OF 34.99' TO A POINT;
THENCE N 62°23'07" W A DISTANCE OF 336.60' TO A POINT;
THENCE N 55°51'27" W A DISTANCE OF 47.75' TO A POINT;
THENCE N 43°04'39" W A DISTANCE OF 51.41' TO A POINT;
THENCE WITH A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 62.09', A RADIUS OF 23.50', A CHORD BEARING OF S 32°26'04" W AND A CHORD LENGTH OF 45.54' TO A POINT;;
THENCE S 43°15'41" E A DISTANCE OF 29.74' TO A POINT;
THENCE S 46°44'19" W A DISTANCE OF 15.00' TO A POINT;
THENCE N 43°15'41" W A DISTANCE OF 29.74' TO A POINT;
THENCE WITH A CURVE TURNING TO THE RIGHT WITH AN ARC LENGTH OF 106.02', A RADIUS OF 38.50', A CHORD BEARING OF N 35°37'48" E AND A CHORD LENGTH OF 75.56' TO A POINT;;
THENCE S 43°04'39" E A DISTANCE OF 53.09' TO A POINT;
THENCE S 55°51'27" E A DISTANCE OF 45.22' TO A POINT;
THENCE S 62°23'07" E A DISTANCE OF 335.39' TO A POINT;
THENCE S 65°07'22" E A DISTANCE OF 35.22' TO A POINT;
THENCE S 60°40'14" E A DISTANCE OF 72.19' TO A POINT;
THENCE S 62°38'09" E A DISTANCE OF 139.49' TO A POINT;
THENCE S 67°06'31" E A DISTANCE OF 48.22' TO A POINT;
THENCE S 58°48'03" E A DISTANCE OF 180.76' TO A POINT;
THENCE S 55°47'37" E A DISTANCE OF 233.42' TO A POINT;
THENCE S 46°00'04" E A DISTANCE OF 170.57' TO A POINT ALONG SAID LANGHORNE ROAD RIGHT OF WAY;
THENCE WITH A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 16.06', A RADIUS OF 803.73', A CHORD BEARING OF S 64°54'31" W AND A CHORD LENGTH OF 16.06' TO A POINT BEING THE TRUE POINT AND PLACE OF BEGINNING HAVING AN AREA OF 21,348 SQUARE FEET OR 0.490 ACRES.



LIBERTY PLAZA 1
4801 COX ROAD, SUITE 300
GLEN ALLEN, VA 23060
TEL (804) 470-2967

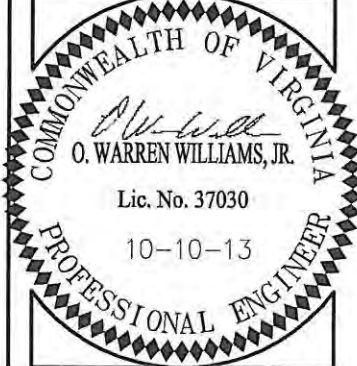


4164 INNSLAKE DRIVE, SUITE B
GLEN ALLEN, VA 23060
804.217.6433



warren williams & associates
736 CARMEROS CIRCLE
HIGH POINT
NORTH CAROLINA
27265
(757) 450-2288

NO.	
1	6/29/13 PRELIM ZONING DRAWINGS BY: KMB CHK: OWW APP'D: OWW
2	7/2/13 FINAL ZONING DRAWINGS BY: KMB CHK: OWW APP'D: OWW
3	8/13/13 REV FINAL ZONING DWGS BY: KMB CHK: OWW APP'D: OWW
4	9/4/13 REV FINAL ZONING DWGS BY: ALB CHK: OWW APP'D: OWW
5	9/30/13 REV FINAL ZONING DWGS BY: ALB CHK: OWW APP'D: OWW
6	10/10/13 REV FINAL ZONING DWGS BY: ALB CHK: OWW APP'D: OWW



LY732
RAWLAND
MONOPOLE

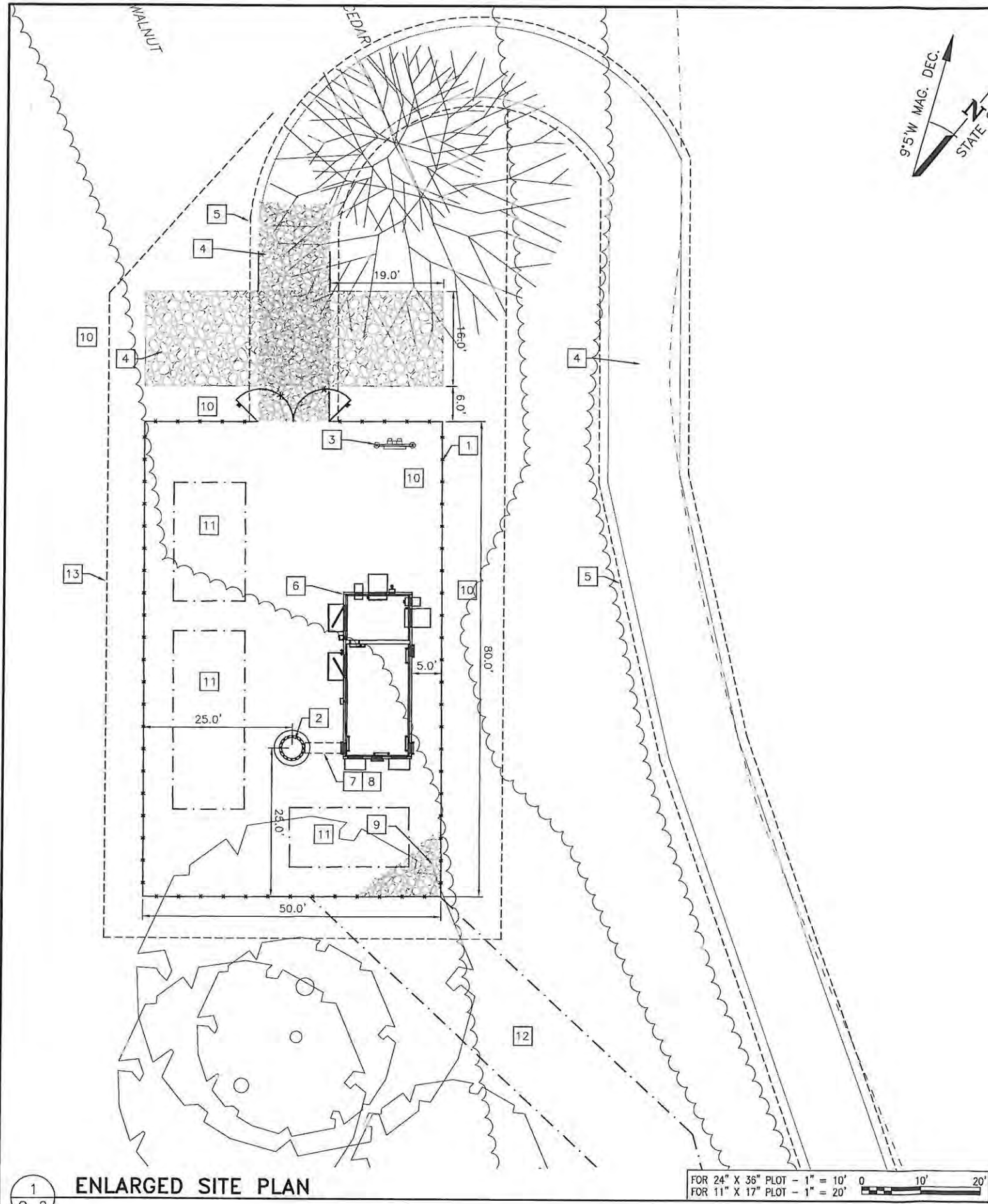
1721 LANGHORNE RD
LYNCHBURG, VA
24503
CITY OF LYNCHBURG

DRAWN BY:	KMB
CHECKED BY:	OWW
TTV DATE:	6/27/13
COMM NO:	LY732

SHEET TITLE:
SURVEY NOTES &
LEGAL DESCRIPTIONS

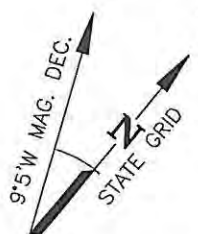
SHEET NUMBER:

C-1A



SITE NOTES

1. PRIOR TO CONSTRUCTION THE CONTRACTOR SHALL ASSUME THE RESPONSIBILITY OF LOCATING ANY UNDERGROUND UTILITIES (PUBLIC OR PRIVATE) THAT MAY EXIST AND CROSS THROUGH THE AREA OF CONSTRUCTION THAT ARE NOT SHOWN ON THESE PLANS. BEFORE YOU DIG, CALL "MISS UTILITY" AT 1-800-552-7001. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING, AT HIS EXPENSE, ANY EXISTING UTILITIES DAMAGED DURING CONSTRUCTION.
2. ALL EROSION AND SEDIMENT CONTROL DEVICES SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITION OF VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK AT THE FIRST PHASE OF CONSTRUCTION AND CHECKED PERIODICALLY TO ENSURE THEY ARE FUNCTIONING AS INDICATED.
3. THE STOCKPILING OF EXCESS MATERIAL ON SITE WILL NOT BE ALLOWED WITHOUT LANDLORD CONSENT.
4. ANY VEGETATED AREA DISTURBED BY CONSTRUCTION SHALL BE TOPSOILED AND SEEDED TO RESTORE A PERMANENT VEGETATIVE COVER.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING WITH MATCHING MATERIALS ANY PAVEMENT, DRIVEWAYS, WALKS, CURBS, ETC. THAT MAY BE CUT, OR THAT ARE DAMAGED DURING CONSTRUCTION.
6. THE INDICATED DIRECTION OF NORTH WILL HAVE TO BE VERIFIED IN THE FIELD. THE MAGNETIC DECLINATION INDICATED IS CALCULATED BASED ON THE LATITUDINAL AND LONGITUDINAL COORDINATE GIVEN BY THE SURVEYOR.



CONSTRUCTION NOTES

- 1 NEW 50'X80' WOODEN FENCED COMPOUND. SEE SHEET C-4 FOR DETAILS.
- 2 NEW AT&T ANTENNAS MOUNTED ON NEW 145' MONOPINE TOWER. SEE ELEVATION VIEW, SHEET C-3.
- 3 NEW UTILITY SERVICE STAND.
- 4 NEW 12' WIDE ACCESS ROAD & PARKING AREA SHALL BE GRASS PAVERS. TYPE AND MANUFACTURER TO BE AGREED UPON BY AT&T AND LAND OWNER PRIOR TO INSTALLATION.
- 5 AT&T 15' WIDE NON-EXCLUSIVE ACCESS/UTILITY EASEMENT.
- 6 NEW AT&T 11'-5"X28' EQUIPMENT SHELTER ON A CONCRETE PAD. SEE SHEETS A-1 & S-1 FOR DETAILS.
- 7 NEW AT&T ICE BRIDGE (APPROXIMATELY 3' IN LENGTH) WITH 2 RUNS OF 6 ON 6 COAX INTO SHELTER AND UP INSIDE TOWER.
- 8 GPS SHALL BE MOUNTED ON ICE BRIDGE SUPPORT POST CLOSEST TO SHELTER.
- 9 ADD GRAVEL IN COMPOUND AS NECESSARY.
- 10 REMOVE ONLY TREES THAT ARE NECESSARY. TREES THAT SERVE AS BUFFER WILL BE PROTECTED.
- 11 SPACE FOR FUTURE CARRIERS.
- 12 TEMPORARY 15' WIDE CONSTRUCTION ACCESS EASEMENT.
- 13 LIMITS OF CLEARING AND GRADING.

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TEL: (804) 270-2967

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804.217.8433

warren williams & associates
736 CARNEROS CIRCLE
HIGH POINT
NORTH CAROLINA 27265
(757) 450-2288

NO. 2 7/2/13 FINAL ZONING DRAWINGS
BY: KMB CHK: OWW APP'D: OWW
3 8/13/13 REV FINAL ZONING DWGS
BY: KMB CHK: OWW APP'D: OWW
4 9/4/13 REV FINAL ZONING DWGS
BY: ALB CHK: OWW APP'D: OWW
5 9/30/13 REV FINAL ZONING DWGS
BY: ALB CHK: OWW APP'D: OWW
6 10/10/13 REV FINAL ZONING DWGS
BY: ALB CHK: OWW APP'D: OWW
7 10/22/13 REV FINAL ZONING DWGS
BY: ALB CHK: OWW APP'D: OWW

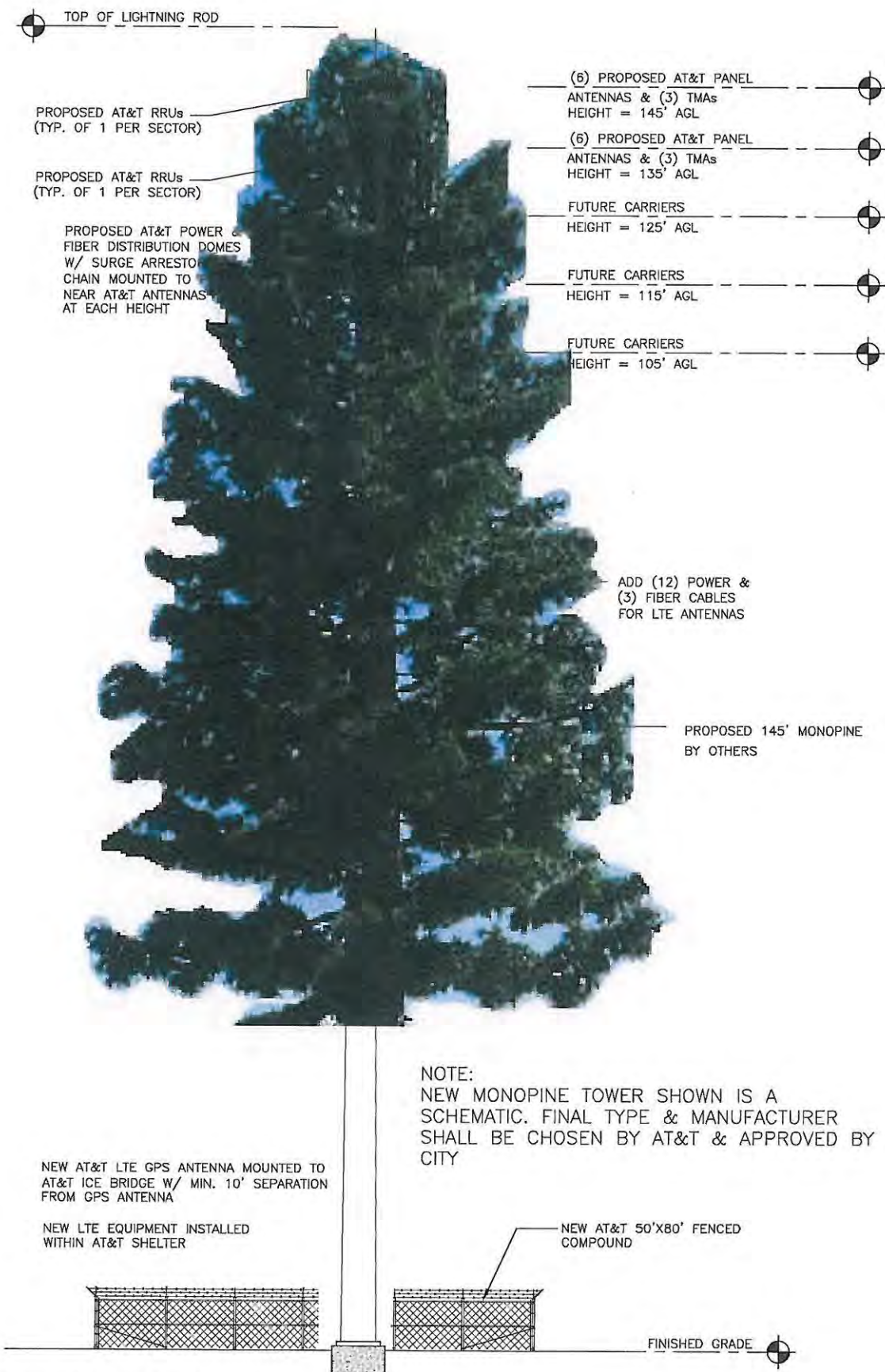
COMMONWEALTH OF VIRGINIA
O. WARREN WILLIAMS, JR.
Lic. No. 37030
10-22-13
PROFESSIONAL ENGINEER

LY732
RAWLAND
MONOPOLE
1721 LANGHORNE RD
LYNCHBURG, VA 24503
CITY OF LYNCHBURG

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CHECKED BY: OWW
TTV DATE: 5/27/13
COMM NO: LY732

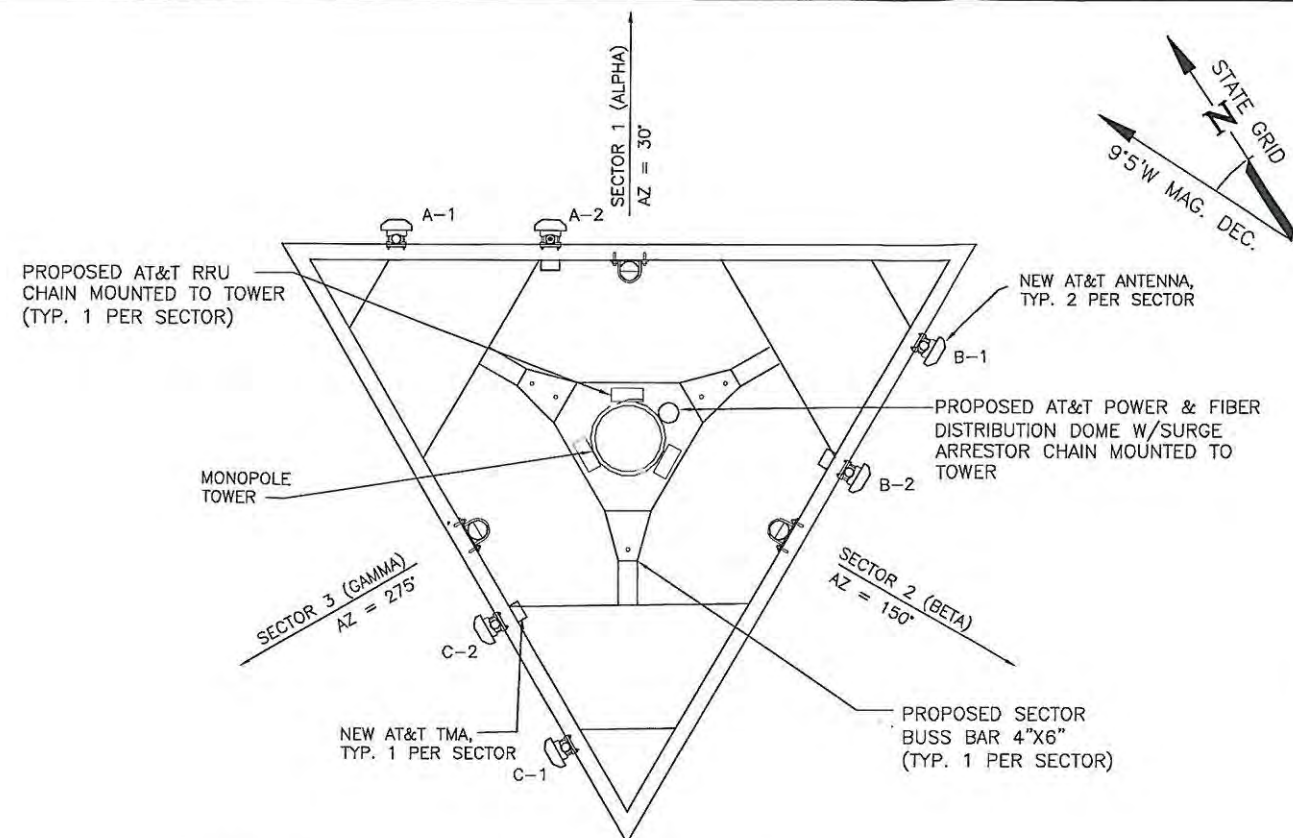
SHEET TITLE:
ENLARGED SITE PLAN

SHEET NUMBER:
C-2



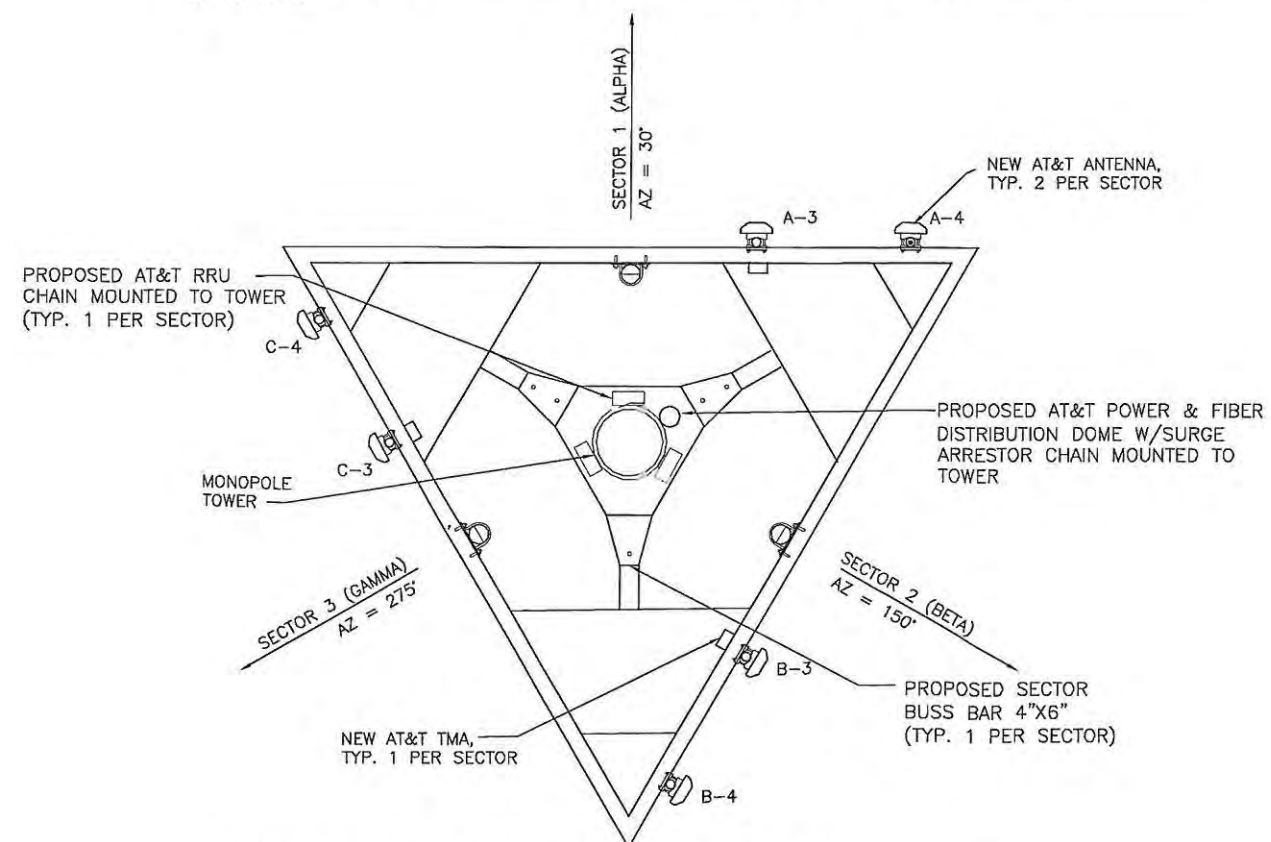
TOWER ELEVATION

NOT TO SCALE



ANTENNA MOUNTING LAYOUT ON LOW PROFILE PLATFORM WITH RAILS (UPPER ANTENNAS)

NOT TO SCALE



ANTENNA MOUNTING LAYOUT ON LOW PROFILE PLATFORM WITH RAILS (LOWER ANTENNAS)

NOT TO SCALE

at&t
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WW&A
warren williams & associates
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NO.	DATE	DESCRIPTION
1	6/29/13	PRELIM ZONING DRAWINGS BY: KMB CHK: OWW APP'D: OWW
2	7/2/13	FINAL ZONING DRAWINGS BY: KMB CHK: OWW APP'D: OWW
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6	10/10/13	REV FINAL ZONING DWGS BY: ALB CHK: OWW APP'D: OWW

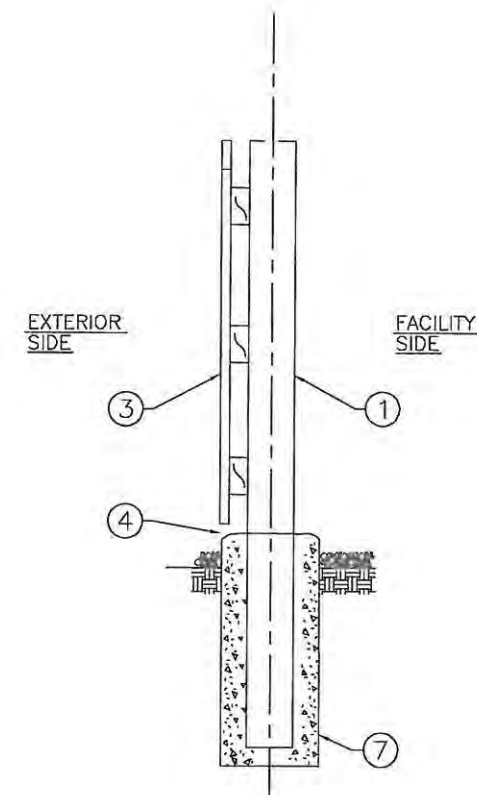
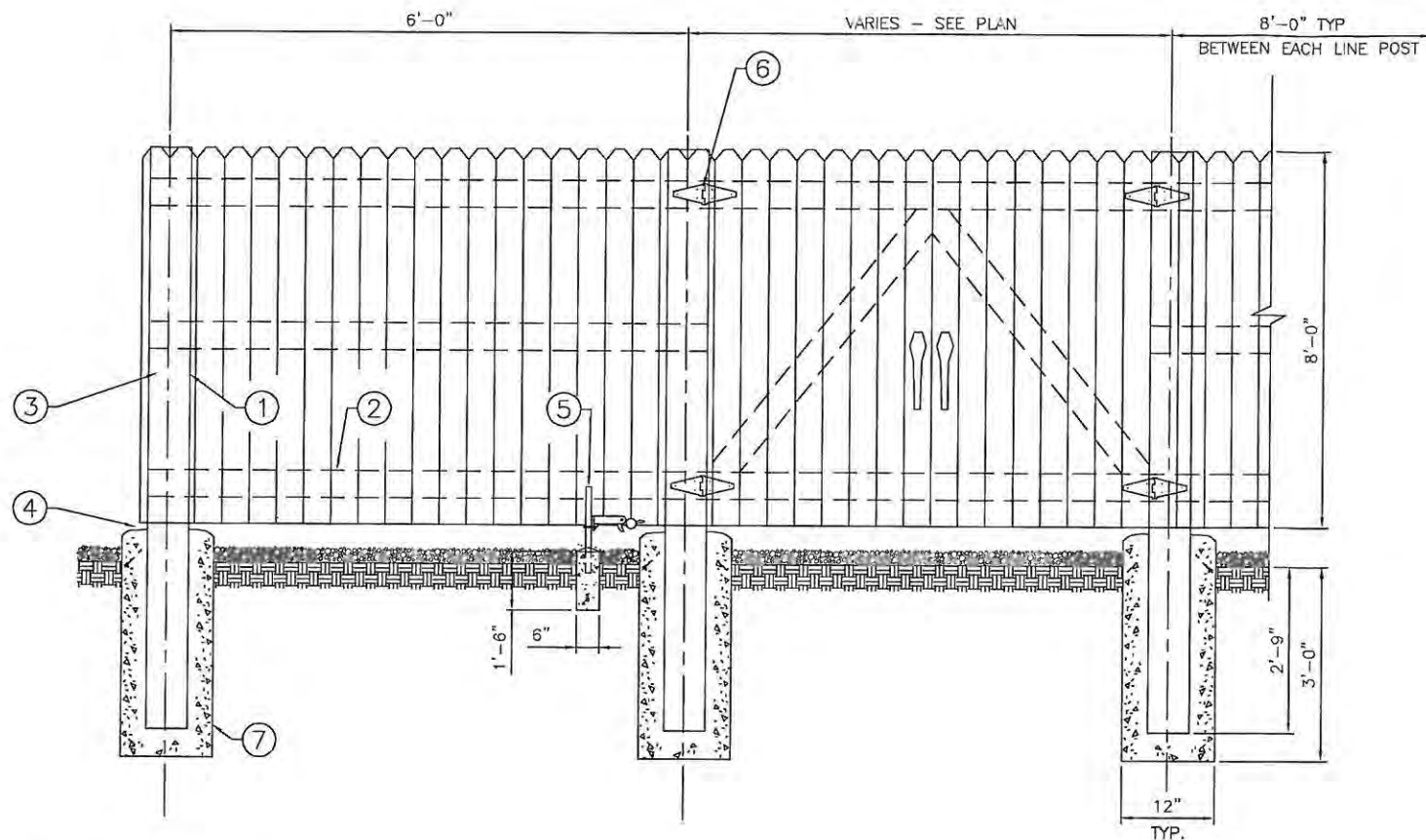
COMMONWEALTH OF VIRGINIA
O. Warren Williams, Jr.
O. WARREN WILLIAMS, JR.
Lic. No. 37030
10-10-13
PROFESSIONAL ENGINEER

**LY732
RAWLAND
MONOPOLE**
1721 LANGHORNE RD
LYNCHBURG, VA
24503
CITY OF LYNCHBURG

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SHEET TITLE:
ELEVATION VIEW

SHEET NUMBER:
C-3



1 COMPOUND FENCE DETAIL
C-4 NO SCALE

REFERENCE NOTES:

- ① CORNER, END OR LINE POST: 4" X 4" TREATED LUMBER
SPACING FOR LINE POSTS IS 8'-0" @ TO @ MAX.
- ② TOP RAIL & BRACE RAIL: 2" X 4" TREATED LUMBER
- ③ 1" (NOMINAL) X 6" - 8' DOG EARED FENCE BOARDS.
CEDAR PREFERRED. #1 TREATED ACCEPTABLE.
- ④ 3" MAXIMUM CLEARANCE FROM GRADE.
- ⑤ DUCK BILL OPEN GATE HOLDER. VERIFY LOCATION
IN FIELD PRIOR TO INSTALLATION. TYPICAL BOTH
SIDES OF GATE.
- ⑥ GATE HARDWARE. MANUFACTURER NOT SPECIFIED AT THIS TIME.
- ⑦ POST: CONCRETE FOUNDATION (2000 PSI)

GENERAL NOTES:

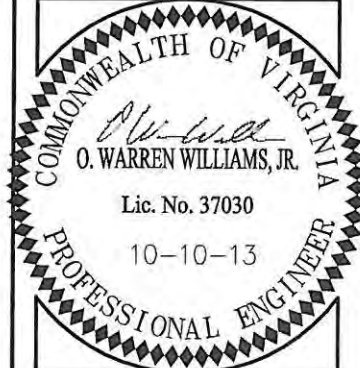
1. INSTALL FENCING PER ASTM F-567
2. INSTALL SWING GATES PER ASTM F-900
3. LOCAL ORDINANCE OF BARBED WIRE PERMIT REQUIREMENT
SHALL BE COMPLIED IF REQUIRED.
4. USE GALVANIZED (OR BETTER) NUTS, BOLTS AND WASHERS TO
MOUNT ALL SIGNS (SECURED THROUGH FENCE BOARDS).
5. FENCE AND ALL HARDWARE SHALL BE
PAINTED JAVA BROWN SW #6090

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27265
(757) 450-2288

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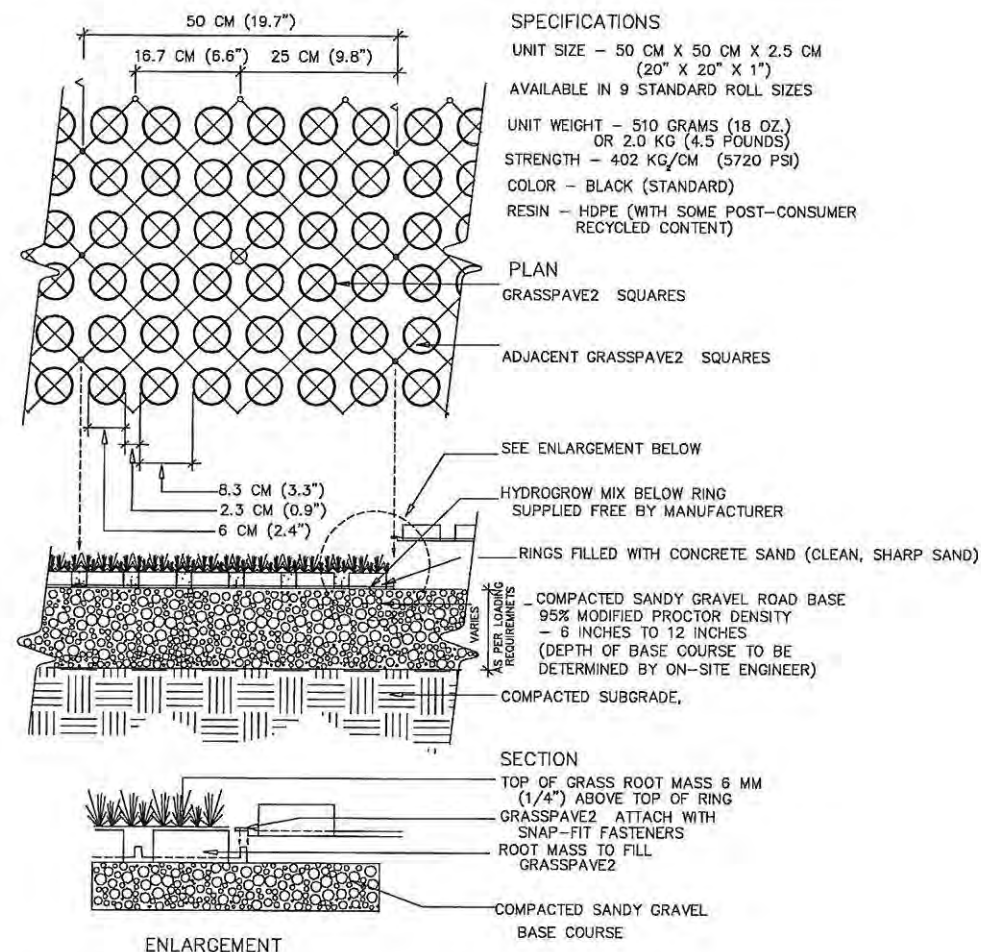


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24503
CITY OF LYNCHBURG

DRAWN BY:	KMB
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TTV DATE:	6/27/13
COMM NO:	LY732

SHEET TITLE:
FENCE NOTES AND
DETAILS

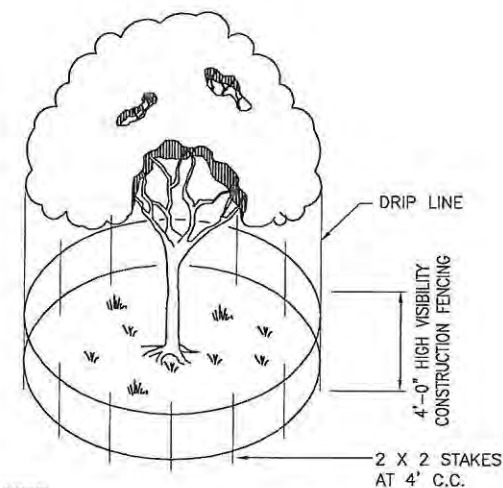
SHEET NUMBER:
C-4



NOTE: GRASS/PLANT TYPES SHALL BE SPECIFIED BY A LANDSCAPE ARCHITECT OR LANDSCAPE DESIGNER.

1 TYPICAL ACCESS ROAD CROSS SECTION (GRASS PAVERS)

C-5 NOT TO SCALE



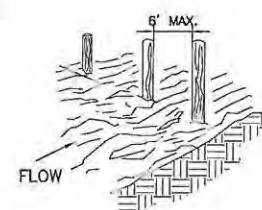
NOTE:
DRIVE STAKES FIRMLY INTO GROUND AT LEAST 12"

3 TREE PROTECTION

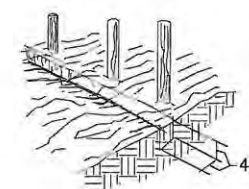
C-5 NOT TO SCALE

CONSTRUCTION OF A SILT FENCE (WITHOUT WIRE SUPPORT)

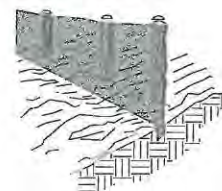
1. SET THE STAKES.



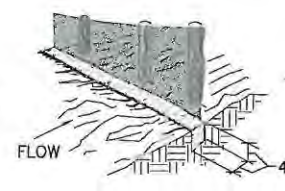
2. EXCAVATE A 4"x4" TRENCH UPSLOPE ALONG THE LINE OF STAKES.



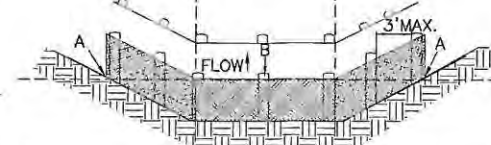
3. STAPLE FILTER MATERIAL TO STAKES AND EXTEND IT INTO THE TRENCH.



4. BACKFILL AND COMPACT THE EXCAVATED SOIL.



SHEET FLOW INSTALLATION
(PERSPECTIVE VIEW)

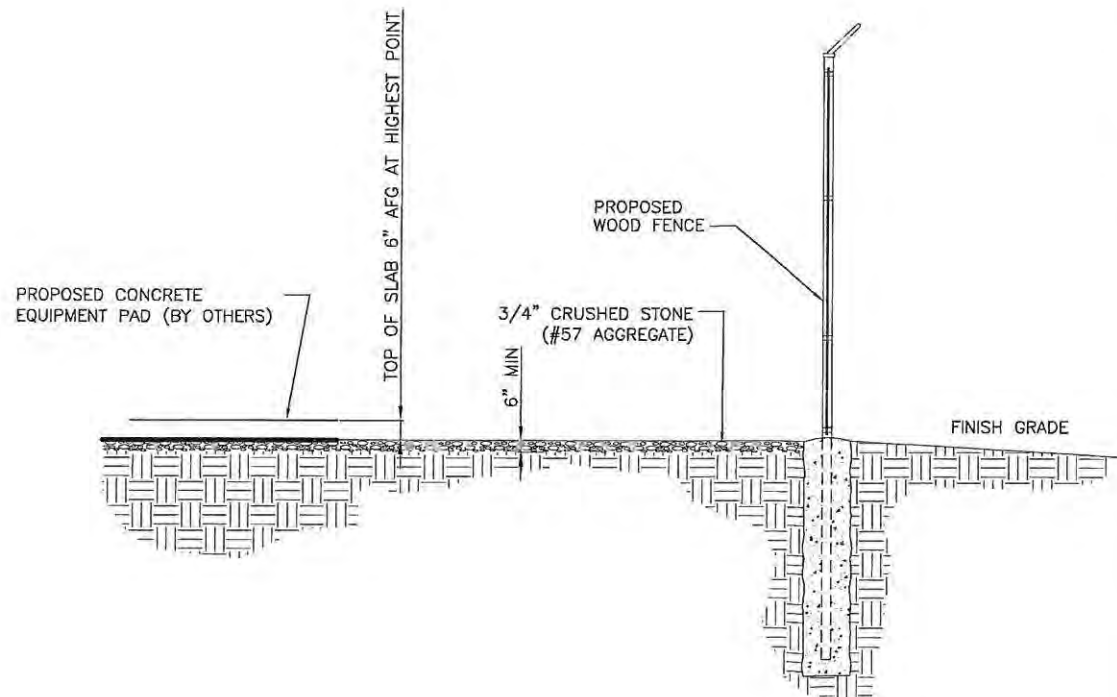


POINTS A SHOULD BE HIGHER THAN POINT B
DRAINAGEWAY INSTALLATION
(FRONT ELEVATION)

2 SILT FENCE

C-5 NOT TO SCALE

SF



4 TYPICAL SITE COMPOUND CROSS SECTION

C-5 NOT TO SCALE



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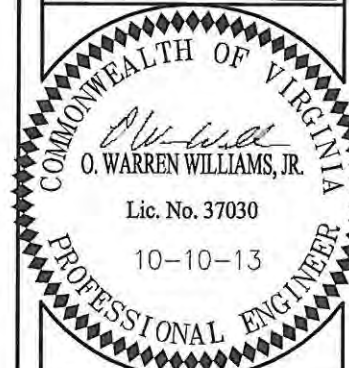


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NO.			
1	6/29/13	PRELIM ZONING DRAWINGS	
	BY: KMB	CHK: OWW	APP'D: OWW
2	7/2/13	FINAL ZONING DRAWINGS	
	BY: KMB	CHK: OWW	APP'D: OWW
3	8/13/13	REV FINAL ZONING DWGS	
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LY732
RAWLAND
MONOPOLE

1721 LANGHORNE RD
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24503
CITY OF LYNCHBURG

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TTV DATE:	6/27/13
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SHEET TITLE:

CIVIL DETAILS

SHEET NUMBER:

C-5

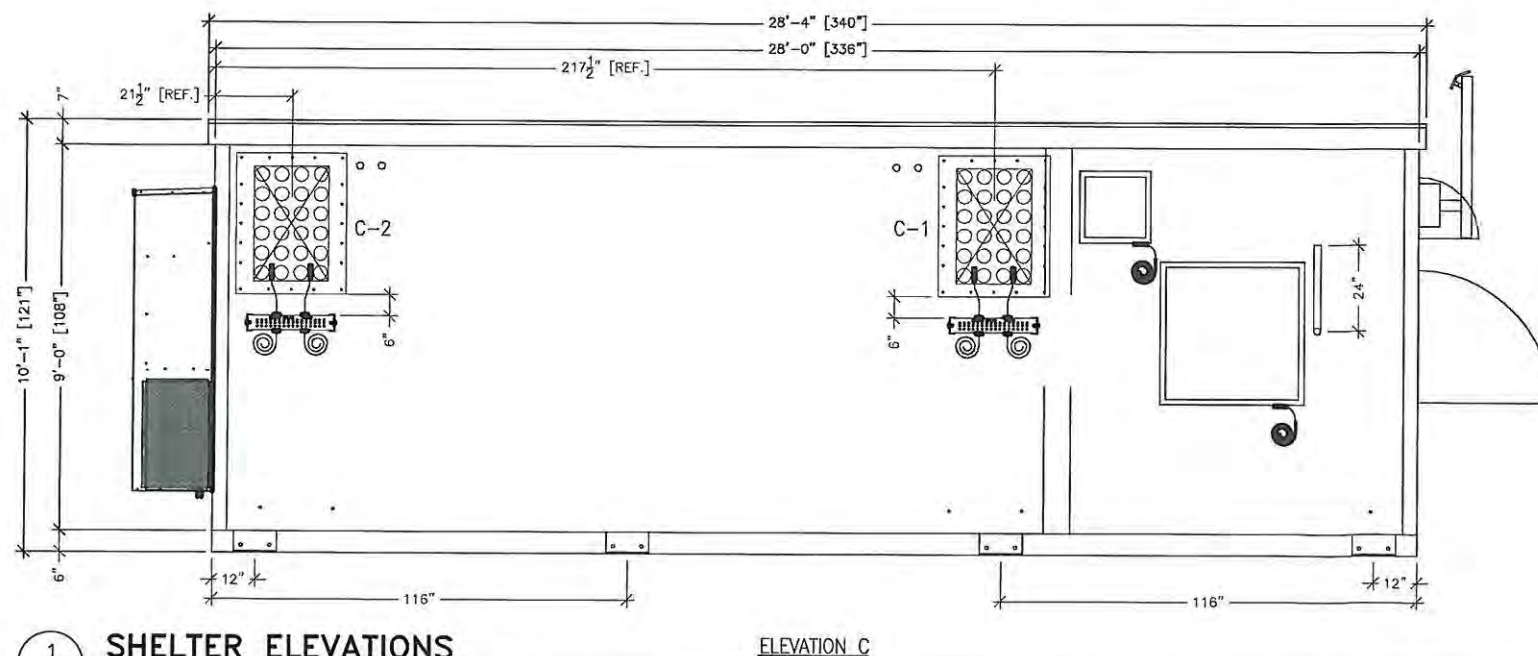
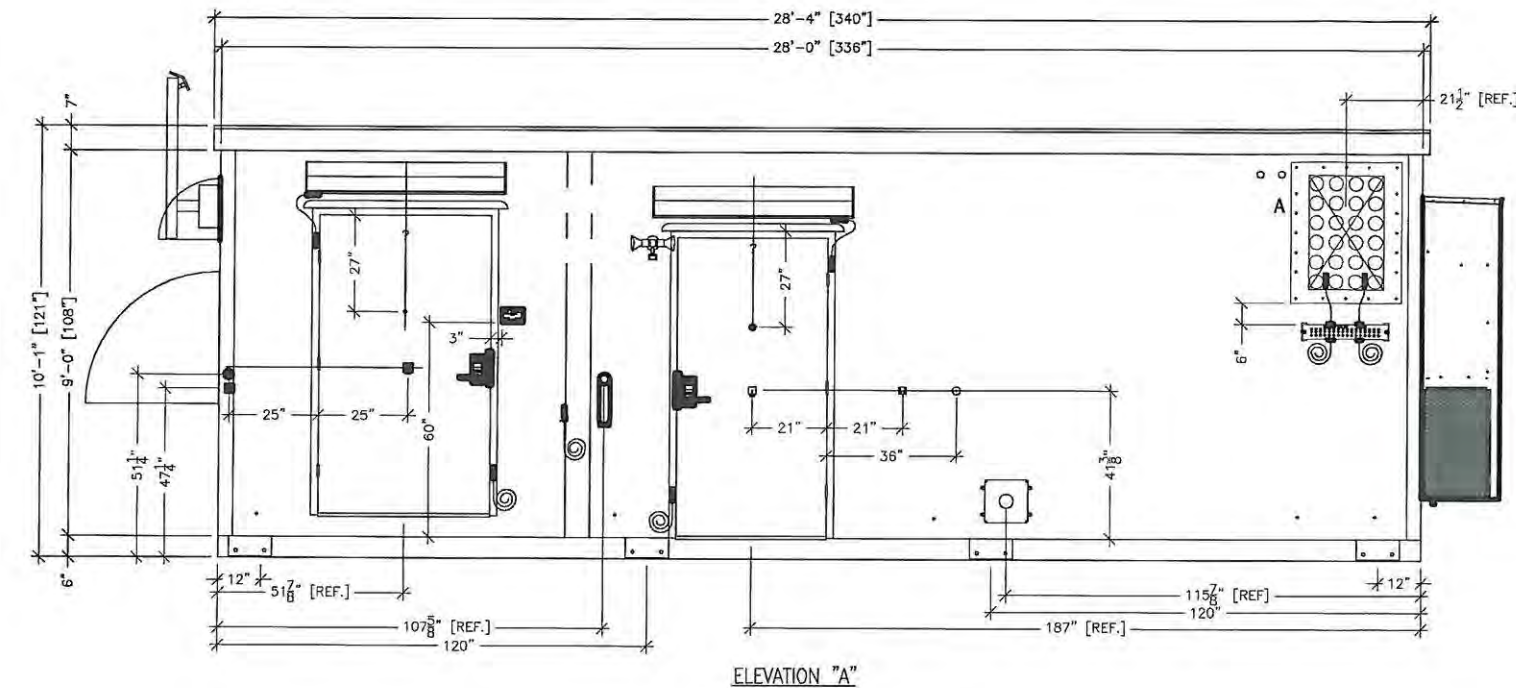
SHELTER NOTES

- MANUFACTURER
1A. SHELTER TYPE
1B. ADDRESS
- DESIGN CRITERIA:
FLOOR LIVE LOAD
ROOF LIVE LOAD
SNOW LOAD
GROUND SNOW LOAD, P_g
FLAT ROOF SNOW LOAD, P_f
SNOW EXPOSURE FACTOR, C_e
SNOW LOAD IMPORTANCE FACTOR, I_s
THERMAL FACTOR, C_t
WIND LOAD
BASIC WIND SPEED
WIND IMPORTANCE FACTOR
- SQUARE FOOTAGE OF SHELTER = 320 SF.
- THE SHELTER IS TO BE CLASSIFIED AS AN UNMANNED STORAGE AND EQUIPMENT SHELTER ONLY.
- THIS SHELTER IS TO BE DESIGNED AND CONSTRUCTED IN COMPLIANCE WITH ALL CODES AND DESIGN CRITERIA AS SET FORTH BY THE MANUFACTURER AS WELL AS MEETING THOSE OF THE JURISDICTION.
- REFER TO THE FIBREBOND SHELTER DRAWINGS AND SPECIFICATIONS FOR MORE INFORMATION.

FIBREBOND
D8701, 11'-5"X28'
1300 DAVENPORT DRIVE
MINDEN, LA 71055

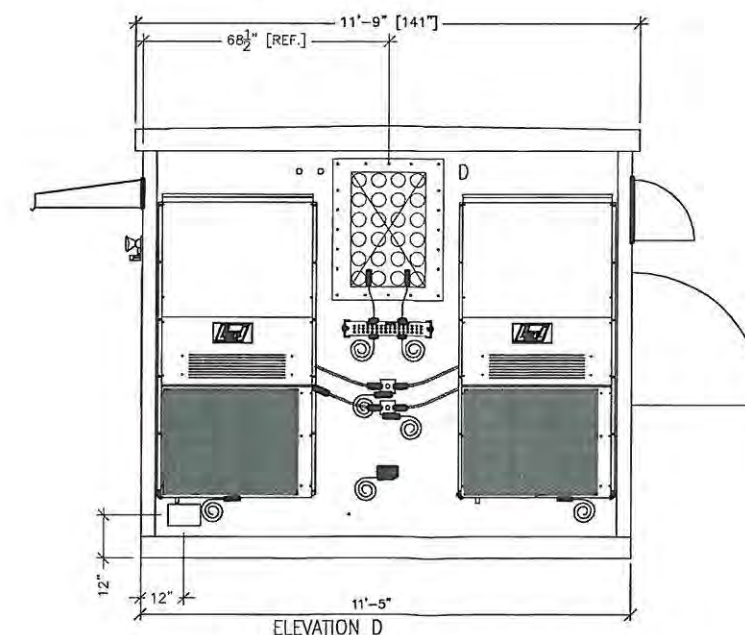
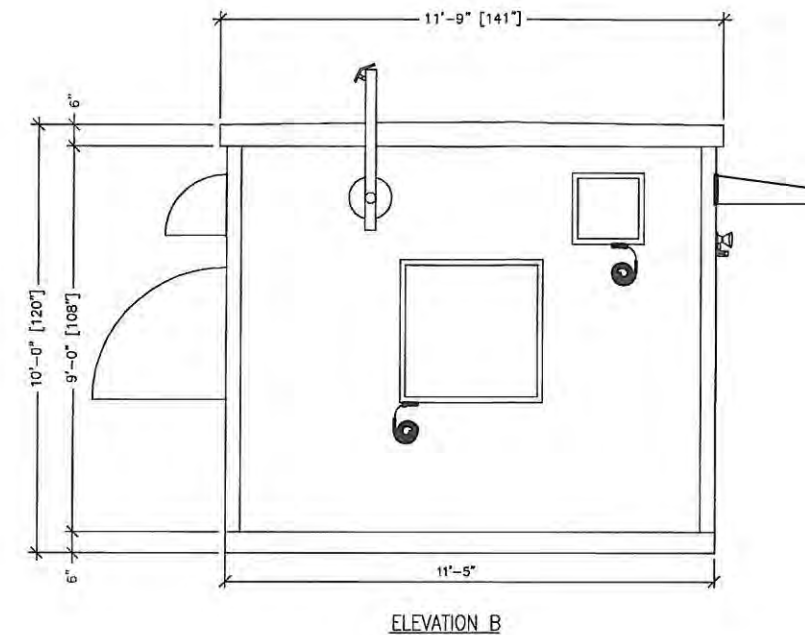
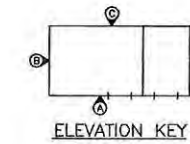
150 PSF
105 PSF
80 PSF
87.4 PSF
1.3
1.2
1.0

150 MPH
1.15

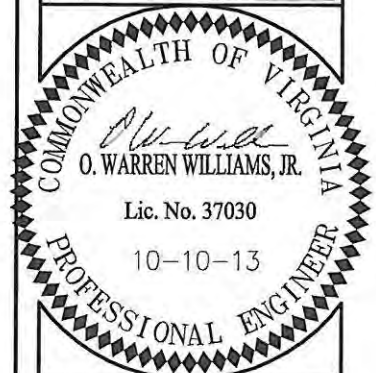


1
A-1
SHELTER ELEVATIONS
NOT TO SCALE

SEE SPECIFIC SHOP DRAWINGS
FROM MANUFACTURER



NO.	DATE	DESCRIPTION	BY	CHK	APP'D
1	6/29/13	PRELIM ZONING DRAWINGS	KMB	OWW	OWW
2	7/2/13	FINAL ZONING DRAWINGS	KMB	OWW	OWW
3	8/13/13	REV FINAL ZONING DWGS	KMB	OWW	OWW
4	9/4/13	REV FINAL ZONING DWGS	ALB	OWW	OWW
5	9/30/13	REV FINAL ZONING DWGS	ALB	OWW	OWW
6	10/10/13	REV FINAL ZONING DWGS	ALB	OWW	OWW

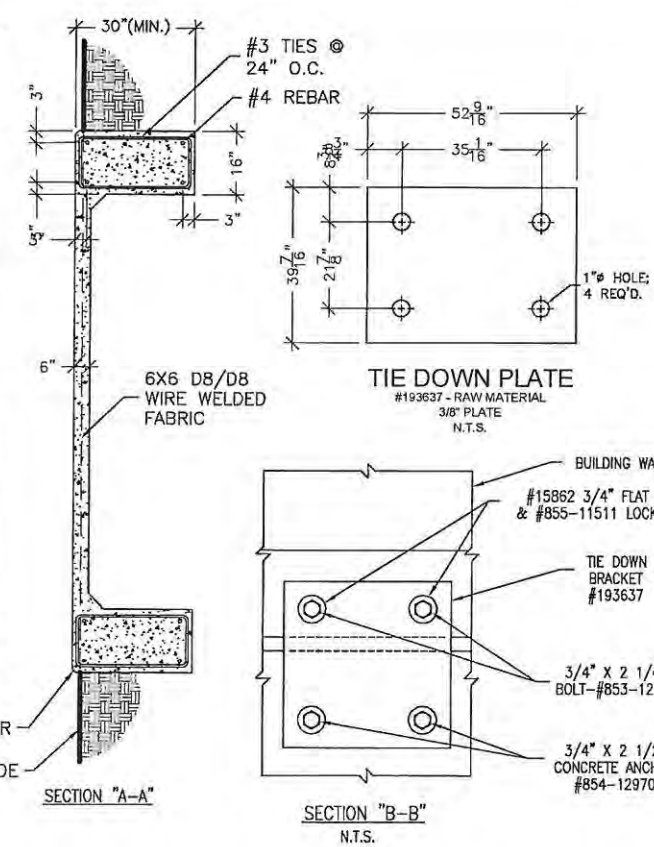
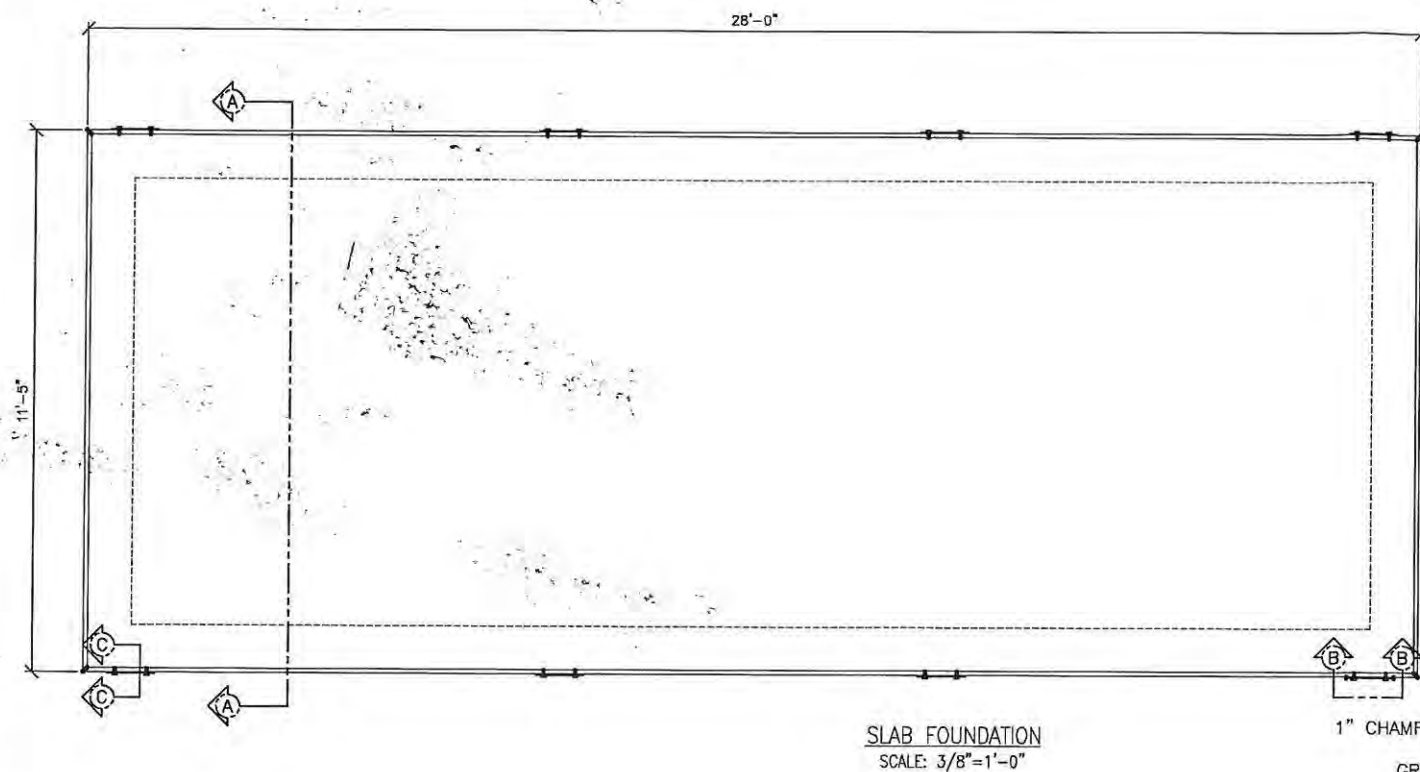


LY732
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MONOPOLE
1721 LANGHORNE RD
LYNCHBURG, VA
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CITY OF LYNCHBURG

DRAWN BY:	KMB
CHECKED BY:	OWW
TTV DATE:	8/27/13
COMM NG:	LY732

SHEET TITLE:
SHELTER ELEVATIONS

SHEET NUMBER:
A-1



- NOTES:
1. SLAB TO BE LEVEL $\pm 1/4"$.
 2. FOOTING TO EXTEND A MINIMUM OF 30" BELOW UNDISTURBED SOIL AND FROST LINE.
 3. FINAL SITE DESIGN IS THE RESPONSIBILITY OF THE SITE CONTRACTOR.
 4. SLAB FOUNDATION DESIGNED ASSUMING ALLOWABLE SOIL BEARING PRESSURE OF 2000 PSF.
 5. SLAB FOUNDATION DESIGNED ASSUMING MAXIMUM SOIL PLASTICITY INDEX OF 27.
 6. CONCRETE STRENGTH SHALL BE A MINIMUM OF 4000 PSI.
 7. FOUNDATION SHALL BE IN ACCORDANCE WITH OBC.

1 S-1 FOUNDATION PLAN

STRUCTURAL SPECIFICATIONS:

DESIGN NOTES

1. STRUCTURAL DESIGN IN ACCORDANCE WITH THE MANUFACTURER'S DESIGN CRITERIA AND SPECIFICATIONS AND MUST MEET ALL APPLICABLE CODES OF THE GIVEN JURISDICTION.

EXCAVATION

1. SELECT FILL MATERIAL: ASTM D 2487 SOIL CLASSIFICATION GROUPS GW, GP, GM, SW, SP, AND SM, OR A COMBINATION OF THESE GROUP SYMBOLS; FREE OF WASTE, FROZEN MATERIALS, AND VEGETATION, WITH LESS THAN 5 PERCENT BY WEIGHT RUBBLE. RUBBLE SHALL BE NO LARGER THAN 4 INCHES IN ANY DIRECTION.
2. PIER SHALL NOT BE PLACED IN FROZEN GROUND.
3. DESIGN ALLOWABLE SOIL BEARING PRESSURE IS 2000 PSF ON SUITABLE RESIDUAL SOIL OR PROPERLY COMPACTED STRUCTURAL FILL. STRUCTURAL FILL SHALL BE COMPACTED TO A MINIMUM OF 95% OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY (ASTM D-698).
4. AFTER EXCAVATIONS ARE MADE, THE BOTTOMS SHALL BE INSPECTED TO VERIFY THAT THE SUPPORTING SOILS ARE SUITABLE FOR BEARING AND ARE CAPABLE OF SUPPORTING THE DESIGN ALLOWABLE BEARING PRESSURE OF 2000 PSF.

CONCRETE

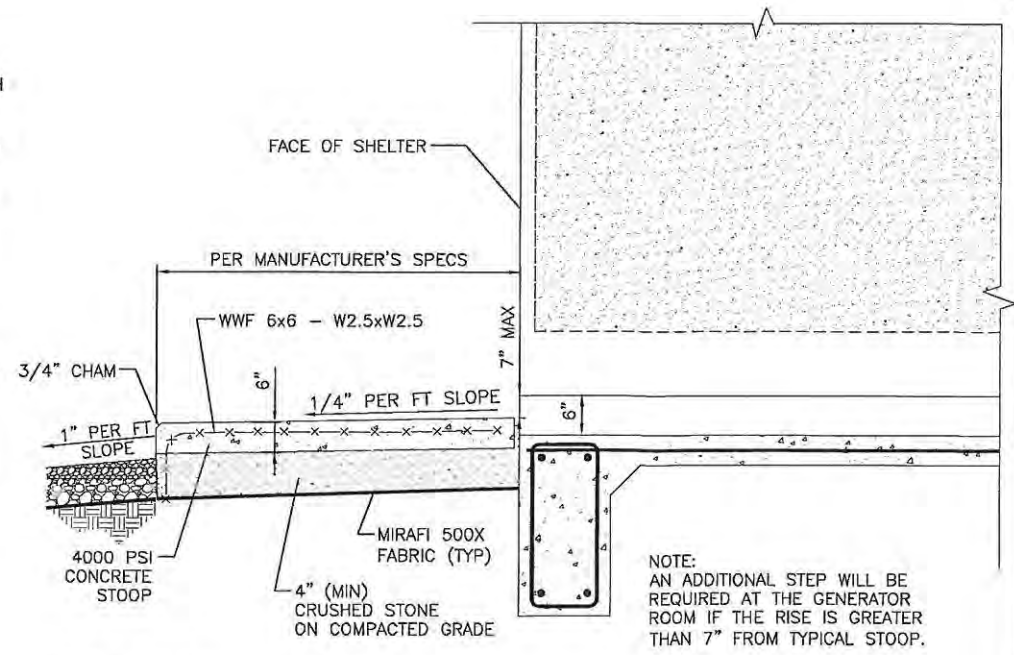
1. CONCRETE CONSTRUCTION SHALL COMPLY WITH PROVISIONS OF THE FOLLOWING CODES, SPECIFICATIONS, AND STANDARDS: AMERICAN CONCRETE INSTITUTE (ACI) 301, SPECIFICATIONS FOR STRUCTURAL CONCRETE; ACI 318, "BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE".
2. CONCRETE SHALL BE NORMAL WEIGHT, 6% AIR ENTRAINED AND HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 4000 PSI. SUBMIT MIX DESIGN FOR APPROVAL.
3. CONCRETE MATERIALS SHALL BE IN ACCORDANCE WITH THE FOLLOWING:

PORTLAND CEMENT	ASTM C 150, TYPE 1
FLY ASH	ASTM C 618, TYPE F (NOT TO EXCEED 15% OF CEMENT BY WEIGHT)
NORMAL WEIGHT AGGREGATES	ASTM C 33
WATER	POTABLE
AIR-ENTRAINING ADMIXTURE	ASTM C 260
WATER REDUCING ADMIXTURES	ASTM C 494, TYPE A & ASTM C 494, TYPE F OR G
ACCELERATING ADMIXTURE	ASTM C 494, TYPE E
RETARDING ADMIXTURE	ASTM C 494, TYPE D

4. REINFORCING STEEL SHALL BE DEFORMED BARS IN ACCORDANCE WITH ASTM A-615, GRADE 60. REINFORCING MARKED CONTINUOUS SHALL BE LAPPED 36 BAR DIAMETERS AT SPLICES.
5. WELDED WIRE FABRIC SHALL CONFORM TO ASTM A82 AND A185. LAP ONE FULL MESH SPACING AND TIE.
6. SUPPORT REINFORCING AND WELDED WIRE FABRIC ON METAL CHAIRS OR BOLSTERS.
7. MINIMUM CONCRETE COVER FOR REINFORCING SHALL BE IN ACCORDANCE WITH ACI 318-99 UNLESS OTHERWISE INDICATED.
8. ALL COLD WEATHER CONCRETE CONSTRUCTION SHALL CONFORM TO ACI 306R, "COLD WEATHER CONCRETING."
9. ALL HOT WEATHER CONCRETE CONSTRUCTION SHALL CONFORM TO ACI 305R, "HOT WEATHER CONCRETING."
10. CURING COMPOUND SHALL COMPLY WITH ASTM C 309, TYPE I, CLASS B.

STEEL

1. ALL STEEL ANGLES AND PLATES SHALL BE ASTM A36, ALL BOLTS SHALL BE ASTM A325, ALL THREADED ROD MATERIAL SHALL BE ASTM A307, AND STEEL PIPE SHALL BE ASTM A53, GRADE B, UNLESS OTHERWISE NOTED. ALL STRUCTURAL STEEL SHALL BE GALVANIZED AFTER FABRICATION.
2. ALL STRUCTURAL STEEL WORK SHALL BE IN ACCORDANCE WITH THE NINTH EDITION OF THE "MANUAL OF STEEL CONSTRUCTION ALLOWABLE STRESS DESIGN", OF THE AMERICAN INSTITUTE OF STEEL CONSTRUCTION, INCLUDING CURRENT REVISIONS.



2 S-1 STOOP DETAIL

at&t

LIBERTY PLAZA 1
4801 COX ROAD, SUITE 300
GLEN ALLEN, VA 23060
TEL (804) 270-2967

velocitel

complete wireless solutions
4164 INNSLAKE DRIVE, SUITE B
GLEN ALLEN, VA 23060
804.217.8433

WW&A
warren williams & associates

736 CARNEROS CIRCLE
HAY POINT
NORTH CAROLINA
27265
(757) 450-2283

NO.	DATE	DESCRIPTION	BY	CHK	APP'D
1	6/29/13	PRELIM ZONING DRAWINGS	KMB	OWW	OWW
2	7/2/13	FINAL ZONING DRAWINGS	KMB	OWW	OWW
3	8/13/13	REV FINAL ZONING DWGS	KMB	OWW	OWW
4	9/4/13	REV FINAL ZONING DWGS	ALB	OWW	OWW
5	9/30/13	REV FINAL ZONING DWGS	ALB	OWW	OWW
6	10/10/13	REV FINAL ZONING DWGS	ALB	OWW	OWW

COMMONWEALTH OF VIRGINIA

O. WARREN WILLIAMS, JR.

Lic. No. 37030

10-10-13

PROFESSIONAL ENGINEER

LY732
RAWLAND
MONOPOLE

1721 LANGHORNE RD
LYNCHBURG, VA
24503
CITY OF LYNCHBURG

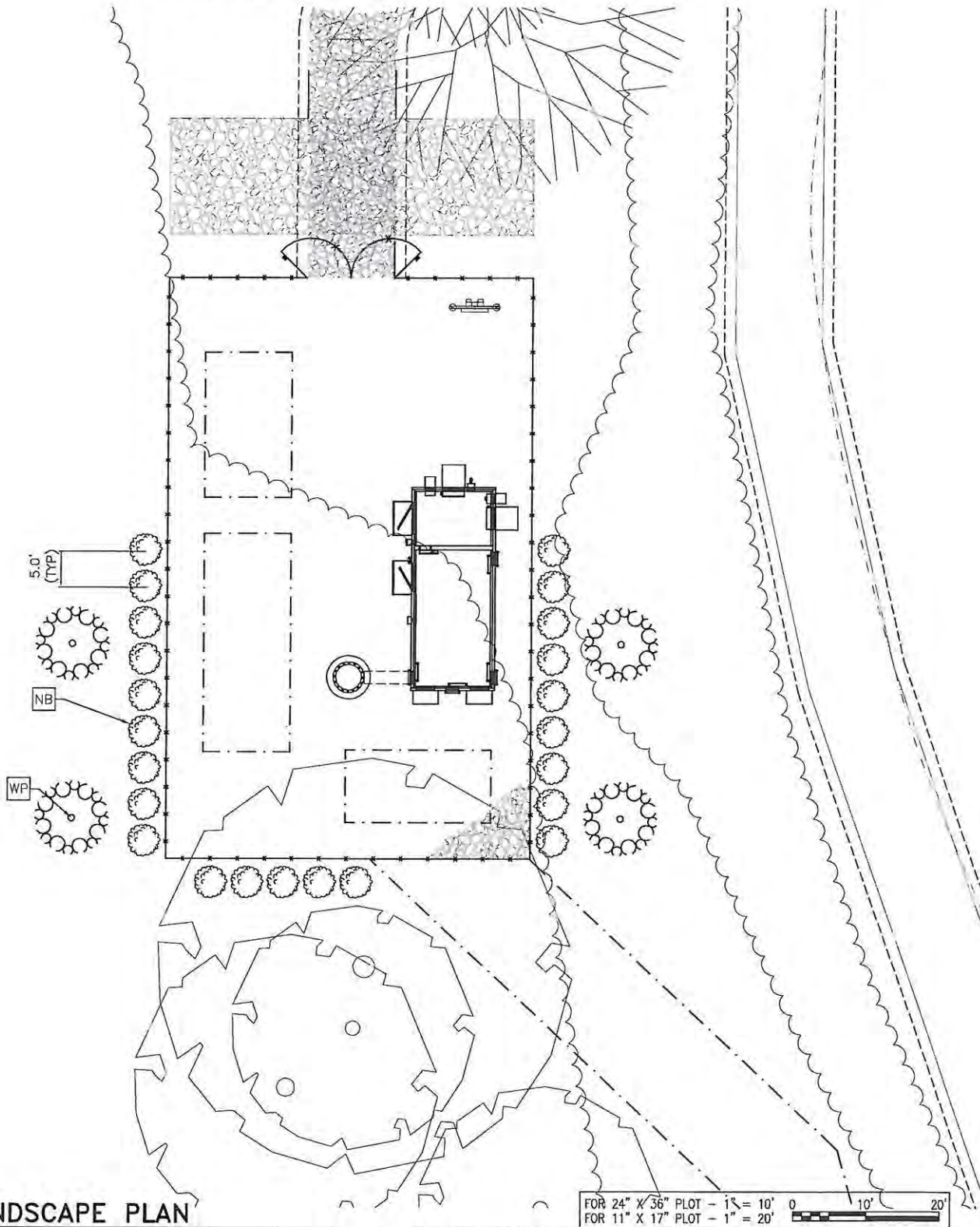
DRAWN BY:	KMB
CHECKED BY:	OWW
TTV DATE:	6/27/13
COMM NO:	LY732

SHEET TITLE:
FOUNDATION PLAN

SHEET NUMBER:
S-1

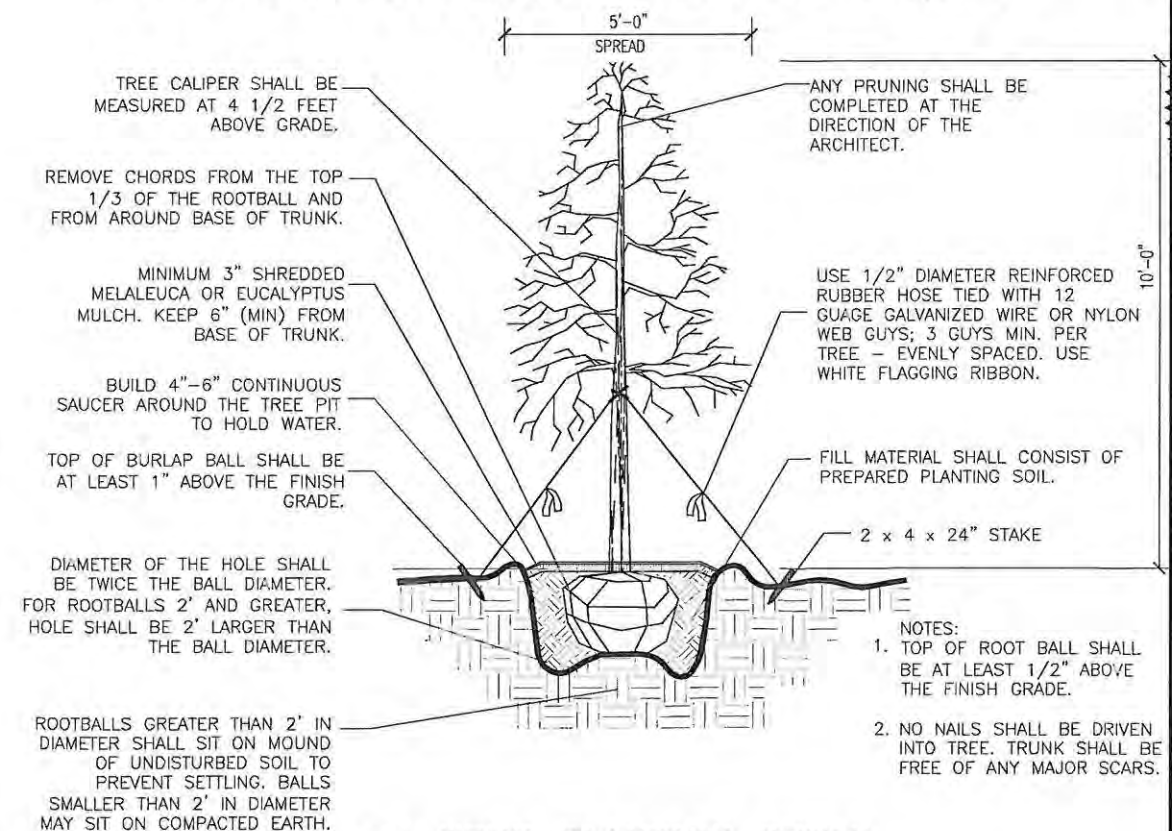
DESCRIPTION	EXISTING	TO BE PLANTED	SPACING	HEIGHT
 WP-EASTERN WHITE PINE (PINUS STROBUS)	0	(4) TO BE PLANTED	N/A	* MINIMUM AT PLANTING
 NB-NORTHERN BAYBERRY (MYRICA PENNSYLVANICA)	0	(23) TO BE PLANTED	MAX 5' CENTER TO CENTER	3'-4' MINIMUM AT PLANTING

PERIMETER OF PROPOSED BUILDING = 79'.
4 ORNAMENTAL TREES & 23 SHRUBS REQUIRED.



GENERAL NOTES:

- THE CONTRACTOR SHALL VERIFY THAT TOTAL QUANTITIES INDICATED IN THE PLANT LIST OR SCHEDULE AGREES WITH QUANTITIES SHOWN ON PLANTING LAYOUT. IF DISCREPANCIES, USE TOTAL OF QUANTITIES SHOWN ON PLANTING LAYOUT.
- THE CONTRACTOR SHALL PROVIDE THE QUANTITIES REQUIRED TO COMPLETE PROPOSED PLANTING AS SHOWN ON THE LANDSCAPE PLAN.
- CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE.
- ALL BEDS SHALL BE CLEAN AND WEEDED.
- ALL AREAS NOT PAVED OR PLANTED SHALL BE SEEDED.
- PROVIDE ALL NECESSARY PLANT MATERIALS, LABOR, TOOLS, AND MATERIALS TO COMPLETE THIS PROJECT IN A WORKMANLIKE, PROFESSIONAL MANNER.
- ALL TREES, SHRUBS, AND GROUND COVERS SHALL BE SPECIMEN QUALITY (AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS), SHALL BE NURSERY-GROWN, AND IN A HEALTHY, INSECT AND DISEASE-FREE, CONDITION.
- NO SUBSTITUTIONS OF SIZE OR VARIETY OF PLANT MATERIAL WITHOUT PRIOR APPROVAL OF LANDSCAPE DESIGNER.
- STAKE TREES ACCORDING TO A.A.N. (AMERICAN ASSOCIATION OF NURSERYMEN) STANDARDS.
- "B&B" INDICATES BALLED AND BURLAPPED.
- "CON" INDICATES CONTAINERIZED PLANTS.
- ALL TREES AND SHRUBS HAVE BEEN LOCATED WITH RESPECT TO PROPOSED OR EXISTING UTILITIES AS ACCURATELY AS POSSIBLE. FIELD VERIFY LOCATIONS FOR ALL UTILITIES PRIOR TO INSTALLING PLANT MATERIAL.
- VERIFY ALL DIMENSIONS IN THE FIELD, NOTIFY OWNER AND LANDSCAPE DESIGNER OF ANY VARIANCE FROM PLANS.
- PROVIDE OWNER FULL 12 MONTHS MATERIAL AND LABOR GUARANTEE ON ALL PLANT MATERIAL.
- THOROUGHLY WATER ALL PLANT MATERIAL AFTER PLANTING AND MULCHING. FERTILIZE ALL PLANT MATERIAL AFTER WATERING. APPLY SLOW RELEASE FERTILIZER TO ALL PLANTS PER MANUFACTURER'S DIRECTIONS ON LABEL AT PLANTING.
- SOAK BARE ROOT PLANTS IN LIQUID SEAWEED SOLUTION FOR ONE-HALF HOUR @ DOUBLE STRENGTH, AND GENTLY PRUNE ROOTS BEFORE PLANTING.
- PRUNE ALL PLANT MATERIAL - REMOVE RANK AND DEAD GROWTH ONLY. PRUNE FOR NATURAL SHAPE PER SPECIES.
- MULCH TO BE 2" MIN DEPTH SHREDDED HARDWOOD BARK MULCH IN ALL BED AREAS.
- IN PLANTING BEDS, OMIT THE COMPACTED EARTH SAUCER AND COVER THE BEDS WITH MULCH (2" MIN DEPTH). AT HEDGE ROWS PROVIDE MULCH IN A CONTINUOUS BED. ALL GROUPINGS OF SHRUBS SHALL BE INSTALLED IN CONTINUOUS MULCH BEDS.
- TREE AND SHRUB PITS SHALL BE 3 TIMES SIZE OF ROOT BALL AND BACK FILLED WITH FOLLOWING SOIL MIXTURE THOROUGHLY MIXED: 2 PARTS JAMES RIVER SAND, 2 PARTS COMPOSTED HORSE MANURE OR CATTLE MANURE, OR ORGANIC COMPOST, AND 6 PARTS GOOD QUALITY TOPSOIL.
- PREPARE SOIL WITH HI CALCIUM LIME @ RATE AS SHOWN ON SEEDING TABLES, SHEET L-2.
- TEST SOIL BEFORE PLANTING AND ADD PROPER SOIL AMENDMENTS TO SOIL TO ESTABLISH pH OF 6.5.

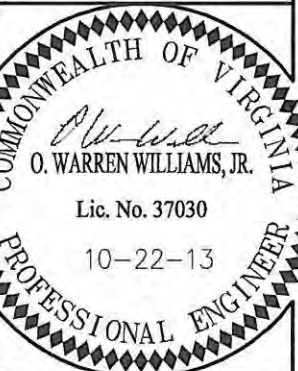


TREE PLANTING DETAIL

NOT TO SCALE



NO.	DATE	DESCRIPTION
1	7/2/13	FINAL ZONING DRAWINGS
2	8/13/13	REV FINAL ZONING DWGS
3	9/4/13	REV FINAL ZONING DWGS
4	9/30/13	REV FINAL ZONING DWGS
5	10/10/13	REV FINAL ZONING DWGS
6	10/22/13	REV FINAL ZONING DWGS



**LY732
RAWLAND
MONOPOLE**
1721 LANGHORNE RD
LYNCHBURG, VA
24503
CITY OF LYNCHBURG

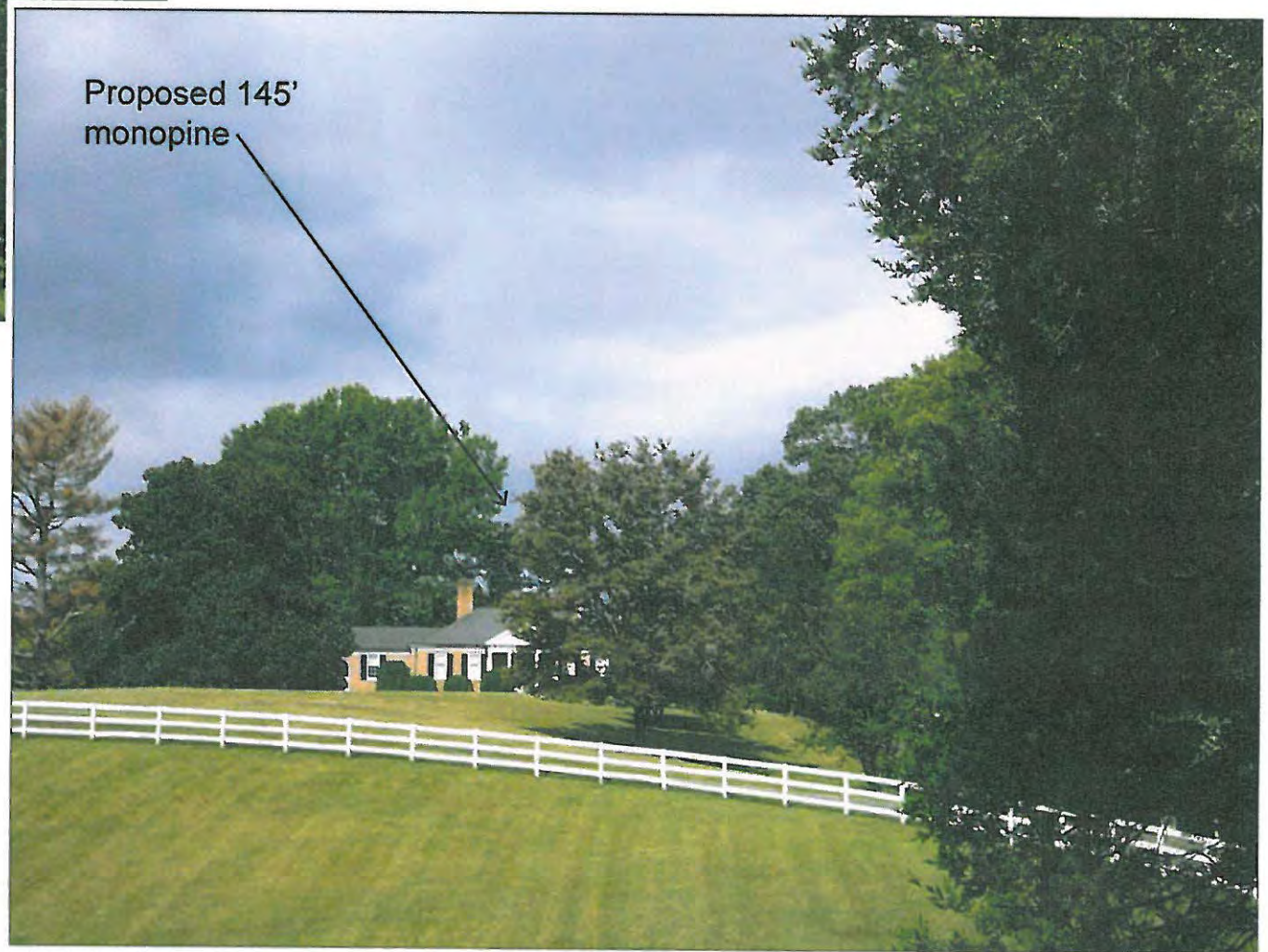
DRAWN BY:	KMB
CHECKED BY:	OWW
DATE:	6/27/13
COMM NO:	LY732

SHEET TITLE:
LANDSCAPE PLAN

SHEET NUMBER:
L-1



before installation



after installation

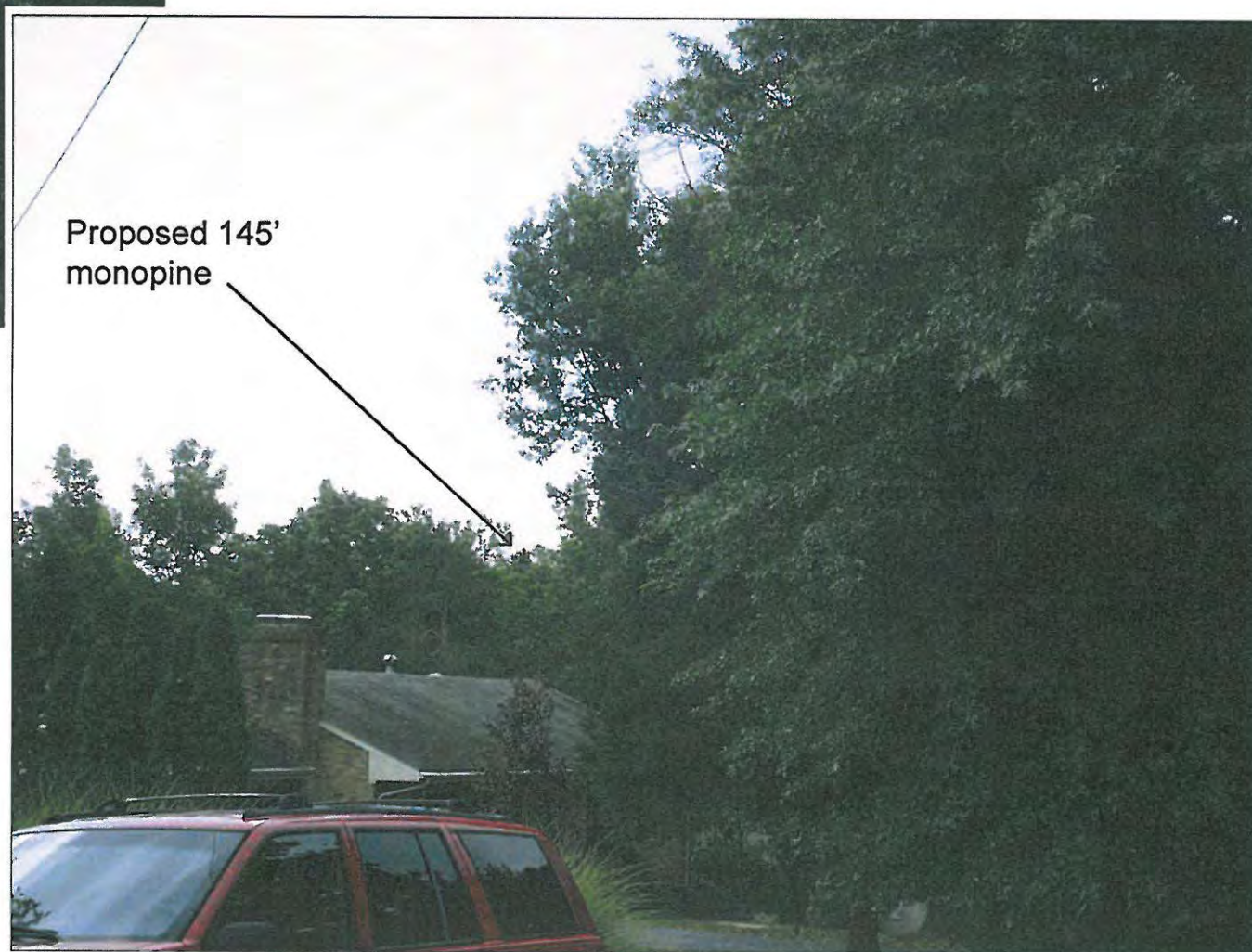


View from #1 Int. of Langhorne & Old Langhorne
LY732 - 1721 Langhorne Road, Lynchburg, VA





before installation



Proposed 145'
monopine

after installation

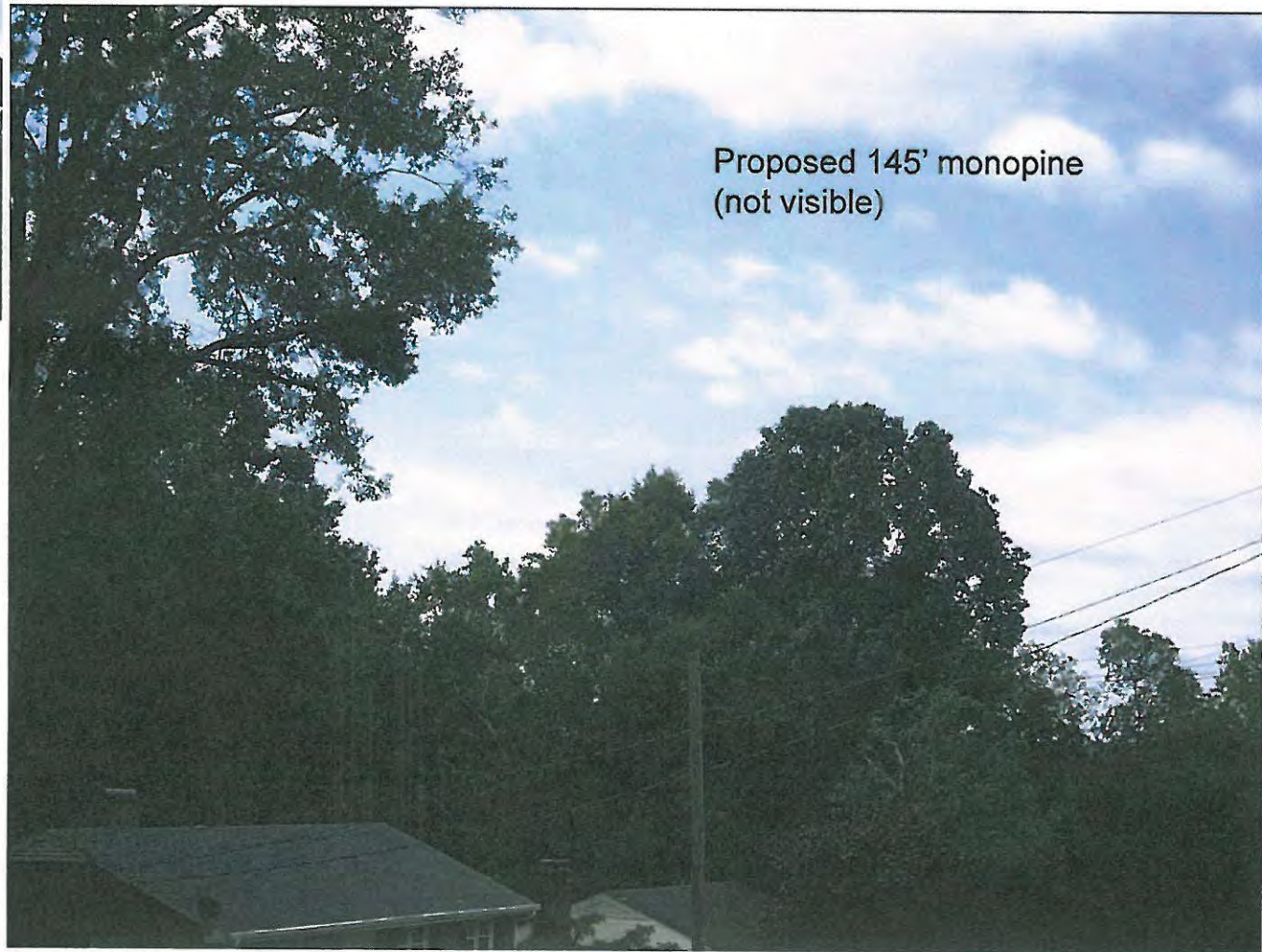


View from #2 1523 Club Drive
LY732 - 1721 Langhorne Road, Lynchburg, VA





before installation



Proposed 145' monopine
(not visible)

after installation

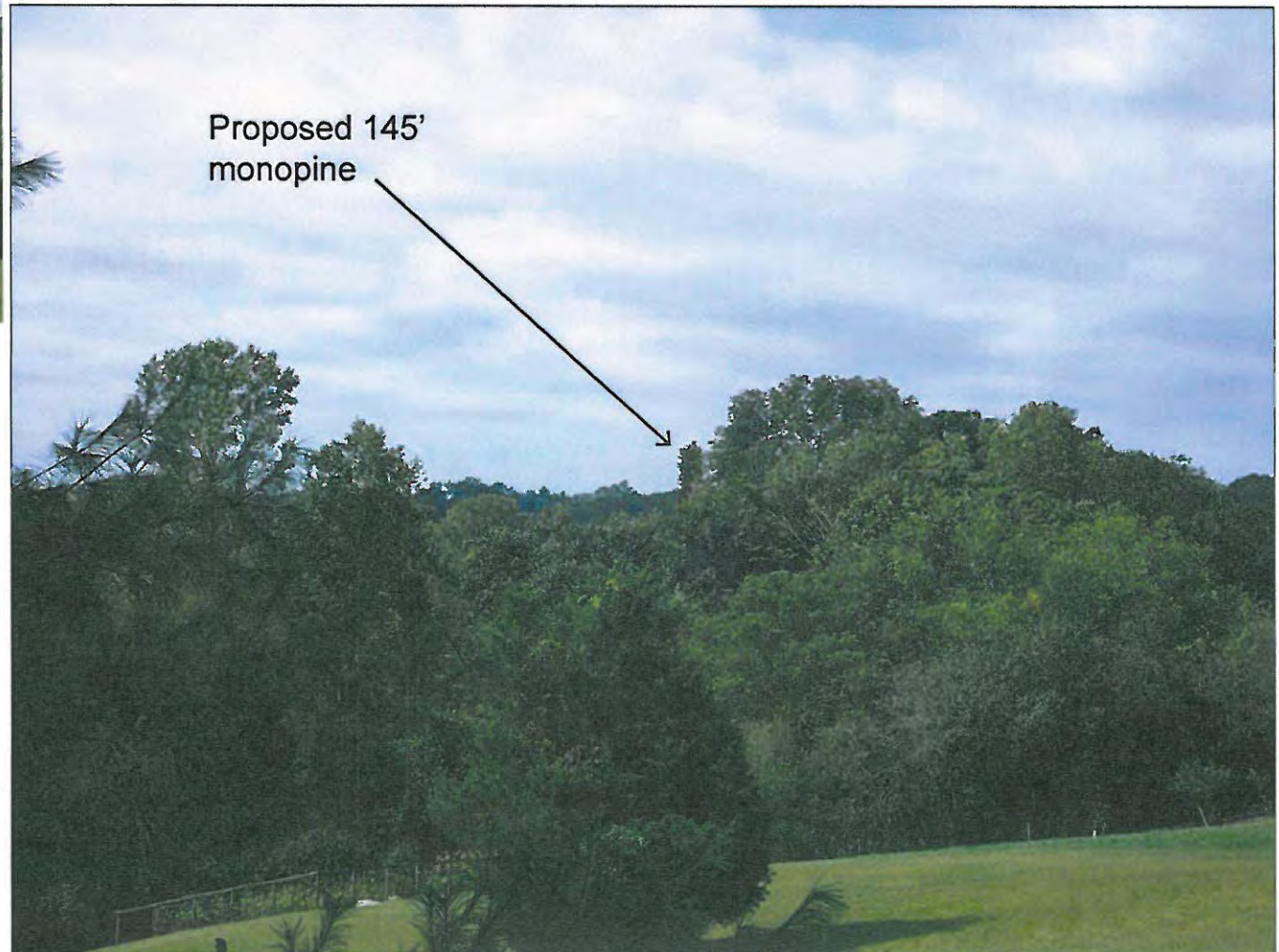


View from #3 3423 Landon Street (not visible)
LY732 - 1721 Langhorne Road, Lynchburg, VA





before installation



after installation

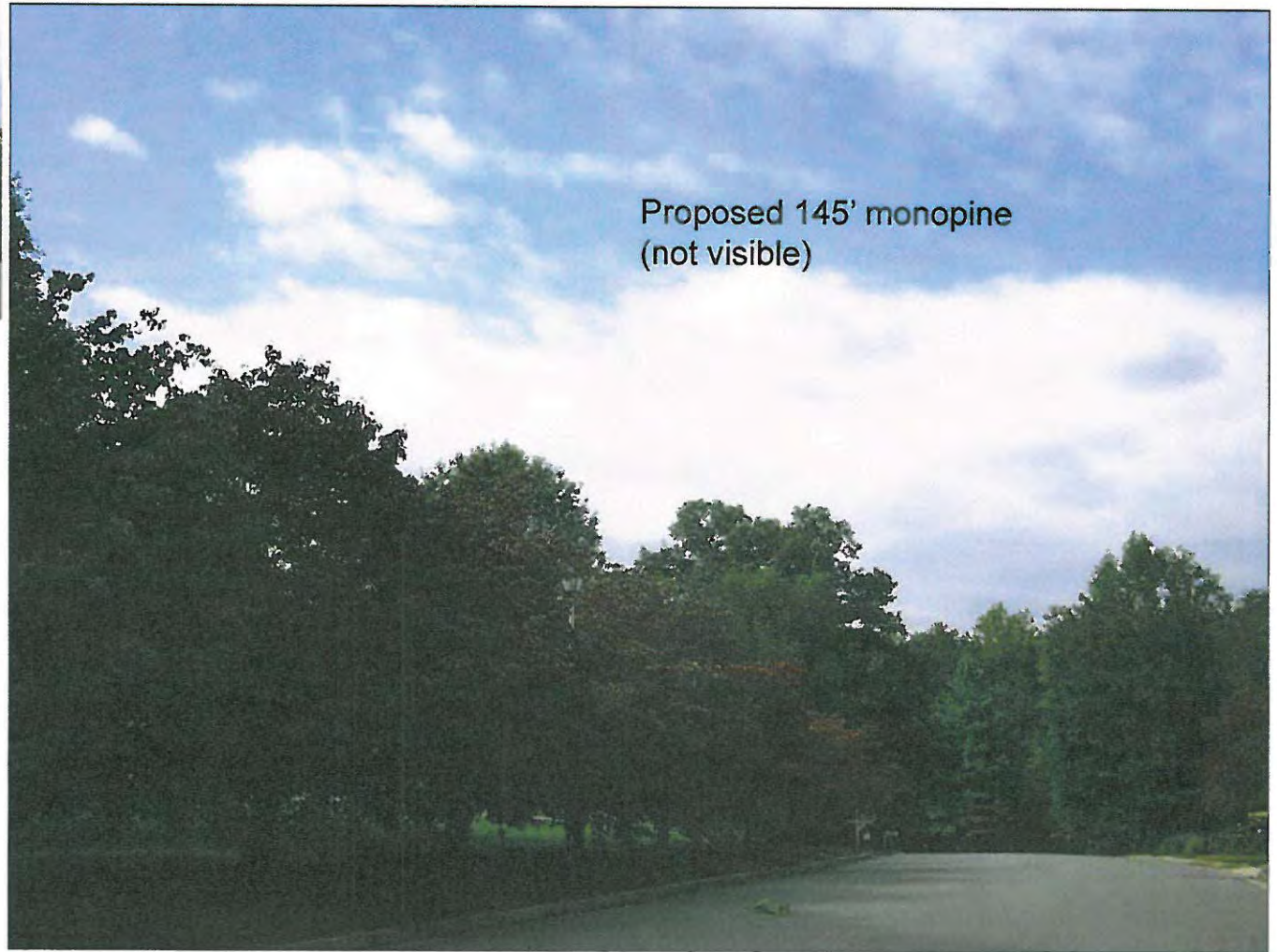


View from #4 Btwn. 1533 Langhorne & 3317 Dorchester
LY732 - 1721 Langhorne Road, Lynchburg, VA





before installation



Proposed 145' monopine
(not visible)

after installation



at&t

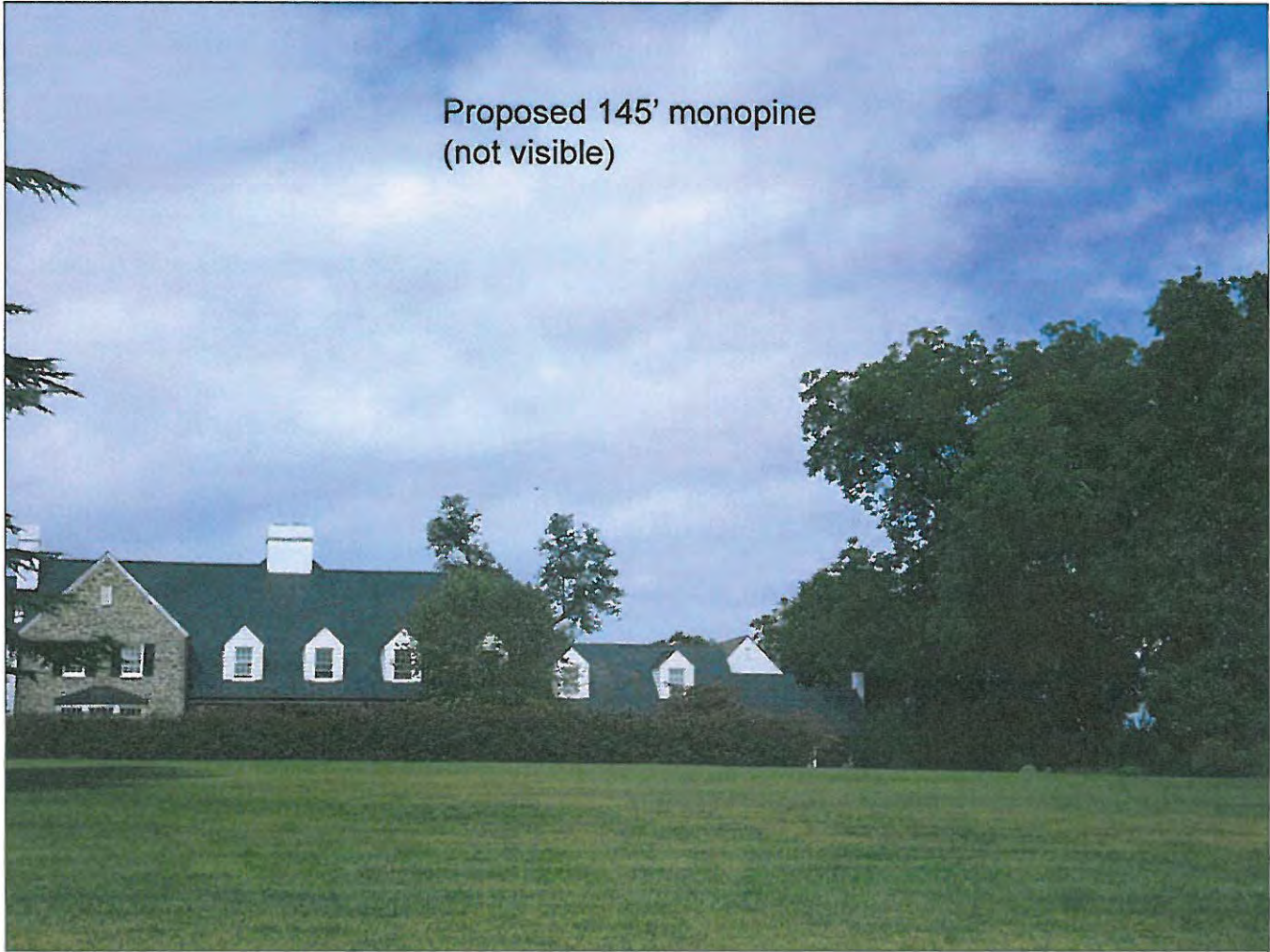


View from #5 3320 Dorchester (not visible)
LY732 - 1721 Langhorne Road, Lynchburg, VA





before installation



after installation

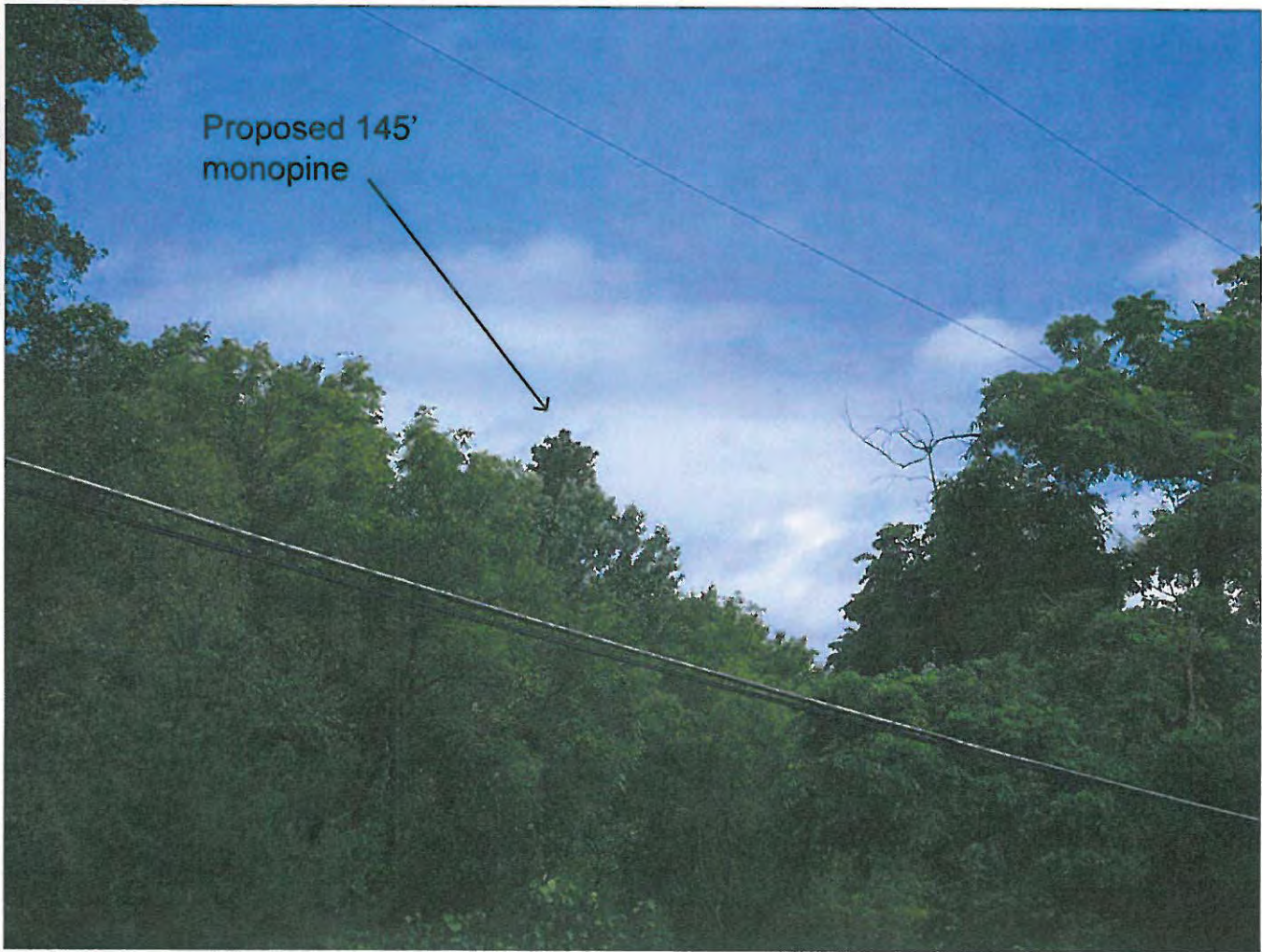


View from #6 1603 Langhorne (not visible)
LY732 - 1721 Langhorne Road, Lynchburg, VA

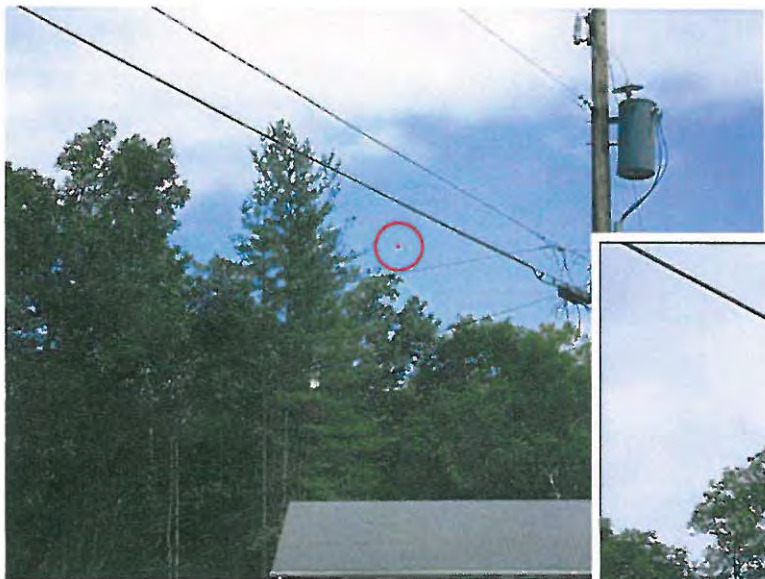




before installation



after installation



before installation

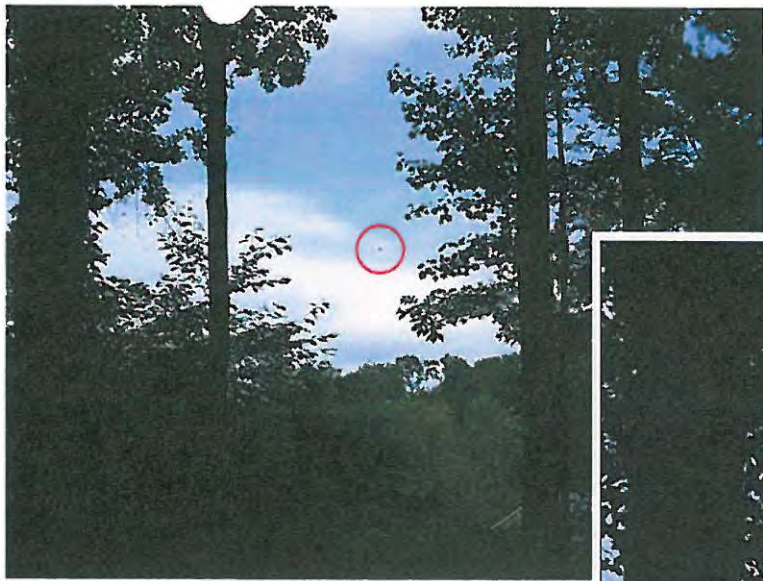


after installation

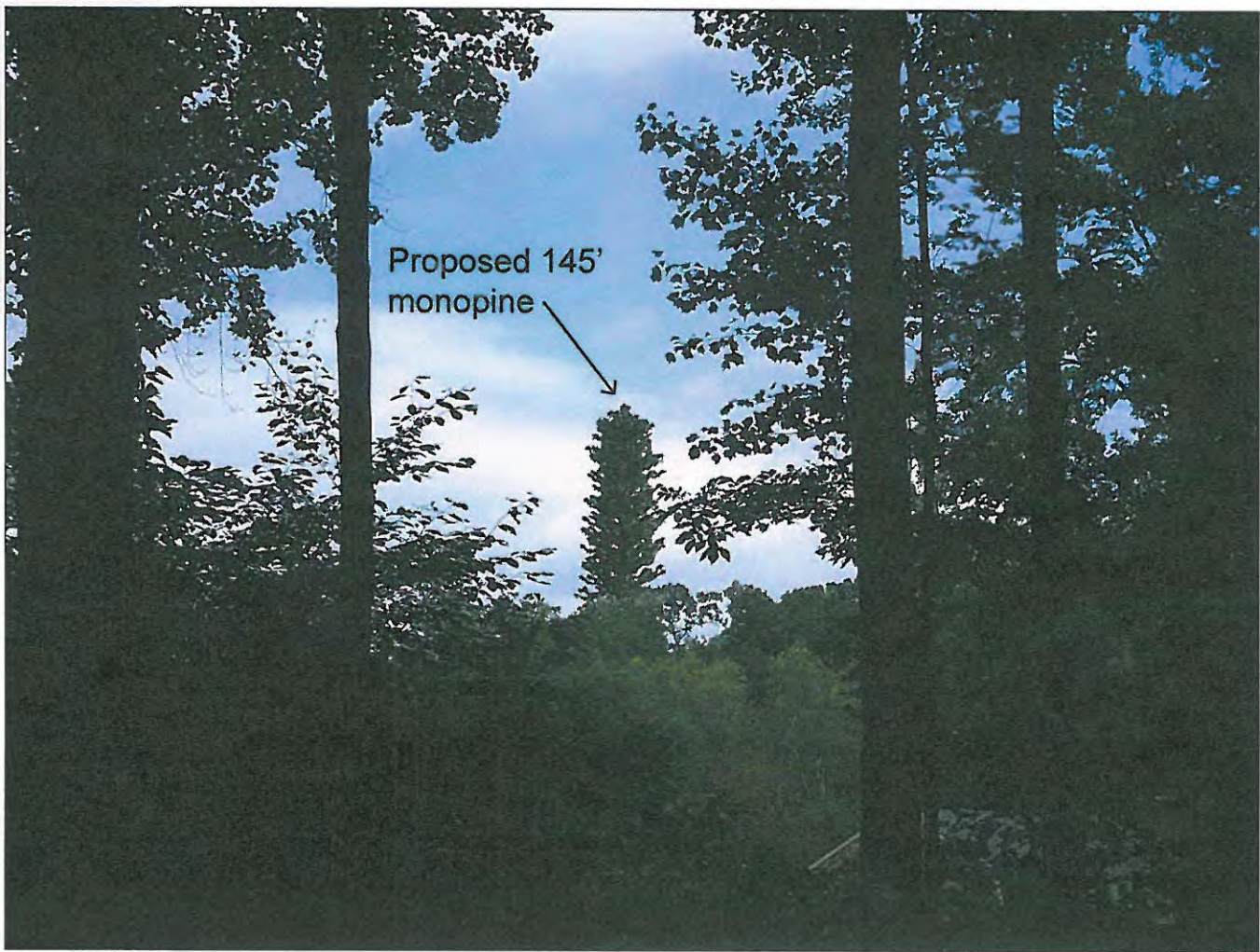


View from #8 2204 Oriole Place
LY732 - 1721 Langhorne Road, Lynchburg, VA





before installation



after installation



at&t



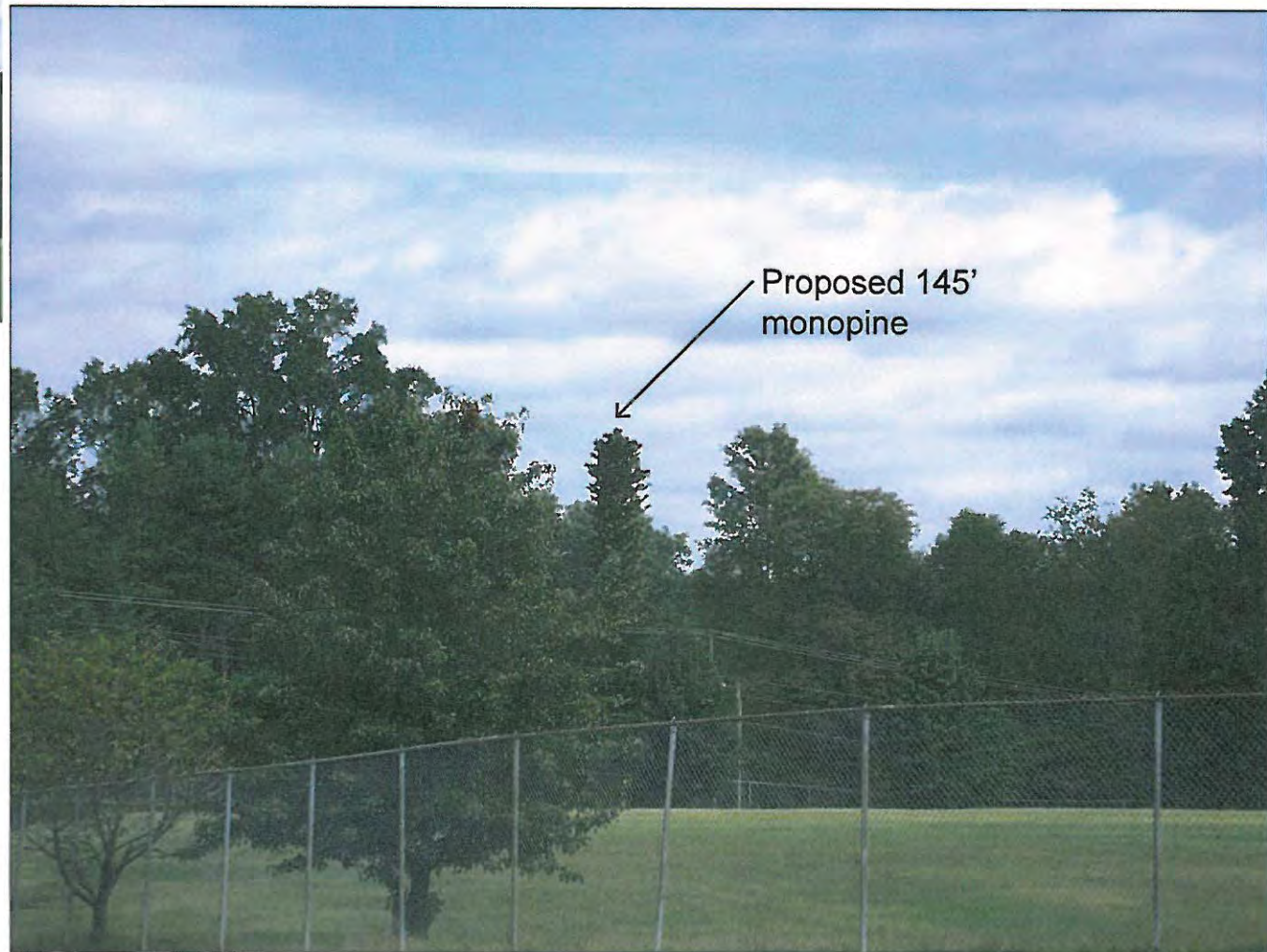
View from #9 Cranehill Drive

LY732 - 1721 Langhorne Road, Lynchburg, VA





before installation



after installation



View from #10 Linkhorne Middle School
LY732 - 1721 Langhorne Road, Lynchburg, VA





before installation



Proposed 145'
monopine

after installation



at&t



velocitel

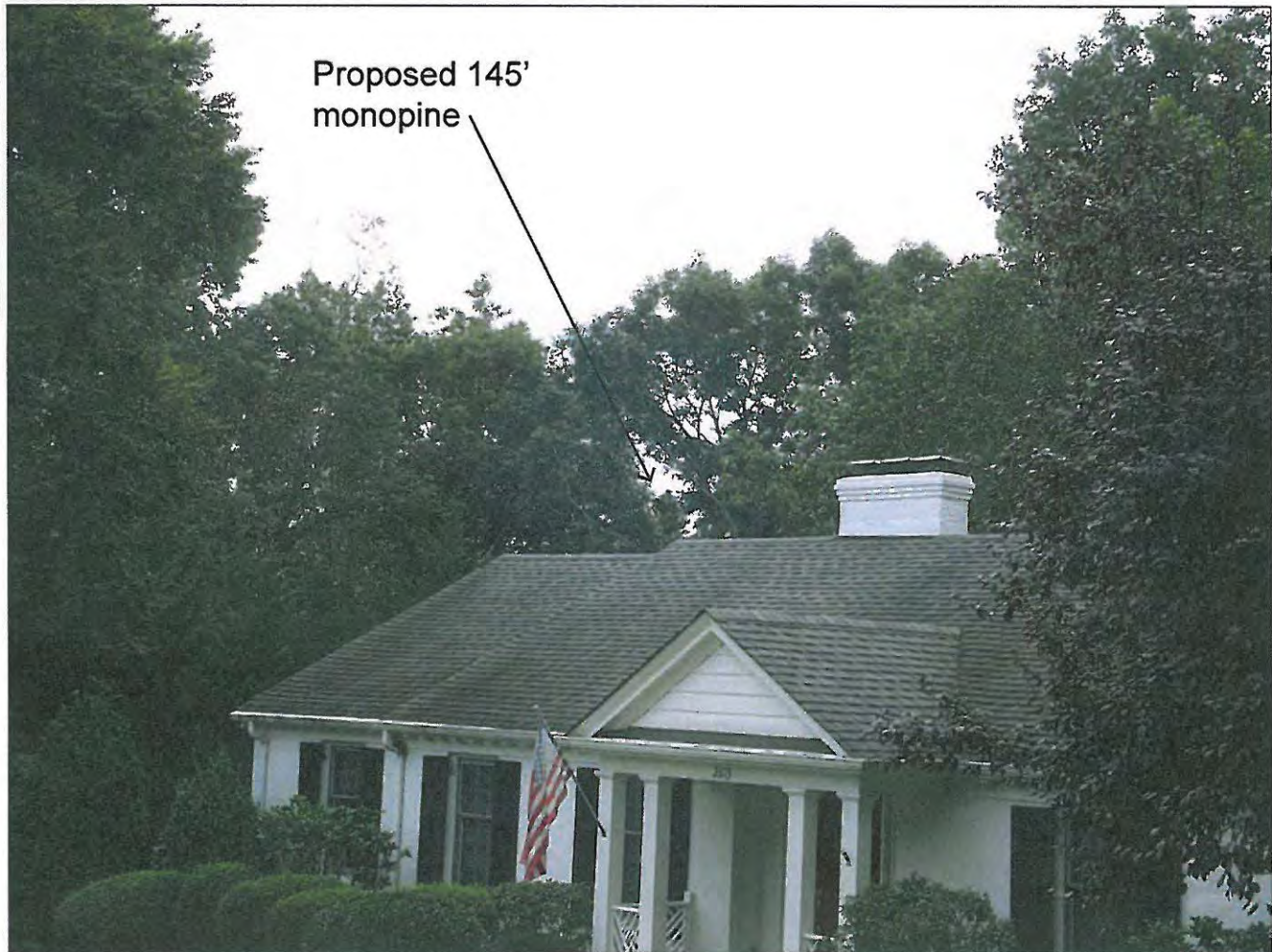
complete wireless solutions

View from #11 2863 Sedgewick Drive
LY732 - 1721 Langhorne Road, Lynchburg, VA





before installation



Proposed 145'
monopine

after installation



View from #12 2813 Sedgewick Drive
LY732 - 1721 Langhorne Road, Lynchburg, VA





before installation

Proposed 145' monopine
(not visible)



after installation



at&t



View from #13 2700 Sedgewick Drive
LY732 - 1721 Langhorne Road, Lynchburg, VA





before installation



Proposed 145'
monopine (not
visible)

after installation



View from #14 Intersection of Sedgewick & Falcon Hill
LY732 - 1721 Langhorne Road, Lynchburg, VA





1721 Langhorne Road
Conditional Use Permit
December 11, 2013

PLEASE PRINT

[illegible]

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **January 14, 2014**

AGENDA ITEM NO.: 14

CONSENT:

REGULAR: **X**

WORK SESSION:

CLOSED SESSION:

(Confidential)

ACTION: **X**

INFORMATION:

ITEM TITLE: **Wards Ferry Road Corridor Study**

RECOMMENDATION: Adopt the Wards Ferry Road Corridor Study as part of the *Comprehensive Plan*.

SUMMARY: Region 2000 Local Government Council, URS Corporation and the City of Lynchburg have completed a study of Wards Ferry Road from Timberlake Road to Wards Road. The resulting document is a planning level assessment of options to address (i) vehicular traffic safety concerns; (ii) pedestrian and bicycle accommodations; and (iii) road capacity issues from current and anticipated development demands along the corridor. Staff recommends the "Preferred Alternative" (Figures 10-13, pgs. 29-32) as indicated in the study. The preferred alternative would minimize the need for additional right-of-way, while adding turn lanes at key intersections, a roundabout at Wards Ferry Road and Harvard Street and a multi-use path along the length of the corridor. This alternative would also improve safety and preserve existing street capacity while allowing for minimal growth in traffic. Additional vehicular capacity cannot be added to the corridor without significant right-of-way acquisition and public investment.

The Planning Commission recommended adopting the study as part of the *Comprehensive Plan* because:

- The study is consistent with the *Comprehensive Plan* which recommends that "priorities for improvements to the transportation system should be based on safety considerations; existing deficiencies; multimodal and environmental considerations; physical, economic, and policy constraints; contribution to quality urban design; required right of way needs; level of service; and appropriate system continuity."
- The study provides guidance on the maximum build-out of the corridor and will help inform future decisions on development in the area.

PRIOR ACTION(S):

June 12, 2013 Planning Commission heard a presentation on the study at a work session.

July 10, 2013: The Planning Division recommended approval of the *Wards Ferry Road Corridor Study*.

The Planning Commission held a public hearing and recommended approval of the study 5-0, with two absences (Barnes and Hannon).

November 12, 2013: City Council heard a presentation on the study at a work session.

FISCAL IMPACT: None associated with approval of the *Wards Ferry Road Corridor Study*.

Study estimates included on page 28 of the study indicate a \$3,997,500 projected cost for the preferred alternative. This estimate is preliminary and may vary based on the actual project design and right-of-way acquisition costs, as well as any efficiency gained from working concurrently with other projects in the area.

The Wards Ferry Road/Harvard Street roundabout, estimated at \$850,000, is the priority improvement identified by the study. The adopted FY2014 Capital Improvement Program (CIP) programs \$1.1 million in FY2017/ FY2018 for the design, right-of-way and construction of a roundabout or traffic signal alternative at this intersection. A revised CIP sheet will be submitted for consideration as part of the FY2015 CIP for other improvements identified in the study, including:

- Adams Drive Turn Lanes – \$683,000 based on study estimate
- Atlanta Avenue Turn Lane and Sight Distance Issues - \$495,000 based on study estimate
- Simons Run Pedestrian Signals and Crosswalks - \$66,000 based on study estimate
- Shared Use Path -\$1,903,500 based on study estimate

CONTACT(S):

Anne Nygaard, Planner – 455-3900
Tom Martin, City Planner – 455-3900
Kent White, Director of Community Development – 455-3900

ATTACHMENT(S):

- Wards Ferry Road Corridor Study – Final Report, June 2013
- Planning Commission Memorandum and Minutes – June 12, 2013
- Planning Commission Memorandum and Minutes – July 10, 2013
- FY2014 Adopted CIP Sheet for Wards Ferry Road / Harvard Intersection Improvements

REVIEWED BY: lkp

RESOLUTION:

A RESOLUTION ADOPTING THE WARDS FERRY ROAD CORRIDOR STUDY INTO THE CITY'S MOST RECENTLY ADOPTED COMPREHENSIVE PLAN.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF LYNCHBURG that the Wards Ferry Road Corridor Study be, and the same is hereby approved and adopted as part of the City's most recently adopted Comprehensive Plan.

Adopted:

Certified:

Clerk of Council

006K



**WARDS FERRY ROAD
CORRIDOR STUDY – FINAL REPORT**
Lynchburg, Virginia
June 2013



URS

WARDS FERRY ROAD CORRIDOR STUDY

FINAL REPORT

FINAL REPORT

June 2013

**Prepared for:
Region 2000 Local Government Council
Lynchburg, Virginia**

**Prepared by:
URS CORPORATION
Richmond, Virginia**

The contents of this report reflect the view of the author(s) who are responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration and/or the Commonwealth of Virginia Transportation Board. This report does not constitute a standard, specification or regulation. FHWA acceptance of this report as evidence of fulfillment of the objectives of this planning study does not constitute endorsement/approval of the need for any recommended improvements nor does it constitute approval of their location and design or a commitment to fund any such improvements. Additional project level environmental studies of alternatives may be necessary.

EXECUTIVE SUMMARY

The Region 2000 Local Government Council - the Central Virginia Metropolitan Planning Organization (MPO) - engaged URS Corporation to develop the Wards Ferry Road Corridor Study. The Wards Ferry Road corridor connects from Timberlake Road in the north to Wards Road in the South. Timberlake Road and Wards Road are both major gateways in the City of Lynchburg. Wards Ferry Road serves as a heavily used collector facility that provides access to residential, commercial, and institutional uses.

Several major projects will influence the demands and function of Wards Ferry Road. First, an ongoing study at the corridor's northern terminus - Logan's Lane Traffic Study will be conducted during the summer 2013. Second, proposed changes to Heritage High School can have significant impacts on Wards Ferry Road traffic volumes, particularly in the a.m. peak hour. Third, the proposed bicycle/pedestrian tunnel from Liberty University to Harvard Street, which will provide a more direct connection from Liberty University to the Wards Ferry Road corridor. Finally, a moderate amount of undeveloped or under-developed land adjacent to the Wards Ferry Road corridor has the potential to place additional traffic demands on the roadway and intersections.

The purpose of this corridor study has been to provide the MPO and local government with a detailed planning level assessment of the options for future roadway needs. It provides conceptual alternatives for the MPO to consider. Ideally, the study has provided the MPO and the City with recommendations that can be incorporated into local plans and policies so that the preferred alternative can be implemented.

EXISTING CONDITIONS

Volumes and Service Levels: A review of published VDOT traffic volume along the Wards Ferry Road corridor indicates high traffic volumes for a two-lane facility. Weekday volumes in 2011 ranged from 9,400 to 11,000 vehicles per day. Comparing these recent counts to historic counts reveals moderate amounts of growth, 1.3%-3.6% annual growth, taking place in the past five years.

Peak period turning movement counts were conducted at 6 intersections with Wards Ferry Road – Timberlake Road, Adams Drive, Harvard Street, Atlanta Avenue, Simons Run, and Wards Road. Additionally, daily directional traffic counts were also conducted at three corridor locations – immediately south of Adams Drive, immediately south of Harvard Street, and immediately north of Simons Run.

Capacity analysis showed that the three signalized intersections with Wards Ferry Road – Timberlake Road, Simons Run, and Wards Road operate with adequate levels of service. Capacity analysis for two of the three unsignalized intersections – Adams Drive and Harvard Street exhibit poor levels of service from the minor street approaches. Atlanta Avenue operates with adequate service levels.

Wards Ferry Road as a facility was also analyzed using Highway Capacity Manual methodologies. In the a.m. peak hour most segments of the corridor operate with LOS B and LOS C conditions which are considered adequate. During the p.m. peak hour the service levels deteriorate to LOS D conditions for most of the segments. LOS D conditions are considered moderately adequate.

Safety: A three-year history of crash records was reviewed (2010-2012). There were a total of 72 crashes that occurred on the corridor during this period. Crash records show the most frequent types of crashes involved rear-end collisions – 41 and angle collisions – 20. These types of crashes can be attributed to geometric issues (horizontal and vertical curvature), frequent access points, an absence of turn lanes, and driver inattentiveness.

ENVIRONMENTAL RESOURCES

A scan of environmental resources in the Wards Ferry Road corridor study area was conducted using available GIS resources, and known resources were mapped. This inventory does not indicate the presence of any constraints that are likely to compromise the ability of the City to implement recommended actions.

YEAR 2035 FORECASTED CONDITIONS

No Build Alternative: Forecasts of year 2035 traffic volumes were developed using the Year 2035 Lynchburg Regional MPO travel demand model. After adjustments were made to the modeling output Wards Ferry Road corridor was forecast to grow 25% by the Year 2035 over existing volumes.

When compared with existing conditions, forecasted service analyzed under the year 2035 No Build Alternative deteriorates by approximately one letter grade. The most severe deterioration is forecast to occur at the unsignalized study area intersections – Adams Drive, Harvard Street, and Atlanta Avenue. Each of these three intersections is forecast to have the failing service levels in the p.m. peak hour for the minor street approaches. Poor service levels are due to forecasted traffic volumes on Wards Ferry Road becoming sufficiently high so that adequate gaps in the traffic stream will be less frequent, and motorists on the minor street approaches will encounter increased delay before safely entering the traffic stream.

The three signalized intersections on the corridor – Timberlake Road, Simons Run, and Wards Road are forecast to continue operating with adequate service levels. The growth in traffic volumes did cause moderate increases in delay over existing conditions.

Analysis of forecasted conditions for Wards Ferry Road as a facility showed moderate amounts of degradation in service levels when compared to the existing conditions. In the No Build Conditions the a.m. peak hour begins to see LOS D conditions in the peak direction of travel at all three segments. During the forecasted p.m. peak hour conditions there are LOS D conditions as was found in the existing conditions.

STATEMENT OF PURPOSE AND NEED

The purpose and need for the Wards Ferry Road Corridor Study is defined as addressing the following issues:

1. Frequencies of crashes along Wards Ferry Road have the potential to increase as traffic volumes and development pressures increase;
2. Service levels in the area of three intersections are forecast to deteriorate to inadequate levels unless improvements are developed and installed;
3. Capacity along the corridor should be preserved so that it can adequately serve traffic volumes forecasted to be generated by development as recommended in the *Comprehensive Plan*; and
4. As a residential corridor frequented by school related traffic, pedestrian and bicycle accommodations are currently absent from the roadway facility.

Wards Ferry Road currently operates with moderate levels of congestion and higher than average crash rates. Moderate levels of growth forecast for the corridor will only make conditions more severe. The biggest concern for growth along the corridor is the 100 acre CVCC parcel than remains mostly undeveloped.

The current Long-Range Transportation Vision Plan (Year 2035) recommends a 3 or 4-lane cross section with bike lanes. Because the widening is only included in the Vision Plan the purpose of this study should be to preserve capacity until widening can occur at a later date. At a point in time when widening the corridor to a 4-lane section becomes necessary, it will change the character of the road and will require the acquisition of many homes along the corridor.

IMPROVEMENT ALTERNATIVES

To maintain and preserve capacity on Wards Ferry Road so that as a two-lane facility it can adequately service traffic volumes, a variety of corridor roadway and intersection improvement options were considered. At the corridor level the focus of the improvement alternatives was to provide for multi-modal accommodations because the current road does not provide for any facilities other than accommodating automobiles. At the intersection level improvements focused on addressing the safety and capacity issues at the five study area intersections. Intersection improvement alternatives included turn lanes, traffic signals, roundabouts, pedestrian facilities, etc.

Widening Wards Ferry Road was not formally considered as an alternative in this study because there is no identified funding in the constrained Long-Range Transportation Plan and the consequences of widening would require substantial right of way acquisition that would include taking a number of homes along the corridor.

EVALUATION CRITERIA: The Project Management Team met and discussed the range of alternatives that were developed to address corridor and intersection deficiencies. Consideration was given to existing zoning, potential development (especially the potential expansion of Liberty University), available funding, right of way impacts, and value provided compared to cost. Discussions by the Project Management Team also focused on comments offered from both citizens and stakeholders.

COST ESTIMATES: Cost estimates were prepared for each proposed improvements in Year 2013 dollars. Cost estimates were based on VDOT Transportation & Mobility Planning Division's statewide planning level cost estimates. Cost estimates for the preferred alternatives are as follows:

- Adams Drive NBL Turn Lane - \$480,000
- Adams Drive SBR Turn lane - \$203,000
- Harvard Street Roundabout - \$850,000
- Atlanta Avenue SBL Turn Lane - \$495,000
- Simons Run Pedestrian Signals - \$45,000
- Simons Run Crosswalks - \$21,000
- Wards Ferry Road Multi-Use Path - \$1,903,500

Year 2035 Capacity Analysis: The proposed roundabout improvement at Harvard Street will greatly reduce Harvard Street approach delay and queue lengths providing adequate service levels for all approaches by the Year 2035. Turn lanes recommended at Adams Drive and Atlanta Avenue will offer minor improvements in delay while offering significant improvements in safety. The signalized intersections in the study area are forecast to operate with adequate service levels in the Year 2035. A separate engineering study and design for the Timberlake Road intersection with Wards Ferry Road is scheduled to begin in the summer of 2013. That study will develop recommendations for improvements to the capacity and safety of the intersection.

Environmental Impacts: The scan of environmental resources within the study area identified only two areas of concern – a stream and flood plain located approximately ½ mile south of Adams Drive and a church fronting Wards Ferry Road – Lynchburg First Church of the Nazarene. These were the only major environmental resources on the corridor. Neither of these two resources should have any significant impact on the preferred alternative. The design and permitting process of the individual improvements will require efforts to either avoid or minimize impacts to existing resources, but if reasonable efforts to achieve such avoidance and minimization are pursued, the need for permits can be either avoided or minimized.

PREFERRED ALTERNATIVE

Based on the findings of the analysis and the input from stakeholders, citizens and the Project Management Team, the following improvements are recommended for the Wards Ferry Road Corridor:

- 1. Install the Recommended Preferred Alternative typical section (as shown in Figure 8 and Figures 10-13) along the Wards Ferry Road corridor;**
- 2. Install a roundabout at the intersection of Harvard Street and Wards Ferry Road;**
- 3. At the intersection of Atlanta Avenue and Wards Ferry Road:**
 - a. Install a southbound left turn lane to Atlanta Avenue; and,**
 - b. Provide for adequate sight distance on the eastbound Atlanta Avenue approach to Wards Ferry Road (re-grade and relocate fencing).**
 - c. Atlanta Avenue merits a separate access management and multi-modal (bike/pedestrian) study between Wards Ferry Road and the trail that is planned to end at the intersection of Atlanta Avenue and the driveway to Sam's Club**
- 4. At the intersection of Adams Drive and Wards Ferry Road in association with the renovation of Heritage High School:**
 - a. Realign the school access to align with Adams Drive;**
 - b. Install turn lanes;**
- 5. Revise study forecasts if land use development policies in the corridor area are modified to accommodate an increase in dwelling units. It is likely that an increase in density will generate traffic volumes that would need a widened Wards Ferry Road to provide adequate service levels.**

FINANCIAL IMPACTS

There is no funding identified for improvements to Wards Ferry Road in the most current SYIP. Furthermore, there is no identified funding for improvement to Wards Ferry Road in the Year 2035 Region 2000 Long Range Transportation Plan.

For the improvements to Wards Ferry Road, construction funding may be allocated from urban construction funding, the MPO funds or from safety funds. The recommended improvements can be individually implemented when they achieve a sufficient level of priority relative to other needed improvements that the MPO in cooperation with the City of Lynchburg and VDOT program the funds in the appropriate SYIP fiscal year.

PUBLIC INVOLVEMENT

The public involvement program conducted as part of the corridor study provided two opportunities for interested citizens to participate in the process. In addition to the two citizen information meetings the public will have the opportunity to express their opinion at Planning Commission and City Council hearings. The Citizens Information Meetings were held on March 28, 2013 and May 9, 2013 at Heritage Elementary School in Lynchburg, Virginia. Forty-one (41) citizens signed the attendance sheet at the first meeting and thirty-nine (39) signed the attendance sheet at the second meeting. Comments were received and incorporated into the study process. Citizens were in general agreement with the preferred alternatives.

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I. INTRODUCTION

The Region 2000 Local Government Council - the Central Virginia Metropolitan Planning Organization (MPO) - engaged URS Corporation to develop the Wards Ferry Road Corridor Study. The goal of the corridor study was to comprehensively plan for future transportation needs in order to effectively anticipate implementation of land development policies as defined in the *Comprehensive Plan*.

The Wards Ferry Road corridor connects from Timberlake Road in the north to Wards Road in the South. Timberlake Road and Wards Road are both major gateways in the City of Lynchburg. Wards Ferry Road serves as a heavily used collector facility that provides access to residential, commercial, and institutional uses. The study area is shown in **Figure 1: Wards Ferry Road Corridor Study Area**. The most recent *Long-Range Transportation Vision Plan* (Year 2035) recommends a 3/4 lane cross section with bike lanes. Because the widening is only included in the Vision Plan the purpose of this study was to identify measures to address deficiencies, to preserve capacity and to consider multi-modal improvements (bicycle and pedestrian). The question of a future widening of Wards Ferry Road will be addressed in the update to the Lynchburg *Comprehensive Plan*.

Several major projects will influence the demands and function of Wards Ferry Road. First, an ongoing study at the corridor's northern terminus - Logan's Lane Traffic Study - includes an analysis of improvement alternatives for realigning the existing US 501 ramp to Timberlake Road with a new alignment using Logan's Lane, which aligns opposite Wards Ferry Road at Timberlake Road. This project provides the opportunity to more directly access Wards Ferry Road from US 501. Additionally, proposed changes to Heritage High School can have significant impacts on Wards Ferry Road traffic volumes, particularly in the a.m. peak hour. Another significant corridor project is the proposed bicycle/pedestrian tunnel from Liberty University to Harvard Street. It provides an opening to a more direct connection from Liberty University to the Wards Ferry Road corridor. Finally, a moderate amount of undeveloped or under-developed land adjacent to the Wards Ferry Road corridor has the potential to place additional traffic demands on the roadway and intersections.

A review of published VDOT traffic volume along the Wards Ferry Road corridor indicates high traffic volumes for a two-lane facility. Weekday volumes in 2011 ranged from 9,400 to 11,000 vehicles per day. Comparing these recent counts to historic counts reveals moderate amounts of growth, 1.3%-3.6% annual growth, taking place in the past five years.

I.1 STUDY PURPOSE

The purpose of this corridor study has been to provide the MPO and local government with a detailed planning level assessment of the options for future roadway needs. It provides conceptual alternatives for the MPO to consider. Ideally, the study has provided the MPO and the City with recommendations that can be incorporated into local plans and policies so that the preferred alternative can be implemented.



1.2 PUBLIC INVOLVEMENT

The public involvement process included two Stakeholder Meetings and two Citizen Information Meetings. The stakeholder meetings were held from 2:30 to 4:30 p.m. at the First Church of the Nazarene (on Wards Ferry Road): The citizen information meetings were held from 6:00 to 7:30 p.m. at Heritage Elementary School. The first set of meetings were held on March 28, 2013 and the second set of meetings on May 9, 2013. At the first meetings, stakeholders and citizens were presented with basic information such as traffic volumes, crash data, and forecasts of year 2035 conditions without any corridor improvements (the No Build Alternative). They were asked to provide comments and suggestions on what should be considered in the development of alternatives.

At the second meeting stakeholders and citizens were shown the alternatives, the results of their evaluation, the consultant's preferred alternative, and the reasons for the selection of the preferred alternative. Here again, participants were asked to provide comments.

Notification of the meetings were publicized with: 1) letters to residents and businesses located in the vicinity of the corridor; 2) notices posted on the project web page; 3) notices in the local newspaper; and, 4) a portable dynamic message board that was located along the corridor during the week immediately prior to the meetings. In addition, stakeholders and citizens who signed in at the first meeting were sent email messages notifying them of the scheduled second meetings.

Additional opportunities for stakeholder and citizen input were provided at the Lynchburg Planning Commission Meetings on June 12, 2013 and July 10, 2013, and at the Lynchburg City Council Meeting on August 13, 2013.

1.3 REPORT FORMAT

Following this introduction, Section II provides a summary of existing roadway and safety conditions. Section III presents an inventory of environmental resource constraints. The Year 2035 No Build Alternative will be described with a statement of the purpose and need for the improvements in Section IV. Next, Section V describes the Analysis of Improvement Alternatives and presents the Preferred Alternative. Finally, Section VI closes with study Conclusions and Recommendations.

II. EXISTING CONDITIONS

II.1 TRAFFIC ANALYSIS

Volumes and Service Levels - Turning movement traffic counts were conducted during the weekday a.m. and p.m. peak periods in February of 2013 at the following intersections with Wards Ferry Road:

1. Timberlake Road
2. Adams Drive
3. Harvard Street
4. Atlanta Avenue
5. Simons Run
6. Wards Road

The a.m. peak period occurs between 7:00-9:00 a.m. and the p.m. peak period occurs between 4:00-6:00 p.m. Traffic count data has been aggregated in 15-minute intervals during these periods, and the peak hour is defined as the four consecutive 15-minute intervals when traffic volumes are the highest within the 2-hour peak period.

Traffic signal timings used to conduct capacity analysis for the existing conditions were provided by the City of Lynchburg; traffic signals are located at Timberlake Road, Simons Run, and Wards Road.

Daily directional counts also were collected for a 48-hour weekday period on the following three segments of Wards Ferry Road:

1. Immediately South of Adams Drive
2. Immediately South of Harvard Street
3. Immediately North of Simons Run

Peak hour turning movement counts for study area intersections are summarized in **Figure 2: Existing Conditions Traffic Volumes and Service Levels.**

Table 1 displays a summary of the daily directional traffic counts on Wards Ferry Road.

TABLE 1
Daily and Peak Hour Traffic Volume Counts

Wards Ferry Road Corridor	Direction	Daily Volume	AM Peak Hour	PM Peak Hour
Immediately South of Adams Drive	NB	5,766	342	503
	SB	4,890	210	559
	Combined	10,656	552	1,062
Immediately South of Harvard Street	NB	5,179	334	501
	SB	4,790	171	559
	Combined	9,969	505	1,060
Immediately North of Simons Run	NB	3,604	271	342
	SB	3,720	154	437
	Combined	7,324	425	779

Capacity Analysis

The intersection capacity analyses were performed using Synchro 8 software, which computes estimates of service levels using the methodology developed in the *Highway Capacity Manual* (HCM 2010). Capacity analysis is used to determine a Level of Service (LOS) for a given intersection, and the analysis procedures differ depending upon the type of traffic control at the intersection - signalized or unsignalized. The LOS is based on estimated average vehicle delay, and service levels range from LOS A, the best, to LOS F, the worst. **Table 2** provides a conceptual description of service levels.

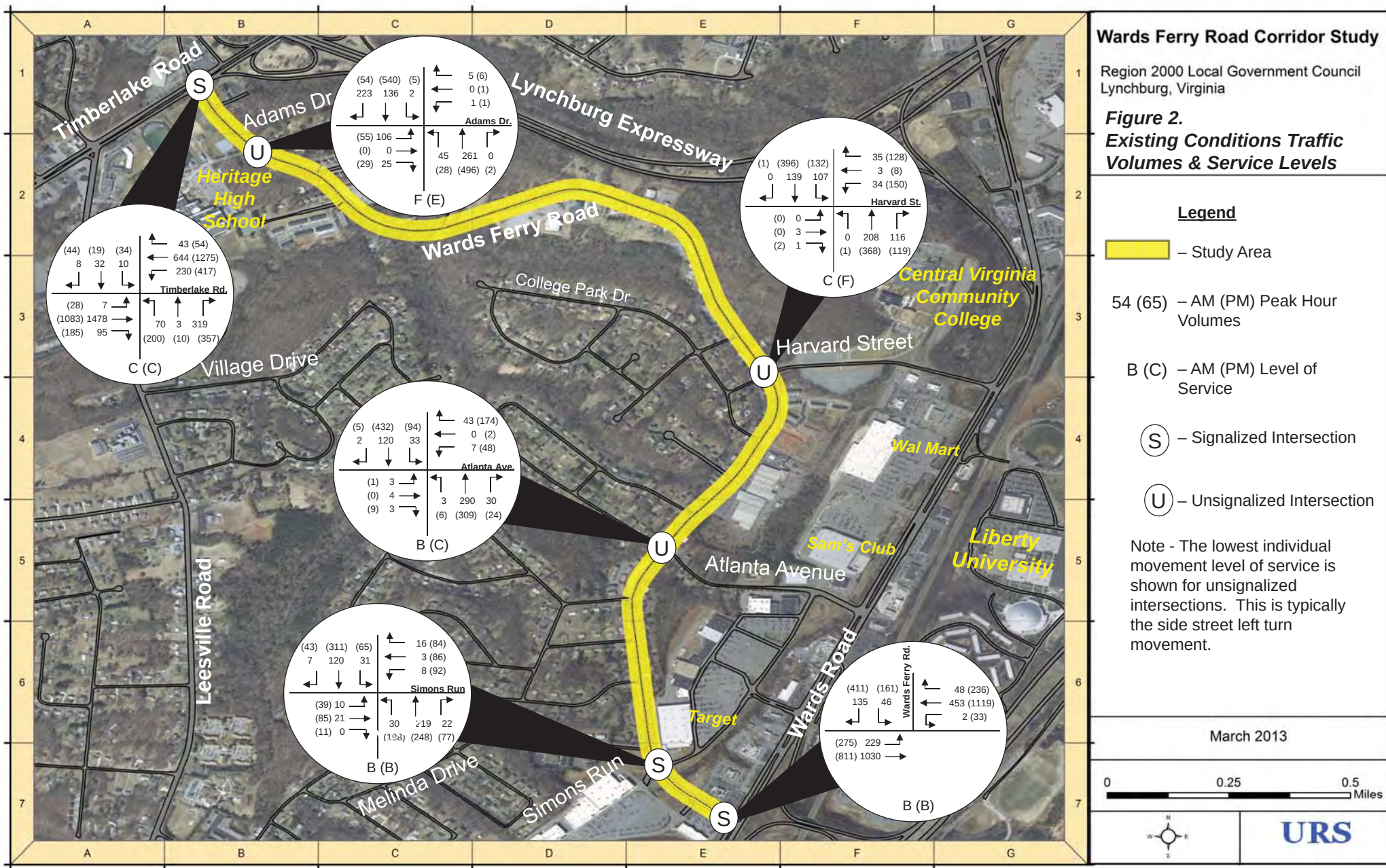


TABLE 2 LEVELS OF SERVICE (LOS) CONCEPTUAL DESCRIPTIONS		
LOS A	Free-flow conditions	Vehicles can maneuver within the traffic stream and easily maintain the posted speed limit.
LOS B	Stable flow conditions	A spatial separation of vehicles allows easy maneuverability and drivers can maintain the posted speed.
LOS C	Stable flow conditions	Maneuverability and speeds are more restricted with higher traffic volumes.
LOS D	Approaches unstable flow conditions	Temporary restrictions to the traffic flow may cause substantial drops in operating speed and drivers have little freedom to maneuver.
LOS E	Represents the capacity of the facility	The traffic flow is unstable, vehicles are unable to pass, and there may be momentary stoppages in the traffic flow.
LOS F	Forced flow conditions	Traffic has low operating speeds and volumes exceeding capacity. This is often described as "stop and go" conditions.

In general, LOS A and B indicate little or no delay, LOS C indicates modest delay, LOS D indicates delay is increasing and noticeable, LOS E indicates the limit of acceptable delay and LOS F is characteristic of over-saturated conditions. A graphic illustration of the concept of service is provided in **Figure 3: Conceptual Examples of Levels of Service**.

Table 3 shows the intervals of average vehicle delays (in seconds) and the resulting level of service for each interval. Service levels for signalized intersections are based on the average vehicle delay for all vehicles using the intersection. In general terms intersection delay is defined as the additional time it takes to traverse an intersection in comparison to a free flowing movement. In contrast, service levels for unsignalized intersections are based on the longest average vehicle delay for a minor street approach movement. At unsignalized intersections the lowest individual movement level of service typically involves left turn movements from the minor street.



Figure 3: Conceptual Examples of Levels of Service

Table 3 Comparison of Unsignalized and Signalized Intersection Level of Service by Average Vehicle Delay (in seconds)		
Level of Service	Unsignalized Intersections	Signalized Intersections
A	≤ 10	≤ 10
B	$> 10 \leq 15$	$> 10 \leq 20$
C	$> 15 \leq 25$	$> 25 \leq 35$
D	$> 25 \leq 35$	$> 35 \leq 55$
E	$> 35 \leq 50$	$> 55 \leq 80$
F	> 50	> 80

Source: Highway Capacity Manual 2010

Table 4 presents a summary of the existing conditions levels of service for all of the unsignalized intersections analyzed along the Wards Ferry Road corridor. Values shown in the table are for the worst individual approach movement level of service. In most situations, the minor street left turn movement exhibits the longest delay, and is therefore the level of service shown. The analysis shows that during the a.m. peak hour the Harvard Street and Atlanta Avenue intersections operate with adequate service levels (LOS C or better). In both the a.m. and p.m. peak hours Adams Drive operates at inadequate levels of service with levels of service F and E, respectively. The Harvard Street intersection currently exhibits very poor service levels during the p.m. peak hour with LOS F condition indicated. The poor service levels are a result of large through volumes on Wards Ferry Road providing few gaps for traffic to enter the road from Harvard Street.

Table 4 Summary of Existing Conditions Capacity Analysis (HCM 2010) Unsignalized Intersections w/ Wards Ferry Road				
Intersection	AM Delay	AM* LOS	PM Delay	PM* LOS
Adams Drive	59.6	F	44.3	E
Harvard Street	16.5	C	~302.3	F
Atlanta Avenue	13.7	B	22.7	C

**The individual movement (i.e. westbound left turn) with the most delay is shown for the unsignalized intersection. Average intersection delay is not calculated for unsignalized intersections.*

~Delay Exceeds 300 Seconds; Error: Computation Not Defined

Table 5 displays a summary of the service levels for the signalized intersection of Wards Ferry Road/Logans Lane and Timberlake Road. In both peak hours the overall intersection level of service is LOS C. Several of the individual movements operate with LOS D conditions during both peak hours. These individual movements are typically the minor street (side street) approach movements and main street left turn movements. Poor service levels for these movements are a product of moderately high traffic volumes on Timberlake Road.

Table 6 displays a summary of the service levels for the signalized intersection of Wards Ferry Road and Simons Run. In both peak hours the overall intersection level of service is B. All of the individual movements operate with adequate service levels.

Table 5
Summary of Existing Conditions Capacity Analysis (HCM 2010)

Timberlake Road @ Wards Ferry Road/Logans Lane				
Movement	AM Delay	AM LOS	PM Delay	PM LOS
EB Timberlake Rd. – Left	13.8	B	25.0	C
EB Timberlake Rd. – Through	21.4	C	27.7	C
EB Timberlake Rd. – Right	10.4	B	19.0	B
WB Timberlake Rd. – Left	36.0	D	44.4	D
WB Timberlake Rd. – Through	31.9	C	16.7	B
WB Timberlake Rd. – Right	17.2	B	5.2	A
NB Wards Ferry Rd. – Left	33.3	C	29.6	C
NB Wards Ferry Rd. – Through/Right	43.9	D	35.3	D
SB Logans Ln. – Left	39.4	D	37.0	D
SB Logans Ln. – Through/Right	44.7	D	45.1	D
Overall Intersection	26.1	C	25.6	C

Table 6
Summary of Existing Conditions Capacity Analysis (HCM 2010)

Simons Run @ Wards Ferry Road				
Movement	AM Delay	AM LOS	PM Delay	PM LOS
EB Simons Run – Left	14.4	B	18.6	B
EB Simons Run – Through/Right	15.6	B	23.1	C
WB Simons Run – Left	14.6	B	16.0	B
WB Simons Run – Through/Right	16.2	B	23.3	C
NB Wards Ferry Rd. – Left	8.3	A	11.3	B
NB Wards Ferry Rd. – Through	12.0	B	15.0	B
NB Wards Ferry Rd. – Right	9.8	A	13.3	B
SB Wards Ferry Rd. – Left	8.4	A	11.7	B
SB Wards Ferry Rd. – Through	10.6	B	18.2	B
SB Wards Ferry Rd. – Right	9.5	A	14.5	B
Overall Intersection	11.5	B	16.7	B

Table 7 displays a summary of the service levels for the signalized intersection of Wards Road and Wards Ferry Road. In both peak hours the overall intersection level of service is B. In the p.m. peak hour many of the individual movements are operating with LOS D conditions. Poor service levels at these locations are a product of moderately high traffic volumes on Wards Road.

Table 7 Summary of Existing Conditions Capacity Analysis (HCM) Wards Road @ Wards Ferry Road				
Movement	AM Delay	AM LOS	PM Delay	PM LOS
EB Wards Ferry Rd. – Left	25.5	C	35.7	D
EB Wards Ferry Rd. – Right	32.6	C	40.8	D
NB Wards Rd. – Left	36.8	D	49.4	D
NB Wards Rd. – Through	4.5	A	4.3	A
SB Wards Rd. – U-turn	Not Reported	N/A	Not Reported	N/A
SB Wards Rd. – Through	11.5	B	17.3	B
SB Wards Rd. – Right	9.9	A	13.5	B
Overall Intersection	12.5	B	19.0	B

11.2 QUEUING ANALYSIS

SimTraffic was used to estimate vehicle queue lengths under existing conditions, and the results are shown in **Table 8** for the unsignalized intersections. *SimTraffic* is a microsimulation software package that is frequently used with *Synchro* as an analysis tool in traffic engineering. *SimTraffic* also provides the estimated queue length both under average traffic volume conditions and under the heaviest (95th percentile) traffic volume conditions. To convert queue lengths measured in feet to vehicles, the length of the queue is divided by 25 feet.

The purpose of analyzing queues is to quantify the impacts of stopping traffic at an intersection. At unsignalized intersections the queue of greatest concern is the major street (free flow movement) left turn movement that may have to come to a stop on the major street (in the absence of a left turn lane) while yielding to oncoming traffic. This situation usually results in a higher frequency of rear end collisions, which could also result in a head-on or angle crash as a secondary event. At signalized intersections queue lengths can present similar safety issues where motorists do not anticipate stopped vehicles in the through lane because queues of turning vehicles extend beyond

a turn by and spill back into adjacent lanes. Queues at signalized intersections can have a significantly detrimental impact on delay and capacity in two situations. First, the vehicle queue in a left or right turn storage lane spills back into the adjacent through lane resulting in a blockage of through movements. Second, the vehicle queue in a through lane extends to block access to a left or right turn storage lane, lowering the efficiency of that approach because turning vehicles must move from the through lane to the respective turn lane before other through moving vehicles movements can proceed through the intersection. In summary, excessive vehicle queue lengths at intersections can have significant impacts on both safety and operational efficiency.

The queues shown in **Table 8** reflect the longest individual movement queue lengths at each intersection. The longest queue generally occurs at the minor street left turn movement. The results indicate average queue lengths are moderate (less than 150 feet in length) at Adams Drive and Atlanta Avenue. The intersection of Harvard Street at Wards Ferry Road exhibits moderate to severe queuing in the p.m. peak hour with an average queue of 128 feet and a 95th percentile queue length of 246 feet.

Table 8 Summary of Existing Conditions Queuing Analysis (SimTraffic) Longest Individual Movement Queue (ft): Unsignalized Intersections				
Intersection	AM Average	AM 95 %	PM Average	PM 95 %
Adams Drive @ Wards Ferry Rd.	40	100	44	146
Harvard Street @ Wards Ferry Rd.	30	77	128	246
Atlanta Avenue @ Wards Ferry Rd.	18	50	55	96

Table 9 presents a summary of the estimated queue lengths for the signalized intersection of Timberlake Road and Wards Ferry Road. In the a.m. peak hour all movements exhibit average queues below 200 feet in length, with the exception of eastbound Timberlake Road caused by heavy traffic volumes destined for the Lynchburg Expressway (US 501). Heavier volumes during the p.m. peak hour produced longer queues. Longer queues (200+ feet) occur on the eastbound and westbound through/left movements and on northbound Wards Ferry Road through/right movement during the p.m. peak hour. The westbound Timberlake Road movement showed particularly long queues with an average length of 349 feet and a 95th percentile queue length of 811 feet. The westbound through movement queue is a product of the westbound left turn bay queue spilling into the through lanes.

Table 9
Summary of Existing Conditions Queuing Analysis (SimTraffic) in Feet

Timberlake Road @ Wards Ferry Road				
Movement	AM Average	AM 95 %	PM Average	PM 95 %
EB Timberlake Rd. – Left	4	18	27	77
EB Timberlake Rd. – Through	239	372	215	322
EB Timberlake Rd. – Right	45	169	51	94
WB Timberlake Rd. –Left	118	189	183	235
WB Timberlake Rd. – Through	73	154	349	811
WB Timberlake Rd. – Right	9	34	8	29
NB Wards Ferry Rd. – Left	69	149	137	202
NB Wards Ferry Rd. – Through/Right	152	276	201	394
SB Logans Ln. – Left	9	31	24	69
SB Logans Ln. – Through/Right	25	56	36	87

Table 10 presents a summary of the estimated queue lengths for the signalized intersection of Simons Run and Wards Ferry Road. In the a.m. peak hour all movement exhibited queue lengths below 100 feet in length. Heavier volumes the p.m. peak hour produced slightly longer queues with lengths generally below 200 feet.

Table 11 presents a summary of the estimated queue lengths for the signalized intersection of Wards Road and Wards Ferry Road. In the a.m. peak hour all movements exhibit average queue lengths below 100 feet in length. Heavier volumes in the p.m. peak hour produced longer average queues (150+ feet).

Table 10
Summary of Existing Conditions Queuing Analysis (SimTraffic) in Feet

Simons Run @ Wards Ferry Road				
Movement	AM Average	AM 95 %	PM Average	PM 95 %
EB Simons Run – Left	7	24	18	39
EB Simons Run – Through/Right	8	25	37	85
WB Simons Run – Left	8	32	70	149
WB Simons Run – Through/Right	11	34	64	111
NB Wards Ferry Rd. – Left	6	25	71	139
NB Wards Ferry Rd. – Through	21	58	67	153
NB Wards Ferry Rd. – Right	6	26	28	60
SB Wards Ferry Rd. – Left	15	47	47	113
SB Wards Ferry Rd. – Through	21	61	135	230
SB Wards Ferry Rd. – Right	1	9	43	114

Table 11
Summary of Existing Conditions Queuing Analysis (SimTraffic) in Feet

Wards Road @ Wards Ferry Road				
Movement	AM Average	AM 95 %	PM Average	PM 95 %
EB Wards Ferry Rd. – Left	27	64	92	161
EB Wards Ferry Rd. – Right	32	62	159	271
NB Wards Rd. – Left	81	126	199	276
NB Wards Rd. – Through	48	94	146	327
SB Wards Rd. – U-turn	2	13	32	79
SB Wards Rd. – Through	71	124	214	291
SB Wards Rd. – Right	17	49	60	140

Table 12 summarizes the service levels for Wards Ferry Road as a 2-lane facility for the three locations where daily traffic counts were conducted. For capacity analysis purposes Wards Ferry Road is classified as a Class II highway, where motorists do not necessarily expect to travel at high speeds (HCM 2010). They most often serve relatively short trips, the beginning or ending portions of longer trips (HCM 2010). In capacity analysis, two-lane facilities like Wards Ferry Road are evaluated based on the Percent Time Spent Following (PTSF) a car in the traffic stream. Based on the "percent time spent following" (PTSF) a letter grade is defined for the level of service. Additionally, the analysis calculates the volume to capacity ratio (where $V/C = 1$ is the capacity of the road). The analysis shows a range of service levels from B to LOS D occurring in the p.m. peak hour - the p.m. peak hour having lower levels of service. It should be noted that this segment of Wards Ferry Road does not provide any passing zones, which influences on the percent time spent following and the resulting level of service.

11.3 SAFETY

Study area crash records provided by the City of Lynchburg for 2010-2012 were reviewed, and the results indicate that crashes occur frequently at rates higher than the statewide average. The results are summarized in **Figure 4: Crash Records Map**. A total of 72 crashes were reported on Wards Ferry Road between Timberlake Road and Wards Road. The crashes resulted in 12 injuries, no fatalities were reported. Crash records showed the most frequent types of crashes involved rear-end collisions – 41 and angle collisions – 20 (out of the total 72 crashes). Rear-end and angle crashes are the most frequent crash types likely due to geometric features of vertical grades, frequent driveway and unsignalized intersection access points, an absence of turn lanes, and driver inattentiveness. One angle crash involved a bicyclist near Atlanta Avenue which resulted in property damage only.

The number of crashes involving pedestrians is likely increased by the lack of pedestrian facilities and treatment along the two-lane roadway and at key intersections.

The remaining 11 crashes were fixed object – 5, pedestrian – 3, sideswipe – 2, and lost control – 1. Fixed object off-road crashes can be attributed to the lack of shoulders throughout the corridor. Without shoulders drivers are not provided recovery space to avoid crashes. All pedestrian crashes resulted in personal injuries. The number of crashes involving pedestrians is likely increased by the lack of pedestrian facilities and treatment along the two-lane roadway and at key intersections. Two crashes occurred near Dean Street where bus stops are posted but pedestrian facilities are not provided. Reoccurring peak hour traffic congestion is likely a contributing factor with 22 crashes (or 30 percent of all crashes) occurring on a weekday between 4:00-6:00 p.m. From a corridor-wide perspective, the crashes exhibited in **Figure 4** show a relatively even

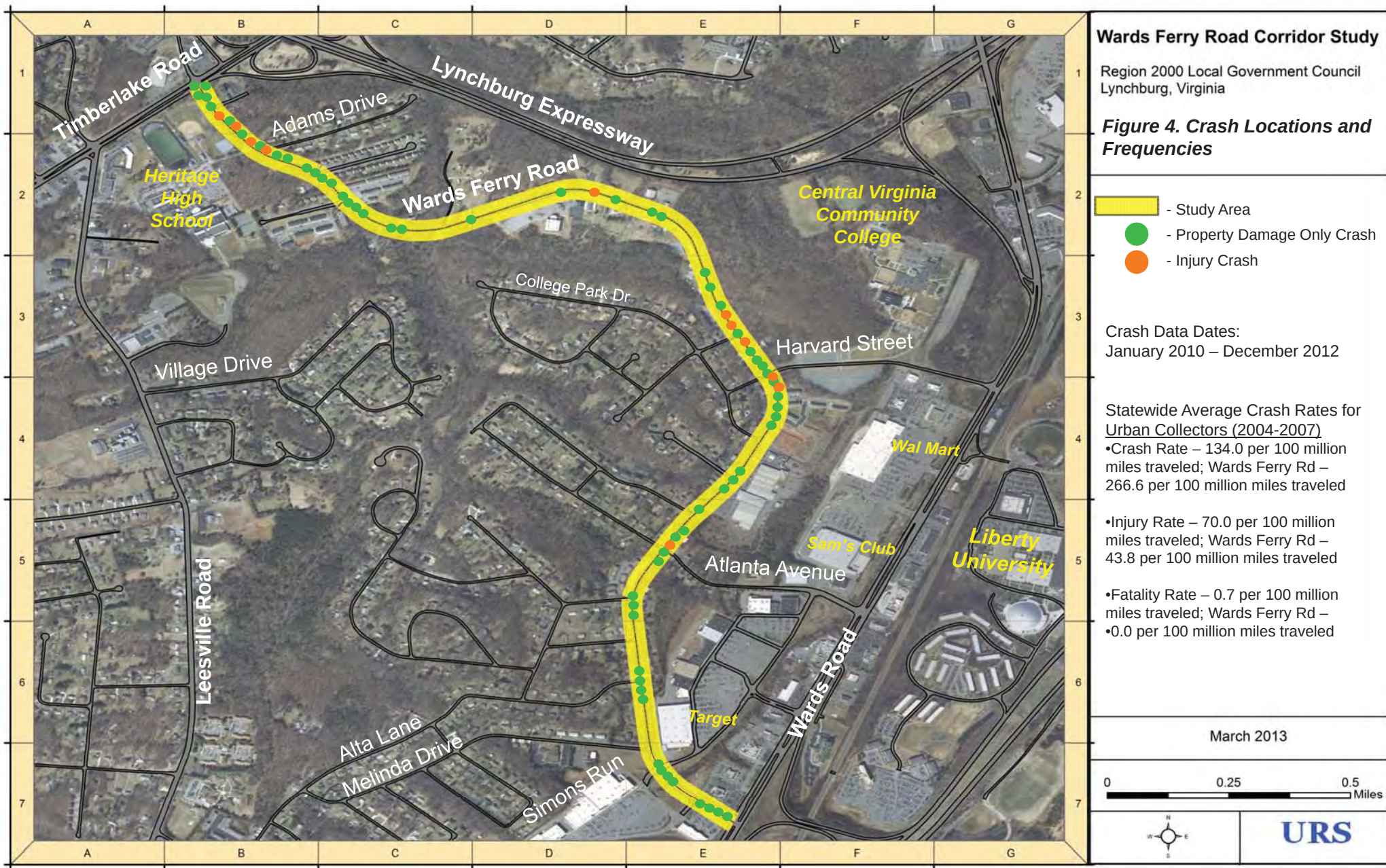
distribution. That is, crashes are not clustered in certain locations – at intersections, for example. When combined with the relatively high percentage of crashes involving off-road obstructions, the crash patterns indicate that special attention should be placed on roadway geometry in developing improvement alternatives.

Table 12
Existing Conditions Service Levels
Two-Lane Roadway (HCM 2010)

Wards Ferry Road			
Peak Hour/Location	LOS	PTSF	V/C
Immediately south of Adams Dr.			
AM/Northbound	C	69.4%	0.22
AM/Southbound	B	50.4%	0.16
PM/Northbound	D	73.0%	0.33
PM/Southbound	D	76.1%	0.36
Immediately south of Harvard St.			
AM/Northbound	D	72.4%	0.25
AM/Southbound	B	42.6%	0.12
PM/Northbound	D	73.2%	0.35
PM/Southbound	D	75.9%	0.35
Immediately north of Simons Run			
AM/Northbound	C	67.6%	0.21
AM/Southbound	B	40.3%	0.10
PM/Northbound	C	62.4%	0.23
PM/Southbound	D	71.4%	0.28

On Wards Ferry Road, the crash rate is significantly higher than the statewide rate for roadways with the urban collector classification. A comparison of the statewide crash rate for roads similar to Wards Ferry Road, urban collectors, for the years 2005-2007 (most recently available data) are as follows:

- Statewide Crash Rate: 134.0 per 100 million miles traveled; Wards Ferry Rd – 266.6
- Statewide Injury Rate: 70.0 per 100 million miles traveled; Wards Ferry Rd – 43.8
- Statewide Fatality Rate: 0.7 per 100 million miles traveled; Wards Ferry Rd – 0.0



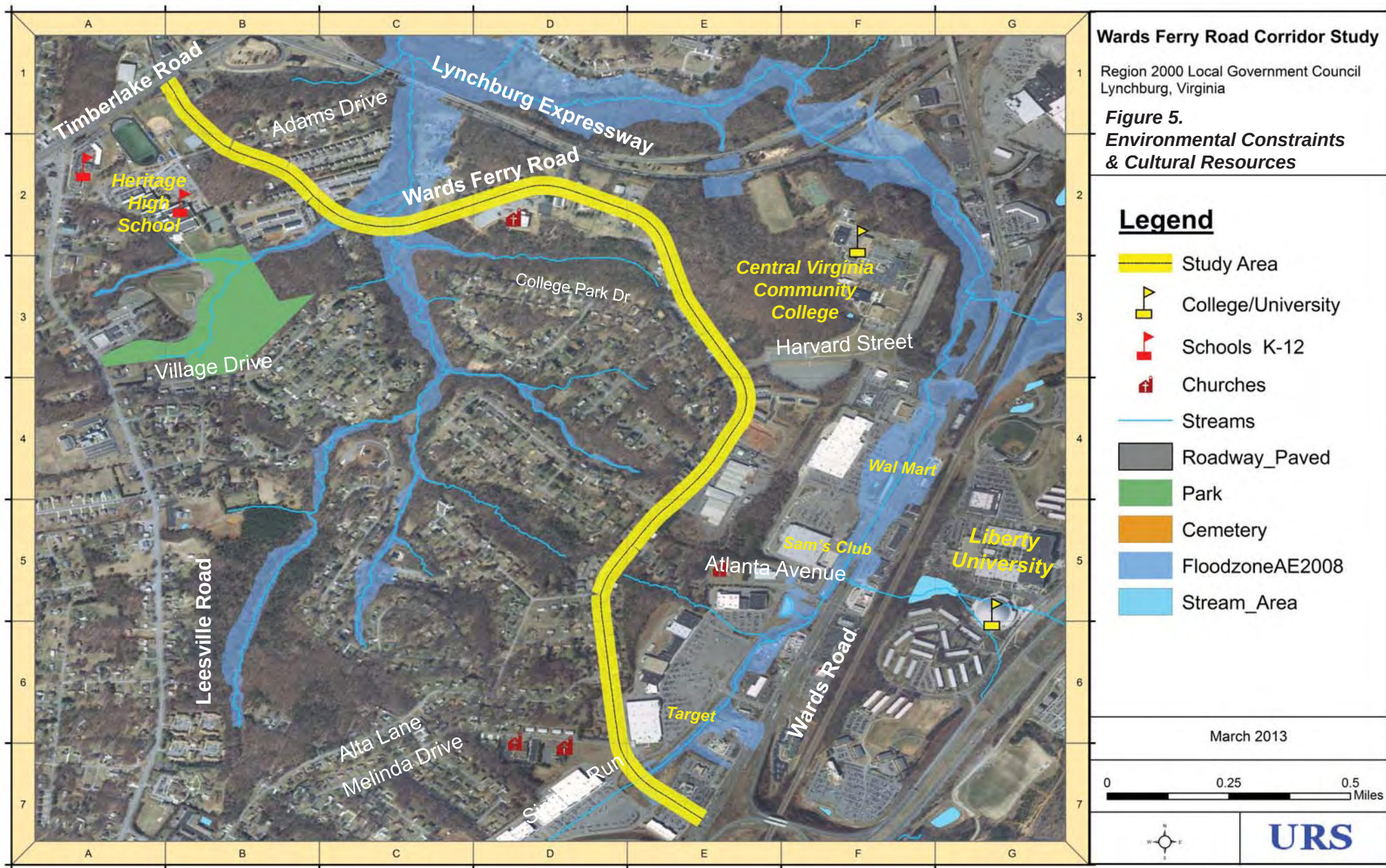
III. ENVIRONMENTAL RESOURCES

III.1 RESOURCE INVENTORY

A desktop scan of environmental resources in the vicinity of the Wards corridor study area was conducted using City of Lynchburg GIS data files, and known resources were mapped. The constraint mapping will be in the development of improvement alternatives and to assess potential impacts.

As shown on **Figure 5: Environmental Constraints and Cultural Resources**, the major environmental constraint was found to be stream and floodplain crossings and impacts. Numerous cultural resources, including churches and parklands, are located within the corridor area.

The Wetland Mapper website (<http://www.fws.gov/wetlands/Wetlands-Mapper.html>) maintained by the U.S. Fish and Wildlife Service was checked, and the results indicated no wetland areas are located within the corridor study area.



IV. YEAR 2035 FORECASTED CONDITIONS

IV.1 FORECAST METHODOLOGY

Forecasts of year 2035 traffic volumes were developed using the travel demand modeling software and the Year 2035 Lynchburg Regional MPO travel demand model, which is developed and maintained by VDOT. The model was developed for Region 2000 Local Government Council in association with the development of the current long range transportation plan.

To use the model output as part of forecast process for this study, growth rates were computed by comparing current traffic counts with the year 2035 model forecast volumes. The growth factors computed from this comparison were then applied to the corridor and intersection peak hour traffic counts collected as part of this study. In this sense, the model was used only to develop growth factors and the volumes to which these factors were applied were based on field counts.

The travel demand model forecasted surprising results. When compared with existing volumes, the forecasts year 2035 daily volumes on both Wards Ferry Road and Timberlake Road declined. The model forecasted moderate traffic growth on Wards Road. To be conservative the study did not directly incorporate the model forecasts, but instead applied a growth rate based on a moderate annual rate of growth. For Wards Ferry Road we forecasted a growth factor of 1.25 (25% growth over current volumes) which reflects an annual growth rate of approximately 1%. Volumes on Timberlake Road were held constant as opposed to the model's forecasted reduction of 22-30% from current volumes. The model forecasted a growth factor of 1.43 for Harvard Street; however a 1.25 growth factor was used based on the assumption that most of the growth would occur between CVCC and Wards Road with less influence on the Wards Ferry Road and Harvard Street intersection. The moderate (15-33%) traffic growth the model forecasted for Wards Road was applied without modification.

IV.2 YEAR 2035 NO BUILD ALTERNATIVE

The purpose of developing and evaluating the No Build Alternative is to provide a baseline against which to compare proposed improvement alternatives. The No Build Alternative is defined as future conditions if the proposed improvement(s) were not to be completed. It does include the assumption that all other improvements in the transportation plan will have been completed by 2035.

IV.3 NO BUILD ALTERNATIVE CAPACITY ANALYSIS

Using the forecasted No Build Alternative volumes shown in **Figure 6: No Build Alternative Volumes and Service Levels**, capacity analysis was conducted on the five intersections analyzed under existing conditions. As is typically the case, the p.m. peak hours tended to have the worst levels of service.

Table 13 presents a summary of the No Build conditions levels of service for all of the unsignalized intersections on the Wards Ferry Road corridor. As **Table 13** shows, service levels fall about one grade level from those computed for existing conditions. Values shown in the table are for the worst individual movement level of service. The minor street left turn movement has the highest delay in most situations. The analysis shows that during the a.m. peak hour the Harvard Street and Atlanta Avenue intersections are forecasted to operate with marginally adequate service levels (LOS D or better). In both the a.m. and p.m. peak hours the Adams Drive intersection is forecasted to operate with inadequate service at level F. The Harvard Street intersection is forecast to exhibit very poor service levels during the p.m. peak hour with LOS F. Atlanta Avenue is forecast to exhibit poor service levels in the p.m. peak hour with LOS F. The poor service levels are a result of large through volumes on Wards Ferry Road providing few gaps for traffic approaching on the minor streets to enter the roadway.

Table 13
Summary of No Build Conditions Capacity Analysis (HCM)
Unsignalized Intersections w/ Wards Ferry Road

Intersection	AM Delay	AM* LOS	PM Delay	PM* LOS
Adams Drive	193.9	F	120.1	F
Harvard Street	26.1	D	~1,048.2	F
Atlanta Avenue	15.9	C	68.0	F

**The individual movement (i.e. westbound left turn) with the most delay is shown for the unsignalized intersection. Average intersection delay is not calculated for unsignalized intersections.*

~Delay Exceeds 300 Seconds; Error: Computation Not Defined

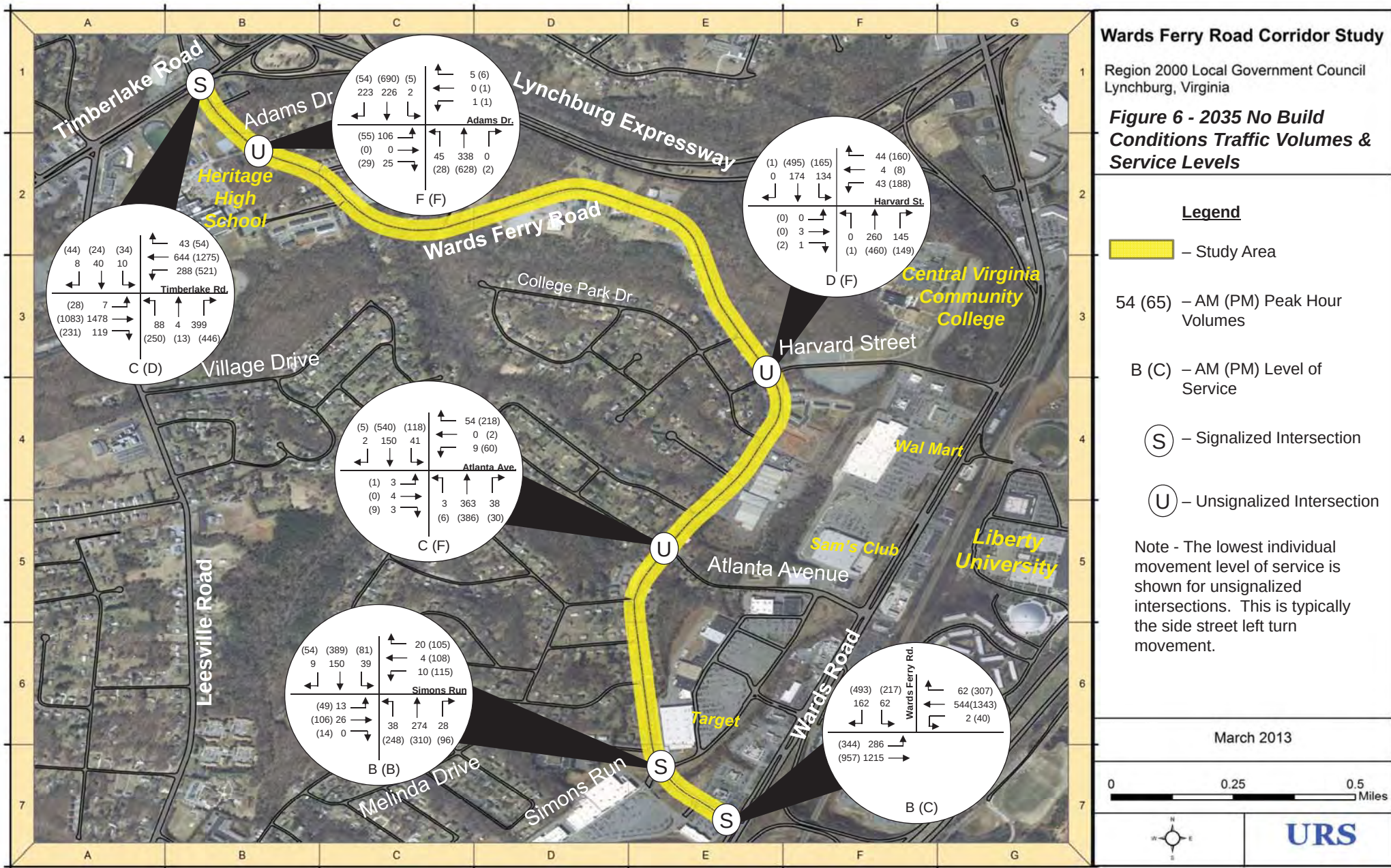


Table 14 displays a summary of the service levels for the signalized intersection of Wards Ferry Road/Logans Lane and Timberlake Road. Both peak hours are forecast to operate with LOS C conditions. Several of the individual movements operate with LOS D and E conditions during both peak hours. These individual movements are typically the minor movements (side street) and main street left turns. Poor service levels for these movements are a product of moderately high traffic volumes on Timberlake Road.

Table 14
Summary of No Build Conditions Capacity Analysis (HCM 2010)

Timberlake Road @ Wards Ferry Road /Logans Lane				
Movement	AM Delay	AM LOS	PM Delay	PM LOS
EB Timberlake Rd. – Left	16.8	B	27.0	C
EB Timberlake Rd. – Through	26.7	C	31.8	C
EB Timberlake Rd. – Right	13.4	B	24.0	C
WB Timberlake Rd. –Left	41.5	D	66.9	F
WB Timberlake Rd. – Through	34.5	C	22.1	C
WB Timberlake Rd. – Right	19.5	B	8.2	A
NB Wards Ferry Rd. – Left	33.9	C	47.6	D
NB Wards Ferry Rd. – Through/Right	58.9	E	47.7	D
SB Logans Ln. – Left	41.4	D	42.6	D
SB Logans Ln. – Through/Right	47.2	D	52.3	D
Overall Intersection	31.3	C	34.8	C

Table 15 displays a summary of the service levels for the signalized intersection of Wards Ferry Road and Simons Run. In both peak hours the overall intersection level of service is forecast to be LOS B. All of the individual movements are forecast to operate with adequate service levels.

Table 16 displays a summary of the service levels for the signalized intersection of Wards Road and Wards Ferry Road. The a.m. peak hour is forecast to operate with LOS C conditions while the p.m. peak hour is forecast to operate with LOS D conditions. In the p.m. peak hour many of the individual movements are forecast to operate with LOS D and E conditions. Poor service levels at these locations are a product of moderately high traffic volumes combined with a long traffic signal cycle length.

Table 15
Summary of No Build Conditions Capacity Analysis (HCM)

Simons Run @ Wards Ferry Road				
Movement	AM Delay	AM LOS	PM Delay	PM LOS
EB Simons Run – Left	15.4	B	21.2	C
EB Simons Run – Through/Right	16.9	B	26.3	C
WB Simons Run – Left	15.9	B	19.1	B
WB Simons Run – Through/Right	17.7	B	27.9	C
NB Wards Ferry Rd. – Left	8.2	A	13.6	B
NB Wards Ferry Rd. – Through	12.9	B	16.8	B
NB Wards Ferry Rd. – Right	10.0	B	14.5	B
SB Wards Ferry Rd. – Left	8.5	A	12.8	B
SB Wards Ferry Rd. – Through	11.1	B	21.0	C
SB Wards Ferry Rd. – Right	9.7	A	16.0	B
Overall Intersection	12.2	B	19.3	B

Table 16
Summary of No Build Conditions Capacity Analysis (HCM)

Wards Road @ Wards Ferry Road				
Movement	AM Delay	AM LOS	PM Delay	PM LOS
EB Wards Ferry Rd. – Left	27.7	C	39.4	D
EB Wards Ferry Rd. – Right	35.8	D	57.9	E
NB Wards Rd. – Left	37.1	D	61.5	E
NB Wards Rd. – Through	5.5		6.4	A
SB Wards Rd. – U-turn	Not Reported	N/A	Not Reported	N/A
SB Wards Rd. – Through	14.9	B	30.9	C
SB Wards Rd. – Right	12.6	B	21.1	C
Overall Intersection	14.5	B	29.0	C

SimTraffic was used to estimate vehicle queue lengths under No Build conditions, and the results are shown in **Table 17** for the unsignalized intersections. *SimTraffic* is a microsimulation software package that is frequently used with *Synchro* as an analysis tool in traffic engineering. *SimTraffic* also provides the estimated queue length both under average traffic volume conditions and under the heaviest (95th %) traffic volume conditions. To convert queue lengths measured in feet to vehicles, the length of the queue is divided by 25 feet.

The queues shown in **Table 17** reflect the longest individual movement queue lengths at each intersection. The longest queue generally occurs at the minor street left turn movement. The results indicate queues are moderate (less than 150 feet in length) at Adams Drive and Atlanta Avenue. The simulation shows northbound queues from the intersection of Timberlake Road and Wards Ferry Road build to a point where they impact Adams Drive. The intersection of Harvard Street at Wards Ferry Road exhibits severe queuing in the p.m. peak hour with average and 95th% queues in excess of 1,000 feet. Growth in Wards Ferry Road traffic causes there to no longer be enough gaps in traffic for westbound Harvard Street movements to enter Wards Ferry Road. As a result queues continue to grow throughout the simulation.

Table 17
Summary of No Build Conditions Queuing Analysis (SimTraffic)
Longest Individual Movement Queue (ft): Unsignalized
Intersections

Intersection	AM Average	AM 95 %	PM Average	PM 95 %
Adams Drive @ Wards Ferry Rd.	52	120	47	149
Harvard Street @ Wards Ferry Rd.	49	101	1,037	1,392
Atlanta Avenue @ Wards Ferry Rd.	30	62	70	120

Table 18 presents a summary of the estimated queue lengths for the signalized intersection of Timberlake Road and Wards Ferry Road. In the a.m. peak hour all movements had average queue lengths below 220 feet in length, with the exception of eastbound Timberlake Road as heavy traffic heads towards the Lynchburg Expressway (US 501). Heavier volumes the p.m. peak hour produced longer queues. Longer queues (200+ feet) are present on the eastbound and westbound through/left movements and on northbound Wards Ferry Road through/right movement during the p.m. peak hour. The westbound Timberlake Road movement showed particularly long queue lengths with an average queue length of 527 feet and a 95th% queue length of 1,019 feet. Northbound Wards Ferry Road also experienced extreme queuing with an average queue length of 734 feet and a 95th % length of 952 feet.

Table 18
Summary of No Build Conditions Queuing Analysis (SimTraffic)
in Feet

Timberlake Road @ Wards Ferry Road				
Movement	AM Average	AM 95 %	PM Average	PM 95 %
EB Timberlake Rd. – Left	3	16	17	53
EB Timberlake Rd. – Through	335	515	251	347
EB Timberlake Rd. – Right	66	210	81	183
WB Timberlake Rd. –Left	141	227	198	222
WB Timberlake Rd. – Through	123	291	527	1,019
WB Timberlake Rd. – Right	7	27	36	149
NB Wards Ferry Rd. – Left	108	210	174	176
NB Wards Ferry Rd. – Through/Right	216	395	734	952
SB Logans Ln. – Left	6	22	29	66
SB Logans Ln. – Through/Right	32	65	45	90

Table 19 presents a summary of the estimated queue lengths for the signalized intersection of Simons Run and Wards Ferry Road. In the a.m. peak hour all movements had queue lengths below 100 feet in length. Heavier volumes in the p.m. peak hour produced slightly longer queues with queues generally below 200 feet.

Table 19
Summary of No Build Conditions Queuing Analysis (SimTraffic)
in Feet

Simons Run @ Wards Ferry Road

Movement	AM Average	AM 95 %	PM Average	PM 95 %
EB Simons Run – Left	5	21	24	54
EB Simons Run – Through/Right	11	27	51	105
WB Simons Run – Left	8	32	93	203
WB Simons Run – Through/Right	17	45	78	117
NB Wards Ferry Rd. – Left	8	28	106	175
NB Wards Ferry Rd. – Through	34	91	127	231
NB Wards Ferry Rd. – Right	6	27	29	56
SB Wards Ferry Rd. – Left	19	45	48	109
SB Wards Ferry Rd. – Through	22	67	153	254
SB Wards Ferry Rd. – Right	1	12	39	108

Table 20 presents a summary of the estimated queue lengths for the signalized intersection of Wards Road and Wards Ferry Road. In the a.m. peak hour all movements had average queue lengths below 120 feet in length. Heavier volumes in the p.m. peak hour produced longer queues (200+ feet). Longer queues are present on many of the movements with 95th queues in excess of 300 feet.

Table 20
Summary of No Build Conditions Queuing Analysis (SimTraffic)
in Feet

Wards Road @ Wards Ferry Road

Movement	AM Average	AM 95 %	PM Average	PM 95 %
EB Wards Ferry Rd. – Left	29	68	126	201
EB Wards Ferry Rd. – Right	40	79	193	298
NB Wards Rd. – Left	117	178	237	366
NB Wards Rd. – Through	71	160	178	347
SB Wards Rd. – U-turn	1	8	43	94
SB Wards Rd. – Through	76	123	342	485
SB Wards Rd. – Right	26	56	203	387

Table 21 summarizes the No Build Alternative service levels for Wards Ferry Road as a 2-lane facility for the three locations where daily traffic counts were conducted.

For capacity analysis purposes Wards Ferry Road is classified as a Class II highway. Class II highways are highways where motorists do not necessarily expect to travel at high speeds (HCM 2010). The analysis shows a range of service levels from B to LOS D; the p.m. peak hour having lower levels of service. No Build conditions service levels are similar to the existing conditions with moderately higher percentages of time spent following a vehicle in the traffic stream. It should be noted that this segment of Wards Ferry Road does not provide any passing zones, a condition that has an influence on the percent time spent following and the resulting level of service.

Table 21 No Build Conditions Service Levels Two-Lane Roadway			
Wards Ferry Road			
Peak Hour /Location	LOS	PTSF	V/C
Immediately south of Adams Dr.			
AM/Northbound	D	72.8%	0.28
AM/Southbound	B	54.9%	0.20
PM/Northbound	D	78.1%	0.42
PM/Southbound	D	81.1%	0.45
Immediately south of Harvard St.			
AM/Northbound	D	74.3%	0.31
AM/Southbound	B	46.7%	0.15
PM/Northbound	D	78.8%	0.43
PM/Southbound	D	80.7%	0.44
Immediately north of Simons Run			
AM/Northbound	D	71.7%	0.26
AM/Southbound	B	45.4%	0.13
PM/Northbound	C	68.0%	0.29
PM/Southbound	D	76.3%	0.35

IV.4 PURPOSE AND NEED

In 2007 the Virginia General Assembly approved legislation authorizing VDOT to develop and publish regulations and standards for management of access to highways maintained by VDOT. The regulations were published on July 1, 2008, and define Access Management as "...the systematic control of the location, spacing, design, and operation of entrances, median openings, traffic signals, and interchanges for the purpose of providing vehicular access to land development in a manner that preserves the safety and efficiency of the transportation system" (See 24VAC30-72-10).

The regulations further state: "...each proposed highway entrance creates a potential conflict point that impacts the safe and efficient flow of traffic on the highway; therefore, private property interests in access to the highway must be balanced with public interests of safety and mobility. Managing access to highways can reduce traffic congestion, help maintain the levels of service, enhance public safety by decreasing traffic conflict points, support economic development by promoting the efficient movement of people and goods, reduce the need for new highways and road widening by improving the performance of existing highways, preserve the public investment in new highways by maximizing their efficient operation, and better coordinate transportation and land use decisions" (See 24VAC30-72-20).

As stated in the regulations, the goals of access management are:

1. Reduce traffic congestion;
2. Help maintain levels of service;
3. Enhance public safety;
4. Support economic development;
5. Reduce the need for new highways;
6. Preserve investment in new highways; and,
7. Coordinate transportation and land use decisions.

Applying these goals within the regulatory definition of Access Management and based on the analysis of existing and forecasted conditions, the purpose and need for the Wards Ferry Road Corridor Study is defined as addressing the following issues:

1. Frequencies of crashes along Wards Ferry Road have the potential to increase as traffic volumes and development pressures increase;
2. Service levels in the area of three intersections are forecast to deteriorate to inadequate levels unless improvements are developed and installed;
3. Capacity along the corridor should be preserved so that it can adequately serve traffic volumes forecasted to be generated by development as recommended in the *Comprehensive Plan*. Should residential densities exceed those recommended in the plan by 200-300 multi-family dwelling units the resulting volumes could not be adequately serviced by the existing two-lane roadway. Consequently widening the roadway to four lanes would be needed; and,

4. As a residential corridor frequented by school related traffic, pedestrian and bicycle accommodations are currently absent from the roadway facility.

Wards Ferry Road currently operates with moderate levels of congestion and higher than average crash rates. Additionally, there are moderate levels of growth forecast along the corridor with the biggest concern being development of the CVCC parcel. The CVCC parcel is approximately 100 acres in size and most of it has not been developed. Wards Ferry Road is also an older road with significant amounts of vertical and horizontal curvature on a narrow cross-section without shoulders or accommodations for bicyclist and pedestrians. The combination of moderate congestion and less than ideal geometrics brings forth the need for improvement in order to maintain Wards Ferry Road as an adequate transportation facility.

The most recent *Long-Range Transportation Vision Plan* (Year 2035) recommends a 3/4 lane cross section with bike lanes. Because the widening is only included in the Vision Plan the purpose of this study should be to preserve capacity until widening can occur at a later date. At a point in time when widening the corridor to a 4-lane section becomes necessary, it will change the character of the road and will require the acquisition of many homes along the corridor.

V. ANALYSIS OF IMPROVEMENT ALTERNATIVES

V.1 IMPROVEMENT ALTERNATIVES

To maintain and preserve capacity on Wards Ferry Road so that as a two-lane facility it can adequately service traffic volumes, a variety of corridor roadway and intersection improvement options were considered. At the corridor level the focus of the improvement alternatives was to provide for multi-modal accommodations because the current road does not provide for any facilities other than accommodating automobiles. At the intersection level improvements focused on addressing the safety and capacity issues at the five junctions.

Access management was considered as an improvement alternative. However, close inspection of the land uses – predominantly single family - along the corridor revealed very few opportunities to control access to Wards Ferry Road. Each land owner, by State law, is provided the right to an access point on public roads. Consequently, to focus on the areas where improvements would not create concern with the safety and convenience for existing residents, no proposals for modifying existing access to the roadway was considered.

There is one major access management concern on the corridor – the large CVCC parcel that has a significant amount of frontage (~1,800 feet in length west of Harvard Street). Should this parcel be developed it would be in the best interest of the corridor for there to be a single entrance on Wards Ferry Road approximately 875 feet north of Harvard Street opposite the College Park Townhouses driveway. Additionally, should the CVCC parcel develop the City should encourage its main vehicular entrance be located on Harvard Street to minimize its impact on Wards Ferry Road.

For the purposes of this study the corridor-wide improvements focused on providing multi-modal accommodations and transportation system management improvements. The corridor-wide improvements are discussed in Section V.2. Transportation System Management (TSM) improvements include relatively low-cost modifications to a facility that address congestion without increasing the overall capacity of the facility itself. Discussed below in Section V.3, typical TSM improvements include turn lanes and traffic signals.

V.2 CORRIDOR IMPROVEMENTS

The existing Wards Ferry Road corridor is a narrow (~22 feet wide), winding, undulating rural road pavement section without any shoulders or bicycle and pedestrian facilities. At the north end of the corridor two schools – Heritage High School and Heritage Elementary School are accessed from the roadway. At the south end of the corridor – along Wards Road – extensive retail commercial businesses, including Wal-Mart, Sam's Club, Target, Kohl's, and Dick's Sporting Goods operate. In addition, approximately 500 residential housing units are located along the corridor. The combination of attractions

at each end of the corridor along with significant residential land use throughout the corridor generates the need for multi-modal pedestrian and bicycle accommodations. The need was frequently mentioned by the public at the citizen information meetings.

This study did not consider the potential to widen Wards Ferry Road to either a 3 or 4-lane cross section. Widening to a 3 or 4-lane cross section was discussed among the Project Management Team and determined to be a long-term solution that would have substantial adverse impacts to the residential character of the corridor. Specifically, widening can only be accommodated through substantial right of way (ROW) acquisition. With no funding source currently identified in the constrained Long-Range Transportation Plan for widening Wards Ferry Road, a recommendation to widen to four lanes would create uncertainty for existing property owners, and consequently the increased level of uncertainty would likely retard investment in existing properties.

Specifically, widening can only be accommodated through substantial right of way acquisition. With no funding source currently identified in the constrained Long-Range Transportation Plan for widening Wards Ferry Road, a recommendation to widen to four lanes would create uncertainty for existing property owners, and consequently the increased level of uncertainty would likely retard investment in existing properties.

A 3-lane cross-section would provide for significant safety improvement as well as some moderate increase in capacity. However, costs would include ROW and the installation of curb and gutter. Consequently, from a benefit/cost perspective, return on the investment is fairly low.

A 4-lane cross section would offer a doubling (or more) of the roads carrying capacity and will be the ultimate solution as traffic volumes increase. However, the cost of widening Wards Ferry Road would potentially approach \$35 million. Building a 4-lane section would require significant amounts of ROW and would almost certainly include taking a number of homes along the corridor.

The existing corridor has approximately 50 feet of ROW. Given the narrow width available an attempt was made to provide multi-modal accommodations. Two major concepts were developed for providing multi-modal accommodations. The purpose of the two original concepts was to lay out the major options available to provide multi-modal accommodations.

One corridor alternative developed included on-road bike lanes and a sidewalk on the east side of Wards Ferry Road. The bike lane/sidewalk typical section can be found in **Figure 7: Bike Lane/Sidewalk Typical Section (Initial Alternative)**. The layout of this alternative along the entire corridor can be found in the Technical Appendix. This alternative provides for 11 foot wide travel lanes, 4 foot wide on-road bike lanes (one in each direction), curb and gutter drainage, 4 foot wide green space, and a 5 foot wide sidewalk.

Based on this geometric arrangement the typical section width is 55', which means it is likely that ROW acquisition would be required. The curb and gutter drainage helps minimize the ROW needs, but it is a costly feature of a roadway. Specific ROW needs can only be determined through detailed engineering study based on survey. This alternative provides a narrow 11' travel lane which will help limit speed with an on-road bike lane this will offer a small amount of room for driver correction before leaving the roadway. The curb and gutter not only minimizes ROW needs, it helps prevent vehicles from leaving the roadway which can be detrimental to motorist given the hazards adjacent to the road. A sidewalk on one side of the road helps minimize ROW needs while still providing a missing accommodation.

The second major corridor alternative developed was a 10 foot wide multi-use path on the east side of Wards Ferry Road. The multi-use path typical section can be found in **Figure 8: Multi-Use Path Typical Section (Initial Alternative)**. The layout of this alternative along the entire corridor can be found in the Technical Appendix. This alternative provides for two 12 foot wide travel lanes, curb and gutter drainage, and an 8 foot wide multi-use path. Based on this geometric arrangement the estimated typical section width is 50.5 feet. Therefore there would be little to no ROW needed in this arrangement. A multi-use path offers accommodations for both bicyclist and pedestrians off the road, which is a safer environment for non-motorized users.

The two major corridor alternatives were considered by the Project Management Team and a hybrid alternative was developed and presented as the initial preferred alternative at the second citizen information meeting. The initial preferred alternative is shown in **Figure 9: Bike Lane/Sidewalk Typical Section (Initial Preferred Alternative)**. The initial preferred alternative provided for 11 foot wide travel lanes, 4 foot wide on-road bike lanes (one in each direction), curb and gutter drainage, 4 foot wide green space, and 5 foot wide sidewalks on both sides of the road. This typical section was estimated to be 57.5 feet in width.

V.3 INTERSECTION IMPROVEMENTS

Study area intersections were evaluated in order to improve safety and increase capacity. There are 5 study area intersections, of which 2 - Timberlake Road and Wards Road - are

controlled with traffic signals and 3 - Adams Drive, Harvard Street, and Atlanta Avenue - are controlled with two-way STOP signs on the minor street approaches.

As previously stated in Section 11.3 Safety, the existing conditions crash analysis did not indicate any major intersection concerns even though the corridor displayed higher than average crash rates. Crashes were spread fairly evenly throughout the corridor and no excessive clustering of crash frequencies at intersections was apparent.

Consequently, the development of intersection improvements focused on capacity and geometry, and each intersection was evaluated to determine what types of improvement would be appropriate. Typically, this involved evaluating whether or not turn lanes were appropriate by using VDOT Access Management Design Standards for Entrances and Intersections, and the evaluation was conducted using the forecasted year 2035 No Build Alternative volumes. Additionally, alternative intersection controls such as traffic signals and roundabouts were evaluated.

Timberlake Road at Wards Ferry Road

The intersection of Timberlake Road at Wards Ferry Road was not formally evaluated in this study because a more detailed engineering study is scheduled to follow the Wards Ferry Road Study in the Summer of 2013. The other study is named Logan's Lane Interchange Modification Report. It will include detailed analysis of the signalized intersection of Timberlake Road and Wards Ferry Road including geometric design of preferred alternative that comes out of the study process. Because that study will be more detailed the Project Management Team felt the Wards Ferry Road Study should not provide recommendations that would likely be changed to different improvements in the span of a few months. Problems with the westbound left Timberlake Road turning movement frequently spilling into the through lanes were noted as a part of this study.

Adams Drive at Wards Ferry Road

Adams drive is a two-way stop controlled intersection. On the east side of Wards Ferry Road it serves a small single family neighborhood and on the west side there is a driveway to Heritage High School. The intersecting side streets are off-set so that the centers of these roads are approximately 50 feet apart. Through the planning process it was learned that Heritage High School is planned to be rebuilt on its current campus in the near future. The school will be designed to handle about 100 additional students more than the current school structure. Additionally, the driveway to the High School connects to the Heritage Elementary School which connects to Leesville Road. This connection between the two schools will be closed in the near future with a gate. It will normally stay closed except for certain events such as football games. Closing this connection may have some minor reduction in trips on the north end of Wards Ferry Road.

Adams Drive was evaluated for right and left turn lane warrants according to VDOT's Access Management Design Manual. Using forecasted No Build Alternative volumes the intersection meet warrants for a 100 foot northbound left turn lane with a 100 foot taper (See Figure 13). This intersection also meet warrants for a 100 foot right turn lane with a 100 foot taper. Traffic signal volume warrants were also evaluated using the 4 hour turning movements conducted as a part of this study. Using No Build Alternative volumes this intersection does not have high enough volume to warrant the installation of a traffic signal.

The Project Management Team recommends that due consideration is given to Heritage High School's entrance on Wards Ferry Road when the new school is being designed. It is preferred that the entrance alignment can be corrected and that funding for the new school will include installation of the warranted turn lanes.

Figure 7: Bike Lane/Sidewalk Typical Section (Initial Alternative)

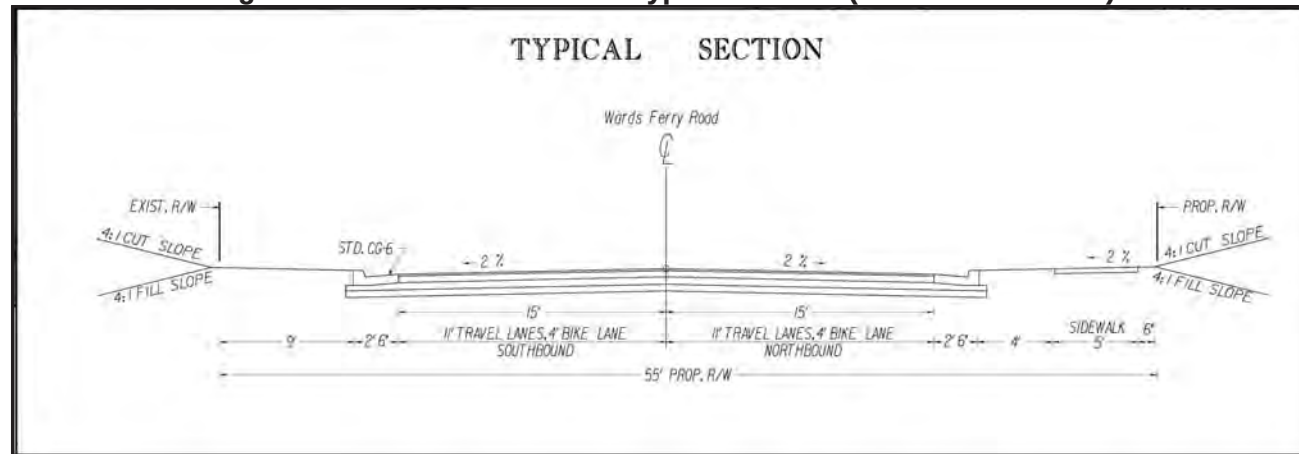


Figure 8: Multi-Use Path Typical Section (Initial Alternative)

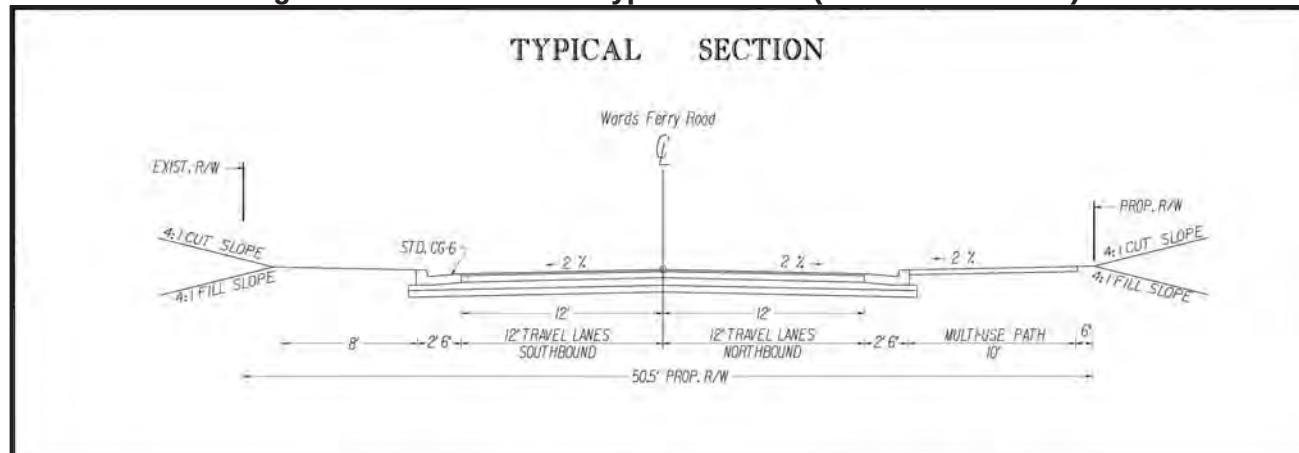
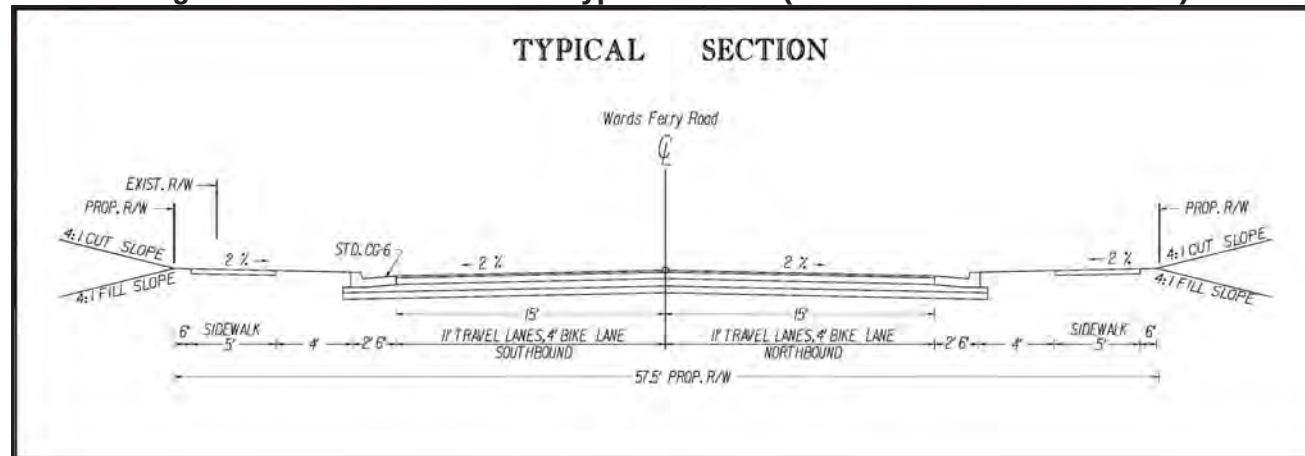


Figure 9: Bike Lane/Sidewalk Typical Section (Initial Preferred Alternative)



Harvard Street at Wards Ferry Road

The intersection of Harvard Street at Wards Ferry Road is the most congested unsignalized intersection in the corridor. Currently motorists approaching this intersection on westbound Harvard Street experience moderate to severe delays when attempting to turn onto Wards Ferry Road. In the forecasted No Build conditions this intersection exhibits even worse delays and queues.

This intersection meets warrants for a northbound right turn lane with 100 feet of storage with a 100 foot taper. It also meets warrants for a 175 foot southbound left turn lane with a 100 foot taper.

Traffic signal volume warrants (4 hour warrant) are forecast to be met for this intersection under No Build traffic volumes. It is likely that existing conditions volumes also meet the 4-hour traffic signal volume warrants with p.m. peak period volumes. Traffic counts conducted for this study only included 2 hours in the p.m. peak period, and a warrant analysis could not be conducted. Further analysis is required to accurately determine whether traffic signal warrants are met. Four-way stop control guidance is met, according to the MUTCD, as a interim measure when a traffic signal is justified.

The operation of a traffic signal was analyzed using No Build traffic volumes with the following turn lanes added to the intersection: southbound left, northbound right, and a westbound left/through. The signalized intersection was forecast to operate with an average vehicle delay of 7.7 seconds per vehicle in the a.m. peak hour and 11.5 seconds in the p.m. peak hour. Turn lanes would be very beneficial for the safety and operational characteristics of this intersection under signalized control. However, a traffic signal would not be effective as a traffic calming mechanism because motorists moving through the intersection on Wards Ferry Road would not need to slow down as they traverse the intersection under a green indication.

A roundabout was also considered as an improvement for the intersection of Harvard Street at Wards Ferry Road. A single lane roundabout with single lane approaches was developed as an alternative (see **Figure 9: Roundabout Concept – Wards Ferry Road at Harvard Street**). The proposed roundabout design is a very simple design that will be easy for motorists to navigate. Other roundabouts are currently under construction in the City of Lynchburg. It should be noted that a roundabout has been previously considered as an improvement for this intersection.

Roundabouts offer significant improvements in safety especially when compared to signalized intersections. Roundabouts typically reduce injury and fatality crash rates, when compared to signalized intersections, because there are fewer conflict points, lower speeds, and fewer angle crashes. An added benefit of a roundabout on Harvard Street is the traffic

calming characteristic, since all motorists will need slow to approximately 10-15 mph to traverse the intersection.

Additionally, roundabouts can improve service levels (reduce delay) for minor street approaches when compared to either a traffic signal or STOP sign control. Roundabouts also typically reduce stops, fuel consumption, and pollution when compared to signalized intersections.



Figure 9: Roundabout Concept – Wards Ferry Road at Harvard Street

Originally a roundabout design was laid out directly over the existing intersection (as shown in **Figure 9**). This design that would require some right of way acquisition from two single family residences on the west side of Wards Ferry Road. Subsequently the roundabout design was shifted 50 feet to the east to minimize these impacts. This will require shifting Wards Ferry Road on both approaches (as shown in the preferred alternative). The exact location of such an improvement would be decided during the design process.

Under forecast No Build volumes the proposed roundabout operates with adequate service levels (LOS C or better). The a.m. peak hour is forecast to operate with an average intersection delay of 9.0 seconds per vehicle and the p.m. peak hour is forecast to operate with an average intersection delay of 19.8 seconds per vehicle. Westbound Harvard Street delays would significantly decline with the addition of a roundabout. The forecasted levels of delay for the roundabout are almost as good as those forecast for the improved

signalized intersection (with added turn lanes). Furthermore a roundabout would cost approximately the same amount as the installation of a traffic signal and turn lanes.

A comparative summary of forecast year 2035 service levels under the No Build Alternative (no improvements), under signalized control (with additional turn lanes) and under a roundabout are presented in **Table 22**.

Table 22
Summary of Harvard Street Alternatives
Year 2035 Forecasted Volumes

Average Intersection Delay (sec./veh.)

Condition	AM Average Delay	PM Average Delay
No Build Alternative	26.1*	1,048.2*
Signalized with Additional Turn Lanes	7.7	11.5
Single Lane Roundabout	9.0	19.8

**The individual movement (i.e. westbound left turn) with the most delay is shown for the unsignalized intersection. Average intersection delay is not calculated for unsignalized intersections.*

Atlanta Avenue at Wards Ferry Road

The intersection of Atlanta Avenue at Wards Ferry Road is a two-way stop controlled intersection without turn lanes, and its volume is second only to Harvard Street among unsignalized intersections on the corridor. Turn lanes were evaluated, and under forecast No Build Alternative volumes warrants were determined to be met for a 125 foot southbound left turn lane and 100 foot taper.

A safety issue was identified by citizens at the first citizen information meeting (March 28, 2013) concerning sight distance on the eastbound Atlanta Avenue approach at Wards Ferry Road. A combination of a hill, fence, and shrubbery block motorists sight when looking to the north at southbound Wards Ferry Road traffic. Upon field inspection the problem was confirmed as severe, causing motorists on this approach to have to edge as close to the travel lane as possible to gain additional sight distance. This issue will likely require regrading the hill in order to provide the minimum sight distance requirements. Installing the warranted southbound left turn lane would provide an appropriate opportunity to correct the sight distance deficiency.

Wards Ferry Road Corridor Study

Many citizens requested installation of a traffic signal to improve safety and reduce Atlanta Avenue delays. No Build Alternative volumes were evaluated for meeting 4-hour signal volume warrants; however sufficient volumes to meet traffic signal warrants were not forecast.

Citizens also expressed concerns about the geometry of Atlanta Avenue. It is very narrow and has a steep vertical curve just east of Wards Ferry Road. A future study is needed to address the geomtric issues on Atlanta Avenue, and this has been included in the recommendations detailed later in this report.

Simons Run at Wards Ferry Road

The signalized intersection of Simons Run at Wards Ferry Road currently operates with excellent service levels and is forecast to continue to do so in the No Build conditions. The only recommendations that were developed for this intersection are pedestrian signals and crosswalks. Pedestrian accomodations are recommended because the intersection connects two major retail areas and it will also be a part of a future trail network that connects the retail areas along Wards Road.

Wards Road at Wards Ferry Road

The signalized intersection of Wards Road and Wards Ferry Road currently operates with adquate service levels and it is forecast to continue providing adequate service levels. However, during the analysis it was noted that the northbound Wards Road left turn movement exhibits queue lengths that will spill into the adjacent through lanes. There were two proposed improvements to address this issue: 1) lengthening the turn lane to accommodate the extended queues, or 2) adding a second left turn lane. A second left turn lane is geometrically feasible, and dual left turn lanes would reduce overall delays at the intersection. The Project Management Team chose not to recommend a preferred alternative for this intersection because dual left turn lanes may cause an increase in volumes on Wards Ferry Road. Extending the northbound left turn lane was also not recommended because it does not directly improve Wards Ferry Road.

V.4 EVALUATION CRITERIA

The Project Management Team met and discussed the range of alternatives that were developed to address corridor and intersection deficiencies. Consideration was given to existing zoning, potential development (especially the potential expansion of Liberty University), available funding, right of way impacts, and value provided compared to cost. Discussions by the Project Management Team also focused on comments offered from both citizens and stakeholders. The first set of preferred alternative improvements (included in the Technical Appendix) presented at the second citizen information and

stakeholder meetings (May 9, 2013) included a typical section that would require right of way impacts to numerous parcels along the entire length of the corridor. Following the May 9, 2013 meetings the preferred alternatives were refined to reflect public comment related to concerns with right of way impacts. The final Preferred Alternative attempted to reduce or eliminate right of way acquisitions by eliminating the bike lanes component of the pavement section and providing a multi-use trail on the northbound side of the corridor right of way.

The preferred alternative for the multi-modal accommodations along the corridor underwent refinement through the study process. Neither of the two multi-modal alternatives was chosen. Instead, the Project Management Team recognized that a stand-alone multi-modal improvement must not take any significant right of way. It is not acceptable to have to acquire ROW from 50 or more land owners for a multi-modal improvement along this corridor. The preferred alternative was refined to specifically stay within the existing ROW. The final preferred alternative cross section provides for existing 11' travel lanes, a 5' wide ditch, and one 8' wide multi-use path on the east side of Wards Ferry Road. During the design process the specific dimensions of the cross-section would be developed. There is still the possibility for isolated locations where ROW may be needed and there also may be locations that require curb and gutter drainage.

In developing the final preferred alternative cost became a prime concern to the Project Management Team. The elimination of several of the elements of the initial preferred alternative provided substantial cost savings. Removing curb and gutter drainage reduced the cost by an estimated 4.74 million dollars and eliminating the on-road bike lanes reduced the cost by an estimated 1.16 million dollars.

The recommended Preferred Alternative is shown for the corridor in **Figures 10-13**.

V.5 ENVIRONMENTAL IMPACTS OF IMPROVEMENT ALTERNATIVES

In the evaluation of existing environmental constraints and cultural resources there were very few impediments identified. There was one significant stream and flood plain crossing of Wards Ferry Road located about a half mile south of Adams Drive. There was only one church that fronted Wards Ferry Road – Lynchburg First Church of the Nazarene. There were no parks, schools, cemeteries, or environmental justice issues that are along the corridor that could be impacted by improvements to Wards Ferry Road. None of the preferred alternatives should have any significant environmental impacts.

V.6 COST ESTIMATES

Cost estimates were prepared for each proposed improvements developed as a part of alternatives development process using VDOT Transportation & Mobility Planning Division's statewide planning level cost estimates. Cost estimates for the recommended

improvements have been developed in Year 2013 dollars. To estimate future year costs a yearly inflation rate of 3% has been recommended by VDOT's Transportation and Mobility Planning Division, but since no funding year has been established for the improvements, adjustments for inflation have not been incorporated into the estimates.

Preferred alternative intersection improvements are in bold text in **Table 23**. Proposed corridor improvements cost estimates are listed in **Table 24**. Costs associated with the preferred improvement alternative are shown in bold text. Cost estimates include design and construction costs. Right of way costs are not included in the cost estimates unless specifically mentioned.

Table 23
Wards Ferry Road Intersection Alternatives Cost Estimates
(Includes Engineering and Construction)
(Does not include Right of Way)

Intersection Location	Proposed Improvement	Planning Level Cost Estimate (2013 Dollars)
Timberlake @ Wards Ferry	Logan's Lane Improvements (other study)	N/A
Adams @ Wards Ferry	NBL Turn Lane and Taper: 100' Storage, 100' Taper	\$480,000
	SBR Turn Lane and Taper: 100' Storage, 100' Taper	\$203,000
	Traffic Signal	N/A
Harvard @ Wards Ferry	SBL Turn Lane and Taper: 175' Storage, 100' Taper	\$530,000
	NBR Turn Lane and Taper: 100' Storage, 100' Taper	\$203,000
	WBL Turn Lane and Taper: 200' Storage, 100' Taper	\$256,000
	Roundabout with single lane approaches	\$850,000
	Traffic Signal	\$180,000
	4-Way Stop	N/A
Atlanta @ Wards Ferry	SBL Turn Lane and Taper: 125' Storage, 100' Taper	\$495,000
	Traffic Signal	N/A
Simons @ Wards Ferry	Pedestrian Accommodations - Ped. Signals	\$45,000
	Pedestrian Accommodations - Crosswalk	\$21,000
Wards @ Wards Ferry	Traffic Signal System Improvement (other work)	N/A
	Extend NBL Turn Lane (widen taper ~150')	\$73,750
	Dual NBL Turn Lanes	\$295,000

Table 24
Wards Ferry Road Corridor Cost Estimates
(Includes Engineering and Construction)
(Does not include Right of Way)

Corridor Improvements	Planning Level Cost Estimate (2013 Dollars)	Notes
5' Sidewalk - One side of Road	\$634,500	
5' Sidewalk - Both Sides of Road	\$2,030,400	ROW cost estimated at 60% of construction costs
8' or 10' Shared Use path - Off Road	\$1,903,500	One side of Road
Paved Shoulder/Bike Lane (4 foot wide paved shoulder in both directions)	\$1,163,250	
Close open ditch drainage and provide curb & gutter (2 sides of road)	\$4,740,643	~1.755 Mi. needed
Close open ditch drainage and provide curb & gutter (1 side of road)	\$2,370,322	~1.755 Mi. needed

As Table 24 shows, the cost of installation of the preferred alternative typical section - see **Figure 8: Multi-Use Path Typical Section (Recommended Preferred Alternative)** above - \$1,903,500. It should be considered that actual costs will vary as more detailed drainage design is analyzed. The actual improvement may likely include sections where curb and gutter is required and acquisition of small parcels of right of way may be needed. In coordination with the Project Management Team the Preferred Alternative was segmented and a prioritized implementation schedule was developed as follows:

1. Harvard Street Roundabout
2. Adams Drive Turn Lanes
3. Atlanta Avenue Turn Lane and Sight Distance Issues
4. Simons Run Pedestrian Signals and Crosswalks
5. 8' or 10' Shared Use path - Off Road

WARDS FERRY ROAD IMPROVEMENTS
Figure 10- Preferred Alternative Sheet 1 of 4

5/31/13

MATCHLINE SHEET 2



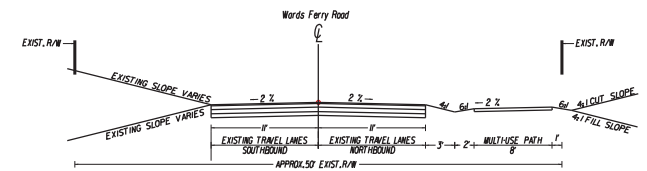
LEGEND

- LANE USAGE ARROWS
- EXISTING PROPERTY LINES
- PROPOSED RIGHT-OF-WAY LIMITS

SCALE
0 50 100

The roadway and right of way features shown on this map are conceptual and FOR TRANSPORTATION PLANNING PURPOSES ONLY and are not to be regarded as final locations. The actual location and detail of these improvements will be determined at the conclusion of NEPA studies and the preliminary engineering stage.

TYPICAL SECTION



WARDS FERRY ROAD IMPROVEMENTS
Figure 11- Preferred Alternative Sheet 2 of 4

5/31/13

MATCHLINE SHEET 3

MATCHLINE SHEET 1



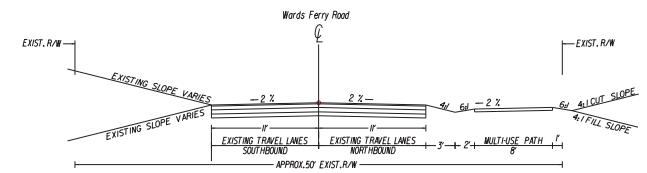
LEGEND

- LANE USAGE ARROWS
- EXISTING PROPERTY LINES
- PROPOSED RIGHT-OF-WAY LIMITS



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TYPICAL SECTION



WARDS FERRY ROAD IMPROVEMENTS Figure 12- Preferred Alternative Sheet 3 of 4

5/31/13

MATCHLINE SHEET 4

MATCHLINE SHEET 2

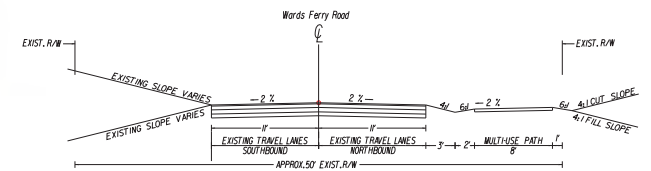
LEGEND

- LANE USAGE ARROWS
- EXISTING PROPERTY LINES
- PROPOSED RIGHT-OF-WAY LIMITS

SCALE
0 50 100

The roadway and right of way features shown on this map are conceptual and FOR TRANSPORTATION PLANNING PURPOSES ONLY and are not to be regarded as final locations. The actual location and detail of these improvements will be determined at the conclusion of NEPA studies and the preliminary engineering stage.

TYPICAL SECTION



WARDS FERRY ROAD IMPROVEMENTS Figure 13- Preferred Alternative Sheet 4 of 4

5/31/13

MATCHLINE SHEET 3



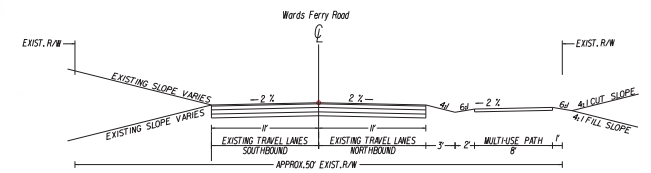
LEGEND

- LANE USAGE ARROWS
- EXISTING PROPERTY LINES
- PROPOSED RIGHT-OF-WAY LIMITS

SCALE
0 50 100

The roadway and right of way features shown on this map are conceptual and FOR TRANSPORTATION PLANNING PURPOSES ONLY and are not to be regarded as final locations. The actual location and detail of these improvements will be determined at the conclusion of NEPA studies and the preliminary engineering stage.

TYPICAL SECTION



V.7 Public Involvement

The public involvement program conducted as part of the corridor study provided two direct opportunities for interested citizens and stakeholders to participate in the process with citizen information meetings and stakeholder meetings. Additionally, the public will have two more opportunities to express their opinion at Planning Commission and City Council public hearings.

First Citizens and Stakeholder Information Meetings

The first Stakeholder Information Meeting was held on Thursday, March 28th, 2013 at 2:30 p.m. at the First Church of the Nazarene in Lynchburg, Virginia. The meeting invitations were sent via email or US Mail. The stakeholders that were invited to participate in the planning process included City of Lynchburg planners, City of Lynchburg transportation engineers, Lynchburg City School representatives, Liberty University representatives, Central Virginia Community College representatives, Region 2000 Local Government Council representatives, VDOT representatives, City Mayor's office, City Council, Directors of Community Development, Public Works, Director of Streets, Economic Development Office, City Communications & Marketing, City Planning Commission, as well as a variety of business owners adjacent to the corridor. A total of 5 stakeholders signed the attendance sheet.

The materials presented at the first stakeholder meeting included maps showing environmental constraints, existing peak period traffic volumes, crash locations and frequencies, and year 2035 forecasted peak period traffic volumes and service levels. A brief PowerPoint presentation was provided by URS Corporation staff, in which the project purpose and schedule were detailed. After the presentation there were brief discussions concerning the project.

The first Citizen Information Meeting was held on Thursday, March 28th, 2013 between 6 p.m. and 7:30 p.m. at Heritage Elementary School in Lynchburg, Virginia. The meeting was also advertised in the newspaper and notices were posted on the City's public access cable channel. In addition, notices by letter were sent to addresses that fronted Wards Ferry Road. Additionally, variable message boards were placed at each end of the corridor a week in advance of the meeting displaying meeting information. A total of 41 citizens signed the attendance sheet. By the appearance of the crowd there may have been another 10-20 people that attended the meeting.

The materials presented at the first meeting included maps showing environmental constraints, existing peak period traffic volumes, crash locations and frequencies, and year 2035 forecasted peak period traffic volumes and service levels. A brief PowerPoint presentation was provided by URS Corporation staff, in which the project purpose and schedule were detailed. After the presentation there was a question and answer period at the podium where City Staff, MPO staff, and consultant staff answered questions.

Twenty-two (22) written comments were submitted. Written public comments are summarized in **Table 25**. Most of the public was in support of improvements along the corridor. At the first citizen information meeting many citizens spoke of the safety issues such as the cross section of the road, speeding problems, and the need for additional intersection control. Additionally, many citizens also stated that it was impossible to bike or walk on the road because there are no accommodations and it wasn't safe to attempt it on the road.

Second Citizens and Stakeholder Information Meetings

The second Stakeholder Information Meeting was held on Thursday, May 9th, 2013 at 2:30 p.m. at Church of the Lynchburg First Church of the Nazarene in Lynchburg, Virginia. The meeting invitations were sent via email or US Mail. A total of 4 stakeholders signed the attendance sheet. The materials presented at the second stakeholder meeting included maps showing alternatives considered along with the preferred alternative. A brief PowerPoint presentation was provided by URS Corporation staff, in which the project purpose and schedule were detailed. After the presentation there were brief discussions about the preferred alternative.

The second Citizen Information Meeting was held on Thursday, May 9th, 2013 between 6 p.m. and 7:30 p.m. at Heritage Elementary School in Lynchburg, Virginia. The meeting was also advertised in the newspaper and notices were posted on the City's public access cable channel. In addition, notices by letter were sent to residential addresses for neighborhoods that use Wards Ferry Road as their primary source of access. This was a significant increase in mailings in comparison to the first set of mailings. Additionally, variable message boards were placed at each end of the corridor a week in advance of the meeting displaying meeting information. A total of 39 citizens signed the attendance sheet. By the appearance of the crowd there may have been another 10 or so people that attended the meeting.

The materials presented at the second meeting included maps showing environmental constraints, existing peak period traffic volumes, crash locations and frequencies, and year 2035 forecasted peak period traffic volumes and service levels. Additionally, there were maps showing the initial preferred alternative. A brief PowerPoint presentation was provided by URS Corporation staff, in which the preferred alternative was explained. After the presentation there was an open house style forum where individual questions were answered by a variety of staff at the maps displayed in the back of the room.

Seventeen (17) written comments were submitted. Written public comments are summarized in **Table 25**. Most of the public was in support of the preferred alternative improvements along the corridor.

Table 25: Summary of Written Public Comments

Written Public Comments	1st Citizens Meeting Number of Comments	2nd Citizens Meeting Number of Comments	Total Comments
In Favor of Roundabout	1	3	4
In Favor of Traffic Signal at Harvard (instead of Roundabout)	2	1	3
In Favor of Traffic Signal at Atlanta	1	1	2
In Favor of Bike Lanes on a wider road	1	3	4
In Favor of sidewalks (both sides of road)	4	2	6
Favors Speed Enforcement	3		3
Favors Adding Additional Lanes to Wards Ferry Road	2		2
Favors Straightening Wards Ferry Road	1		1
Favors Blocking access from Wards Ferry Road to Heritage High School/Elementary School	1		1
Visibility Problems at EB Atlanta Avenue approach to Wards Ferry Road	1		1
Favors Installing Street Lighting at Atlanta Avenue at Wards Ferry Road	1		1
Favors Restricting Trucks	1		1
Favors Lowering Speed Limit to 25 MPH	1		1
Favors 4-way stop at Harvard Street Intersection with Wards Ferry Road	1		1
Favors 460/501 interchange with Wards Ferry Road	1		1
Favors Safety of Pedestrians and Bicyclist		1	1
Request for Improvements at Wards Ferry Road and Atlanta Avenue		2	2
Visibility Problems at WB Adams Drive approach		1	1
Favors Flashing Yellow lights at Adams Drive for Heritage HS		1	1
General Visibility Problems Along Wards Ferry Road		1	1
Favors Turn Lanes to Water Gate Drive		1	1
Total Comments	22	17	39

VI. CONCLUSIONS & RECOMMENDATIONS

VI.1 SUMMARY AND CONCLUSIONS

Region 2000 Local Government Council engaged URS Corporation to conduct the Wards Ferry Road Corridor Study. The goal of the corridor study was to comprehensively plan for future transportation needs in order to effectively provide for the existing needs of the corridor as well as future needs of the corridor.

The existing *Long-Range Transportation Vision Plan* (Year 2035) calls for a 3 or 4-lane cross section on Wards Ferry Road. These improvements are included in the *Long-Range Transportation Vision Plan* (Year 2035) as a part of the Vision Plan, which means that there is no funding identified for this project in the 20 year horizon. As such this study chose to focus on preserving capacity and improving safety while also providing facilities for all users of the roadway.

The corridor was reviewed for safety and capacity operational characteristics to determine any existing or forecasted deficiencies through the 2035 forecast period.

Existing Conditions

To determine existing conditions, AM and PM peak period traffic counts were conducted at six key intersections along the corridor. The three signalized intersections – Timberlake Road, Simons Run, and Wards Road are all operating with adequate service levels. Two of the three unsignalized intersections – Adams Drive and Harvard Street have existing deficiencies on the minor street approaches. The unsignalized intersection of Atlanta Avenue operates with adequate service levels.

Using records provided by Lynchburg, crash types and locations along Wards Ferry Road were also analyzed for the three year period from 2010-2012. Crash records show a total of 72 crashes during this period with 41 rear end crashes, 20 angle crashes, and 11 fixed-object off-road crashes. Out of the 72 total crashes in the study area there were 12 injuries and no fatalities. The crash rate for the corridor was significantly higher than the statewide average for similar facilities. However, the injury rate was below the statewide average crash rate for similar facilities. Crashes were generally evenly spread out through the corridor. The poor geometrics (lack of shoulders and turn lanes), access characteristics (frequent residential driveways and median crossovers), and moderate traffic congestion of the road are the most influential contributors to the high crash rates.

Environmental Resources

Using the data developed from a detailed scan of a wide range of environmental resources in the study area,

The overall finding of the evaluation of environmental resource constraints is that there does not appear to be known environmental resources that either individually or in concert with other resources that would preclude implementation of the improvements

in the Preferred Alternative. The design and permitting process of the individual improvements will require efforts to either avoid or minimize impacts to existing resources, but if reasonable efforts to achieve such avoidance and minimization are pursued, the need for permits can be either avoided or minimized.

Year 2035 Forecasted Conditions

The 2035 Lynchburg Regional MPO travel demand model was used to develop peak period forecast. Specifically, growth rates were computed by comparing the baseline (year 2000) model estimates with the year 2035 model forecasts, and the growth factors were then applied to the corridor and intersection peak hour traffic counts collected as part of this study.

Analysis of the No Build Alternative found that the volumes on Wards Ferry Road are forecast to grow from approximately 25% by the year 2035. With these higher volumes, capacity analysis determined that service will fall by approximately one letter grade from where they are in the existing conditions. Deficient conditions are forecast to occur at all of the three unsignalized intersections as through volumes on Wards Ferry Road make it extremely difficult for side street traffic to enter the traffic stream. All three of the signalized intersections are forecast to continue operating with adequate service levels.

Purpose and Need

Wards Ferry Road currently operates with moderate to severe congestion. As traffic volumes grow, motorists will experience even worse levels of service. This will be particularly acute when motorists attempt to turn onto Wards Ferry Road from a side street. Additionally, there is a higher than average crash rate on Wards Ferry Road. Finally, Wards Ferry Road does not offer accommodations for bicyclist or pedestrians even though existing land uses would support their use. Accordingly, the statement of purpose and need includes the following:

1. Frequencies of crashes along Wards Ferry Road have the potential to increase as traffic volumes and development pressures increase;
2. Service levels in the area of three intersections are forecast to deteriorate to inadequate levels unless improvements are developed and installed;
3. Capacity along the corridor should be preserved so that it can adequately serve traffic volumes forecasted to be generated by development as recommended in the Comprehensive Plan. Should residential densities exceed those recommended in the plan by 200-300 multi-family dwelling units the resulting volumes could not be adequately serviced by the existing two-lane roadway. Consequently widening the roadway to four lanes would be needed; and,
4. As a residential corridor frequented by school related traffic, pedestrian and bicycle accommodations are currently absent from the roadway facility.

Alternatives Development and Analysis

A range of alternatives was developed to help address deficiencies identified in the corridor. These improvements included turn lanes, roundabouts, bicycle and pedestrian facilities, etc. The Project Management Team then considered the alternatives with respect to existing zoning, potential development (especially the expansion of Liberty University), available funding, right of way impacts, and value provided compared to cost. Discussions by the Project Management Team also focused on the response from public meetings. Based on previously stated criteria the Project Management Team selected the components of the preferred alternative.

Cost Estimates

Using VDOT planning level cost estimating data cost estimates were developed for all of the proposed improvements. The recommended turn lanes at Adams Drive are estimated to cost \$203,000 for the southbound right turn lane and \$480,000 for the northbound left turn lane. The proposed roundabout at Harvard Street is estimated to cost \$850,000 (2013 dollars). The southbound left turn lane recommended at Atlanta Avenue is estimated to cost \$495,000. Pedestrian accommodations at the Simons Run signalized intersection are estimated to cost \$66,000.

The cost estimate for installation of the Recommended Preferred Alternative roadway typical section along the corridor is \$1.9 million.

Year 2035 Capacity Analysis

The proposed roundabout improvement at Harvard Street will greatly reduce Harvard Street approach delay and queue lengths. Turn lanes recommended at Adams Drive and Atlanta Avenue will offer minor improvements in delay while offering significant improvements in safety. The signalized intersections in the study area are forecast to operate with adequate service levels in the Year 2035. A separate engineering study and design for the Timberlake Road intersection with Wards Ferry Road is scheduled to begin in the summer of 2013 that study will develop recommendations for improvements to the capacity and safety of the intersection.

Environmental Impacts

The scan of environmental resources within the study area identified only two areas of concern – a stream and flood plain located approximately ½ mile south of Adams Drive and a church fronting Wards Ferry Road – Lynchburg First Church of the Nazarene. These were the only major environmental resources on the corridor. Neither of these two resources should have any significant impact on the preferred alternative.

Economic and Financial Impacts

There is no funding identified for improvements to Wards Ferry Road in the most current SYIP. Furthermore, there is no identified funding for improvement to Wards Ferry Road in the Year 2035 Region 2000 Long Range Transportation Plan.

For the improvements to Wards Ferry Road, construction funding may be allocated from urban construction funding, the MPO funds or from safety funds. The recommended improvements can be individually implemented when they achieve a sufficient level of priority relative to other needed improvements that the MPO in cooperation with the City of Lynchburg and VDOT program the funds in the appropriate SYIP fiscal year.

Public Involvement

The public involvement program conducted as part of the corridor study provided two opportunities for interested citizens to participate in the process. In addition to the two citizen information meetings the public will have the opportunity to express their opinion at Planning Commission and City Council hearings. The Citizen Information Meetings were held on March 28, 2013 and May 9, 2013 at Heritage Elementary School in Lynchburg, Virginia. Forty-one (41) citizens signed the attendance sheet at the first meeting and thirty-nine (39) signed the attendance sheet at the second meeting. Comments were received and incorporated into the study process. Citizens were in general agreement with the preferred alternatives.

VI.2 Recommendations

Based on the findings of the analysis and the input from stakeholders, citizens and the Project Management Team, the following improvements are recommended for the Wards Ferry Road Corridor:

1. **Install the Recommended Preferred Alternative typical section (as shown in Figure 8 and Figures 10-13) along the Wards Ferry Road corridor;**
2. **Install a roundabout at the intersection of Harvard Street and Wards Ferry Road;**
3. **At the intersection of Atlanta Avenue and Wards Ferry Road:**
 - a. **Install a southbound left turn lane to Atlanta Avenue; and,**
 - b. **Provide for adequate sight distance on the eastbound Atlanta Avenue approach to Wards Ferry Road (re-grade and relocate fencing).**
4. **At the intersection of Adams Drive and Wards Ferry Road in association with the renovation of Heritage High School:**
 - a. **Realign the school access to align with Adams Drive;**
 - b. **Install turn lanes**
 - c. **Atlanta Avenue merits a separate access management and multi-modal (bike/pedestrian) study between Wards Ferry Road and the trail that is planned to end at the intersection of Atlanta Avenue and the driveway to Sam's Club**

5. Revise study forecasts if land use development policies in the corridor area are modified to accommodate an increase in dwelling units. It is likely that an increase in density will generate traffic volumes that would need a widened Wards Ferry Road to provide adequate service levels.



MEMORANDUM

The Department of Community Development

Planning

455-3900

To: Planning Commission
From: Tom Martin, AICP, City Planner
Subj: Wards Ferry Road Corridor Study
Date: June 12, 2013

Region 2000 Local Government Council, along with City of Lynchburg guidance, engaged the consultant firm, URS Corporation, in a study of Wards Ferry Road from the connection with Timberlake Road in the north to Wards Road in the south. The document is a planning level assessment of the options for the future of the street and seeks to address two major issues. First, the growing safety concerns of both vehicular traffic and a growing car-free student population who need pedestrian and bicycle accommodations and second, related capacity issues from already increased congestion and anticipated market demands for development along the corridor. The recommended improvements address those issues through the addition of turn lanes, a roundabout at the intersection with Harvard Street, improved sight distances, and a shared-use path or a combination of bike lanes and traditional sidewalks. Two alternatives are presented as the "Initial Preferred Alternative" and the "Recommended Preferred Alternative," reflecting a staff level concern over the acquisition of right-of-way needed for the "Initial Preferred Alternative." Both alternatives increase safety and preserve current street capacity, however only minor growth along the corridor could be accommodated.

Public and stakeholder meetings were held on March 28, 2013, and May 9, 2013 at Heritage Elementary School and Church of the Nazarene to involve citizens in the process of developing these plans and address any concerns.

During the Planning Commission work session on June 12, 2013, City Staff, Region2000 and Region2000's consultants Mr. Bill Cashman and Chris Lawrence, URS Corporation will present the plan and answer questions. Comments from the Planning Commission will be incorporated into the document and forwarded to Council for adoption and inclusion within the City's *Comprehensive Plan 2002-2020*. The public hearing is scheduled for July 10, 2013.

If you have questions concerning the plan prior to the public hearing, please contact me at 455-3909 or at tom.martin@lynchburgva.gov.

MINUTES OF THE JUNE 12, 2013 PLANNING COMMISSION MEETING (MINUTES HAVE BEEN APPROVED):

Wards Ferry Road Corridor Study: Mr. Bill Cashman of URS was present to give an overview of the plan. Mr. Martin reminded them that over the years the planning commission has expressed an interest in studying this corridor. Wards Ferry Road has been getting some development pressure recently. Region 2000 was able to fund this study and they have been working together with City staff in developing the draft plan before them today. Based on their comments today, any necessary changes will be made and the plan will be brought back for a public hearing on July 10th.

Mr. Cashman explained that the study focused on turn lanes, multimodal needs and access management. One of the issues that became apparent early on is that future widening into four lanes, although many may feel is necessary, is not financially feasible.

Major issues found were the growing congestion due to development activity, particularly in the vicinity of Wards Road, forecasts of continued volume growth (approximately one percent per year until 2035), capacity deficiencies exist at Adams Drive and Harvard Street intersections, concern for bike and pedestrian access and safety and the lack of identified funding sources for any improvements.

The conditions assessment findings determined that volume capacities are moderately increasing and projected to reach design capacity. The worst delays were seen at Adams Drive and Harvard Street from vehicles approaching from those side streets and hitting the stop signs. There are levels of service of "E" and "F" in the afternoons at these intersections.

The crash rate is higher than the state average for a similar collector road; however, the injury rate is lower. The crashes were also pretty much evenly dispersed. There were no particular "hot" spots.

Mr. Cashman explained that the study focused on safety, capacity and a complete streets approach. The complete streets typical cross section has twelve-foot travel lanes, sidewalks on each side and a ten-foot multimodal path. This all fits within the 50-foot right-of-way they have to work with in most cases.

The safety and capacity aspect of the study focused on the potential for turn lanes such as at Wards Road, Atlanta Avenue and Harvard Street. They would also anticipate that Harvard Street and Wards Ferry Road would be a signalized intersection.

Mr. Cashman presented an alternate cross section which showed two lanes of vehicular traffic, two lanes for bicycles and sidewalks on both side. This was not received well by the public because it would require the taking of some property for right-of-way. It would have been an expensive project and would not have added any vehicular capacity.

Another preferred alternative presented to the public was a roundabout at Harvard Street and Wards Ferry Road. The citizens conveyed concerns about speeding vehicles and roundabouts are shown to have a calming effect on traffic.

Feedback received from the second round of public meetings was generally supportive. A concern expressed was the effect of right-of-way acquisition impact. Citizens wanted a signal at Atlanta Avenue; however, the traffic volume numbers do not warrant one here. There was concern expressed about the school renovation project and the impact it would have on the corridor. There was concern expressed about the increase of traffic from development, particularly at the CVCC site if the land swap goes through that is being contemplated between CVCC and LU. There was also anxiety expressed about the potential roundabout.

As the preferred alternative was refined, the right-of-way width was reduced to stay within the existing boundaries. A single multimodal trail was emphasized and would be located on the north and west side. It was recognized that further design detail will be required for drainage development. It included the roundabout at Harvard Street and turn lanes at Atlanta Avenue and Adams Drive. The turn lane at Adams Drive would be coordinate with the school project. It was recommended that the improvements be prioritized starting with the roundabout. The total estimated cost of these improvements would be \$1.9 million.

Additional recommendations made that Mr. Cashman wanted to point out were that Atlanta Avenue merits a separate access management and multimodal study between Wards Ferry Road and the trail that currently ends at the intersection of Atlanta Avenue and the driveway to Sam's Club. Also, the sight distance deficiency needs to be corrected at the Atlanta Avenue intersection approach with installation of turn lanes at Wards Ferry Road. It also needs to be noted that the study will need to be revised if development increases over the projected rates forecasted in the current *Comprehensive Plan*.

Commissioner Coleman expressed that he was happy to see that they had included the citizen's input from those on Atlanta Avenue. He also likes how they have included the complete streets approach along with the safety and capacity aspects.

Commissioner Barnes was glad to see that the final version went to the multimodal path. Particularly given some of the curves on this road, he was glad to see that they were not recommending that there bike lanes be in the actual roadway. He thinks that is a safer approach and also will not take up as much land space.

Mr. Cashman commented that the greatest asset of a plan is the ability to implement it. They felt that this approach was more likely to get the funding to actually get it implemented. Commissioner Swienton asked for clarification that this multimodal path will fit into the existing fifty foot right-of-way. Mr. Cashman stated that systematically, it will, however, there will be a few instances where the City may have to obtain slivers of property for right-of-way.

Commissioner Barnes stated that he is support of the roundabout. He knows that they are normally met with some resistance and take some getting used to; however, the research from the Insurance Institute of Research clearly shows that they are safer and he is glad it is being included. Commissioner Coleman asked Mr. Martin how the City could somehow do an educational campaign for the public on the benefits of roundabouts. Mr. Martin said it was a good point and one that City staff is definitely struggling with as well. Mr. Martin said that the people who are typically skeptical of roundabouts cannot really give you any good reasons why they are against them. Mr. Martin thinks that as we go out and continue to talk about the *Comprehensive Plan*, they need to continue to talk about ways to improve traffic flow. It is really just going to be a matter of promoting them and staying the course. Mr. Martin thinks that over time, roundabouts will gain wider acceptance. Commissioner Coleman asked if there was any information available on the website. Mr. Martin did not think there was currently, but that was a very good idea. Commissioner Swienton noted that often it is because people want to know why tax dollars were spent on a roundabout when there was not one in that location originally. Commissioner Swienton noted that when he has encountered them in other localities, he has seen them function very seamlessly and very effectively.

Commissioner Swienton noted that the intersection of Wards Ferry Road and Timberlake Road is shown by traffic data to be operating effectively. He asked Mr. Martin if a traffic study would have to be done at that intersection when the new Heritage High School is constructed. Mr. Martin noted that there are some things going on at Logans Lane that should help this intersection. Mr. Martin said they are looking at some initial plans for the high school. He believes they are looking at eliminating the potential for cut through at Leesville Road and Wards Ferry Road.

Commissioner Swienton noted that their assessment of the intersections of Atlanta Avenue and Harvard Streets is very accurate. Anything that can be done to make those intersections safer would be welcome.

Chair Sale contemplated how they fund something they are pretty sure will be outdated very soon because of potential development on Wards Ferry Road. He thinks he is hearing Mr. Cashman say to wait and see what the *Comprehensive Plan* update says and then look at the preferred alternative again. Chair Sale asked Mr. Cashman what he thinks might tip this to a different alternative. Mr. Cashman explained that in the forecast that they developed, they did project a certain amount of anticipated growth. That growth is more in the area of employment as opposed to population growth. What would be a “red light” would be if the *Comprehensive Plan* policies changed to include residential growth in the corridor significantly over the projected growth mentioned (approximately one percent growth per year until the year 2035).

Commissioner Swienton noted that they cannot anticipate changes such as the impact of a potential swap between LU and CVCC. Commissioner Swienton thought that swap would make the plan obsolete. Mr. Cashman said not necessarily and that is because if it is a college setting, you have a different set of trip generation characteristics than what you would get with a typical residential development. Commissioner Swienton said it would go from a commuter situation to a residential scenario. Mr. Cashman pointed out that then you are looking at a single parcel and you would look at those characteristics and how the City could guide that development to minimize the impacts on Wards Ferry Road. Chair Sale asked if one could make the argument that the proposed roundabout would help even more in this event and Mr. Cashman said that would be correct. Mr. Cashman indicated that even if there is more development on that part of Harvard Street, the roundabout will still function well.

Chair Sale thanked them for their mobility in visioning for this project. He, for one, was not going to recommend approval for any development on Wards Ferry Road until they got a handle on what the traffic is on this corridor. Mr. Martin reiterated that this will come back to them at their July 10th meeting for a public hearing.



MEMORANDUM

The Department of Community Development

Planning

455-3900

To: Planning Commission
From: Anne Nygaard, Planner I
Subj: Wards Ferry Road Corridor Study
Date: July 10, 2013

Region 2000 Local Government Council, along with City of Lynchburg guidance, engaged the consultant firm, URS Corporation, in a study of Wards Ferry Road from the connection with Timberlake Road in the north to Wards Road in the south. The document is a planning level assessment of the options for the future of the street and seeks to address two major issues. First, the growing safety concerns of both vehicular traffic and a growing car-free student population who need pedestrian and bicycle accommodations and second, related capacity issues from already increased congestion and anticipated market demands for development along the corridor. The recommended improvements address those issues through the addition of turn lanes, a roundabout at the intersection with Harvard Street, improved sight distances, and a shared-use path or a combination of bike lanes and traditional sidewalks. Two alternatives are presented as the "Initial Preferred Alternative" and the "Recommended Preferred Alternative," reflecting a staff level concern over the acquisition of right-of-way needed for the "Initial Preferred Alternative." Both alternatives increase safety and preserve current street capacity, however only minor growth along the corridor could be accommodated.

Public and stakeholder meetings were held on March 28, 2013, and May 9, 2013 at Heritage Elementary School and Church of the Nazarene to involve citizens in the process of developing these plans and address any concerns. City Staff, Region2000 and Region2000's consultant Mr. Bill Cashman of URS Corporation presented the plan at the Planning Commission work session on June 12, 2013. The public hearing is scheduled for July 10, 2013, where City Staff, Region2000 and Bill Cashman will be available to answer questions. Comments from the Planning Commission will be incorporated into the document and forwarded to Council for adoption and inclusion within the City's *Comprehensive Plan 2002-2020*.

If you have questions concerning the plan prior to the public hearing, please contact me at 455-3900 or at anne.nygaard@lynchburgva.gov.

Reviewed by: TM

MINUTES OF THE JULY 10, 2013, PLANNING COMMISSION MEETING (MINUTES HAVE BEEN APPROVED):

Consideration of adopting the Wards Ferry Road Corridor Study as part of the City of Lynchburg Comprehensive Plan 2002-2020. The study includes recommendations for a roundabout at the intersection with Harvard Street, new left turn lanes at the intersection with Atlanta Avenue and with Adams Drive, a right turn lane into Heritage High School at Adams Drive, and sight distance improvements at Atlanta Avenue. A combination of bike lanes, sidewalks and shared use paths accommodating both pedestrians and cyclists are also proposed.

Ms. Nygaard presented the key points of the plan. The ideal recommendation, if this project had no limitations, is on page 24. However, the final recommendations were scaled back due to lack of funding and right-of-way constraints. The first aspect of the plan is the multiuse path to accommodate pedestrians and bicyclists on the east side of the road that will run throughout the corridor. The typical cross section shown indicates two lanes of vehicle traffic with an eight to ten-foot multiuse path on one side of the road. The second aspect of the plan is the Adams Drive turn lane and realignment of the road, hopefully, with the Heritage High School construction. The third aspect of the plan is the roundabout at Harvard Street that will hopefully tie into an extension of the Wards Road pedestrian trail. The fourth recommendation is a left turn lane and sight distance improvements on Atlanta Avenue for traffic traveling east bound out of Atlanta Avenue. The last recommendation is pedestrian improvements at Simons Run to accommodate the users of the multiuse path.

The key issue of the plan is that these proposed alternatives can only accommodate a minimal increase in traffic. An increase of even two hundred to three hundred multi-family dwelling units along the corridor will cause inadequate levels of service on the street. Accommodating any significant growth over that projected would require the widening of the road to four lanes at the estimated cost of \$35 million. That alternative would also greatly impact adjacent property owners, thus the plan does not recommend going that route. The Planning Division does recommend the approval of the plan and is asking for the Planning Commission's recommendation today to forward the plan to City Council for its approval.

Chair Sale asked for clarification that this plan is basically upgrading the level of service that currently exists on this corridor allowing for a very minimal amount of growth. If there is any development pressure to grow this corridor any more than that projected minimal growth, it should be looked at very cautiously. Ms. Nygaard indicated that summation is correct. Chair Sale also wished to point out another important issue in that there is no particular funding mechanism for this plan at this stage. Ms. Nygaard said that is also correct.

Mr. Martin pointed out that the study does account for a twenty-five percent background growth in traffic in addition to a very minimal growth of residential units. Mr. Martin indicated that it will be very important for the Planning Commission to keep this study in mind as it makes future land use decisions affecting this corridor because those decisions could have a profound impact on levels of service. It is also important to keep in mind as they make decisions about the Comprehensive Plan and the Future Land Use Map. As they decide where higher density might be appropriate, they have to keep in mind whether or not the infrastructure can handle it. Wards Ferry Road is not a corridor that has the infrastructure to support any significant higher density patterns.

Commissioner Hooper asked if the plan projects an increase in the amount of vehicle traffic that uses this corridor as a cut through to the retail centers on Wards Road. Mr. Don DeBerry was available to answer that question and indicated that the long-range transportation model attempts to project that growth. The 25 percent growth in background traffic mentioned already has come from running that

model and attempting to predict the number of vehicles that use the corridor as a cut through. That model projects growth for approximately 25 to 35 years. Chair Sale asked if that model took into account the Harvard Street tunnel extension. Mr. DeBerry said that will be taken into account in the model that is run next year. However, the model already run did account for Liberty's growth, which is most of the growth that the City is incurring in this area.

Commissioner Coleman remarked that there were public meetings conducted as part of the compilation of this study. As there is no one present from the public today for the public hearing, he would assume that indicates some level of support for the plan from the public.

Commissioner Swienton asked Mr. DeBerry if he has any data as to how the roundabout might have reduced the crash history along this corridor, as he notes that the study shows that the number of crashes has occurred at a rate higher than the statewide average. Mr. DeBerry said he did not know the numbers off the top of his head but the roundabout will reduce the number and severity of crashes. Commissioner Swienton understands that any plan cannot account for gross negligence of drivers but if this plan makes the corridor safer, then he is in support of it.

Chair Sale asked if there was anyone who wished to speak in favor of the plan. No one came forward. He asked if there was anyone who wished to speak in opposition to the plan. No one came forward. He closed the public hearing.

Commissioner Hooper thought that there had been some talk of a connection to Leesville Road. Mr. Martin thought there has been some discussion about closing the connection at the high school, which he believes they fully intend to do.

Commissioner Coleman made a motion to recommend the approval of this plan to City Council and its inclusion into the Comprehensive Plan. Commissioner Swienton seconded the motion with the note that he thinks it is great that we have an idea as to the maximum build out that Wards Ferry Road can expect. He thinks that will be very helpful to the commission, as well as the residents of Wards Ferry Road, as there will likely be increased pressure to develop along this corridor. In addition, anything that makes this corridor safer is useful.

AYES:	Coleman, Hooper, Johnston, Sale and Swienton	5
NOES:		0
ABSTENTIONS:		0
ABSENT:	Barnes and Hannon	2



FY 2014 – 2018 CAPITAL IMPROVEMENT PROGRAM – TRANSPORTATION – NEW/ACTIVE

SERVICE AREA

Transportation

DEPARTMENT

Public Works

LOCATION

Wards Ferry Road

PROJECT TITLE/PROJECT NUMBER

WARDS FERRY/HARVARD INTERSECTION IMPROVEMENTS

PROJECT TYPE

New

DEPARTMENT PRIORITY

Project supports essential services



PROJECT DESCRIPTION

Add turn lanes and widen roads to improve safety with a roundabout or traffic signal.

RELATIONSHIP TO COMPREHENSIVE PLAN

Chapter 14, Page 14.6, Goal 1, Objective 1A 7: Priorities for improvements to the transportation system should be based on safety considerations; existing deficiencies; multimodal and environmental considerations; physical, economic, and policy constraints; contribution to quality urban design; required right-of-way needs; level of service; and appropriate system continuity.

PROJECT MANAGER(S)

Lee Newland, P.E., City Engineer

PROJECT START DATE

07/2017

PROJECT COMPLETION DATE

12/2018

COMPLETION SCHEDULE

Activity	Complete - Quarter
Land Acquisition/Right-of-Way	Q2 FY 2016
Consultant Engineering	Q4 FY 2017
Construction	Q2 FY 2019

OPERATING BUDGET IMPACT (OVERALL OPERATING EXPENSES & PROJECTED STAFFING REQUIREMENTS):

One less traffic signal to maintain.

FIVE YEAR PROPOSED PROJECT APPROPRIATIONS BY ACTIVITY

Activity	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Program Period Estimate
Land Acquisition/Right-of-Way	0	0	0	150,000	0	\$150,000
Consultant Engineering	0	0	0	150,000	0	\$150,000
Construction	0	0	0	0	800,000	\$800,000
TOTAL	\$0	\$0	\$0	\$300,000	\$800,000	\$1,100,000

TOTAL PROJECT COST

TOTAL PRIOR APPROPRIATIONS THROUGH 10/31/12	FY 2014-2018 APPROPRIATIONS	BEYOND FY 2018 APPROPRIATIONS	TOTAL PROJECT APPROPRIATIONS
\$0	\$1,100,000	\$0	\$1,100,000

FIVE YEAR PROPOSED PROJECT EXPENDITURE CASH FLOW PROJECTIONS BY SOURCE OF FUNDING

Funding Source	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Program Period Total
Local: G.O. Bond	0	0	0	200,000	700,000	\$900,000
TOTAL	\$0	\$0	\$0	\$200,000	\$700,000	\$900,000

SOURCES OF PROJECT FUNDING FY 2014- 2018 (%):

LOCAL = 100%

STATE = 0%

FEDERAL = 0%

OTHER = 0%

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **January 14, 2014**

AGENDA ITEM NO.: 15

CONSENT: REGULAR: **X**

WORK SESSION:

CLOSED SESSION:

(Confidential)

ACTION: **X**

INFORMATION:

ITEM TITLE: **Appropriation of Funds from Lynchburg Baseball Corporation (LBC)**

RECOMMENDATION: Adopt a resolution to amend the FY 2014 City Capital Fund budget and appropriate \$44,241 with resources from Lynchburg Baseball Corporation excess profits to fund equipment replacement and maintenance needs at the City Baseball Stadium.

SUMMARY: Based on the Revised Memorandum of Understanding dated December 15, 2005, the Lynchburg Baseball Corporation (LBC) agreed to pay the City excess profits received from baseball activities in each fiscal year net of \$30,000. The City received \$44,241 for FY 2013.

LBC staff has notified City staff of the need to replace equipment including the concession stand convection oven and the point of sale system for the concession stands. It will also be necessary to replace some damaged baseball stadium seats in the near future as well. LBC staff has been performing maintenance on the seats but parts are no longer available.

City staff recommends the excess profits received from LBC be used to set up a capital project to help fund these needs. Additional funds will need to be identified in the future to fully fund these items.

PRIOR ACTION(S): December 13, 2005 Authorization to execute the revised Memorandum of Understanding
December 10, 2013 Finance Committee

FISCAL IMPACT: \$44,241 to help fund Baseball Stadium equipment replacement and maintenance.

CONTACT(S): Bonnie Svrcek, Deputy City Manager, 455-3990
Donna Witt, Director of Financial Services, 455-3968

ATTACHMENT(S): Resolution
LBC Financial Statements dated September 30, 2013

REVIEWED BY: lkp

RESOLUTION

BE IT RESOLVED that the FY 2014 City Capital Fund budget is amended and \$44,241 is appropriated with resources from Lynchburg Baseball Corporation excess profits to fund equipment replacement and maintenance needs at the City Baseball Stadium.

Introduced:

Adopted:

Certified:

Clerk of Council

002K

LYNCHBURG BASEBALL CORP.

FINANCIAL STATEMENTS

FOR THE YEAR ENDED

SEPTEMBER 30, 2013

CONTENTS

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LYNCHBURG BASEBALL CORP.
CAROLINA LEAGUE
Class "A" Advanced
Affiliate of the ATLANTA BRAVES

P.O. BOX 10213, Lynchburg, VA 24506
Calvin Falwell Field
at
Lynchburg City Stadium

REPORT OF AUDIT COMMITTEE

October 28, 2013

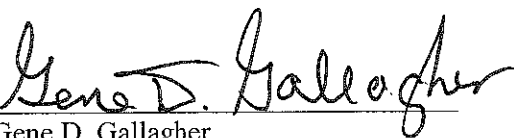
The Officers and Directors
Lynchburg Baseball Corp.

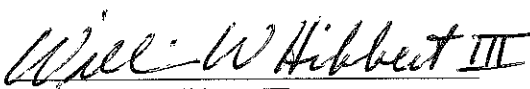
We have compiled the accompanying statement of assets, liabilities, and equity of Lynchburg Baseball Corp. as of September 30, 2013, and the revenues, expenses, and retained earnings, cash flows, and schedule of revenues and expenses - concessions and programs for the year then ended.

A compilation is limited to presenting in the form of financial statements information that is the representation of management. We have not audited or reviewed the accompanying financial statements and, accordingly, do not express an opinion or any other form of assurance on them.

Audit Committee:


Cecil R. Angel, Chairman


Gene D. Gallagher


William W. Hibbert, III

LYNCHBURG BASEBALL CORP.

STATEMENT OF ASSETS, LIABILITIES, AND EQUITY

September 30, 2013

(See Report of Audit Committee)

ASSETS

CURRENT ASSETS:

Cash	\$ 180,660
Accounts receivable	93,806
Inventories	<u>69,122</u>

Total current assets \$343,588

EQUIPMENT, at cost:

Office equipment	14,591
Concession equipment	14,389
Other equipment	85,310
Leasehold improvements	<u>256,494</u>
	370,784

Less accumulated depreciation 306,934 63,850

OTHER ASSETS, at cost:

Investment – MiLB Enterprises, LLC	15,000
Trade mark and logo, net of amortization of \$4,723	<u>480</u>
	<u>15,480</u>
	<u>\$ 422,918</u>

LIABILITIES AND STOCKHOLDERS' EQUITY

CURRENT LIABILITIES:

Accounts payable, trade	\$ 18,053
Due to MiLB Enterprises, LLC	7,500
Due to City of Lynchburg	44,241
Current installments of long-term debt – bank	8,883
Accrued and withheld payroll taxes	<u>866</u>

Total current liabilities \$79,543

STOCKHOLDERS' EQUITY:

Common stock, \$1 par value; authorized shares, 30,000; issued shares, 685	685
Retained earnings	<u>342,690</u>
	<u>343,375</u>
	<u>\$ 422,918</u>

The accompanying notes are an integral part of the financial statements.

LYNCHBURG BASEBALL CORP.

STATEMENT OF REVENUES, EXPENSES, AND RETAINED EARNINGS For the year ended September 30, 2013 (See Report of Audit Committee)

REVENUES:

Admissions:		
Gate receipts	\$ 162,179	
Special promotions	125,364	
Season tickets	70,594	
Book tickets	27,075	
Sky boxes	163,995	
Signage	228,731	
Concessions and programs, as annexed	394,016	
Radio, net	(9,071)	
Miscellaneous games and activities	13,197	
Other	<u>22,534</u>	
Total revenues		<u>\$1,198,614</u>

EXPENSES:

Game:		
Travel, hotel, and meals, - players, net of parent reimbursements	104,001	
Salaries, stadium employees and field maintenance	80,447	
Security	16,440	
Game supplies and laundry	13,711	
Special promotions	96,820	
Bats, balls, and uniforms	20,866	
Umpire lodging	<u>6,250</u>	
Total game expenses		338,535

General and administrative:

Advertising and marketing	49,189	
Bad debts	1,450	
Credit Card fees	12,698	
Depreciation and amortization	37,006	
Dues and fees	58,315	
Insurance	68,744	
Interest	1,406	
Legal and accounting	7,155	
Miscellaneous	20,087	
Playoffs, net	5,388	
Printing, office supplies, and postage	39,581	
Repairs and maintenance	21,135	
Salaries, general manager and staff	295,787	
Sales commissions	28,503	
Signage painting	18,575	
Support, national association	9,132	
Taxes and licenses	50,536	
Telephone	2,438	
Ticket revenue assessment	22,013	
Travel and public relations	36,700	
City of Lynchburg - contractual payments	<u>44,241</u>	
Total general and administrative expenses (forwarded)		830,079

The accompanying notes are an integral
part of the financial statements.

LYNCHBURG BASEBALL CORP.

STATEMENT OF REVENUES, EXPENSES, AND RETAINED EARNINGS
(Continued)

For the year ended September 30, 2013
(See Report of Audit Committee)

Total general and administrative expenses (forwarded)	<u>\$830,079</u>
Total expenses	<u>1,168,614</u>
Excess of revenues before income taxes	30,000
INCOME TAXES:	
State	<u>1,800</u>
Excess of revenues	28,200
RETAINED EARNINGS:	
Beginning of year	<u>314,490</u>
End of year	<u>\$ 342,690</u>

The accompanying notes are an integral
part of the financial statements.

LYNCHBURG BASEBALL CORP.

STATEMENT OF CASH FLOWS For the year ended September 30, 2013 (See Report of Audit Committee)

CASH FLOWS, OPERATING ACTIVITIES:

Excess of revenues		\$28,200
Adjustments to reconcile net income to net cash used by operating activities:		
Depreciation and amortization	\$ 37,006	
Decrease in accounts receivable	48,486	
Increase in inventories	(3,689)	
Decrease in accounts payable	(33,756)	
Decrease in amount due to City of Lynchburg	(2,504)	
Increase in amount due to MiLB Enterprises LLC	7,500	
Decrease in accrued and withheld payroll taxes	<u>(4,492)</u>	
Total adjustments		<u>48,551</u>
Net cash provided by operating activities		\$76,751

CASH FLOWS, INVESTING ACTIVITIES:

Equipment acquisitions	7,208	
Investment acquisition	<u>15,000</u>	
Total, investing activities		(22,208)

CASH FLOWS, FINANCING ACTIVITIES:

Payments on long-term debt		<u>(33,858)</u>
Net increase in cash		20,685

CASH:

Beginning of year		<u>159,975</u>
End of year		<u>\$ 180,660</u>

The accompanying notes are an integral part of the financial statements.

LYNCHBURG BASEBALL CORP.

SCHEDULE OF REVENUES AND EXPENSES - CONCESSIONS AND PROGRAMS

For the year ended September 30, 2013

(See Report of Audit Committee)

CONCESSIONS (excluding beer):		
Sales, including souvenirs		\$ 495,037
COSTS AND EXPENSES:		
Merchandise and supplies	\$ 193,458	
Salaries	<u>47,365</u>	
Total costs and expenses		<u>240,823</u>
Total concessions (excluding beer)		254,214
BEER CONCESSIONS, net		87,743
PROGRAMS:		
Revenue:		
Sales	\$ 270	
Advertising	<u>71,189</u>	
Total revenue	71,459	
Expenses:		
Printing	<u>19,400</u>	
Total, programs		<u>52,059</u>
Total, concessions and programs		<u>\$ 394,016</u>

The accompanying notes are an integral
part of the financial statements.

LYNCHBURG BASEBALL CORP.

NOTES TO FINANCIAL STATEMENTS

September 30, 2013

(See Report of Audit Committee)

Note 1. Significant Accounting Policies:

- a. Organization and Nature of Business - Lynchburg Baseball Corp. ("LBC") was organized December 30, 1965, and is presently a member of the Carolina League of the National Association of Professional Baseball Leagues. The Corporation has entered into a Player Development Contract with the Atlanta Braves of the National League of Major League Baseball which expires September 15, 2014.
- b. Accounting Method - The financial statements are prepared using the accrual method of accounting.
- c. Inventories - Inventories of souvenirs and other items held for sale are valued at the lower of cost or market.
- d. Equipment - Equipment is recorded at cost. Depreciation is computed by the straight-line method over the various lives.
- e. Trade Name, Logo-Trade name, and logo are recorded at cost. Amortization is computed by the straight-line method over 15 years.

Note 2. Federal Income Taxes:

There is no liability for Federal Income taxes due to the application of a "Credit for Small Employer Health Insurance Premiums".

Note 3. Investment:

MiLB Enterprises LLC, a Florida Corporation, was organized in 2013 to promote Minor League Baseball, enhance franchise values, and create significant national sponsorship revenues. LBC purchased one (1) unit at a cost of \$15,000, having paid \$7,500 in April 2013, and \$7,500 is payable in April 2014. Distribution of profits, based upon units owned, is scheduled to begin in year 2015.

Note 4. Commitments:

- a. Stock Purchase Agreement - The corporation and all of its stockholders are parties to an agreement whereby the corporation has first option to purchase the stock of any of the stockholders who desire to dispose of any or all of their shares. In addition, the agreement obligates the corporation to purchase the shares of any deceased stockholder. The purchase price of a share of capital stock to be purchased from the estate of such deceased stockholder shall be determined by the stockholders from time to time. The determined price per share amounted to \$450 as of September 30, 2012.
- b. Restrictions on Revenues - During the 2013 season, LBC operated its baseball club in facilities which have been significantly renovated. The total cost of the renovation approximated \$7,000,000, of which approximately \$3,400,000 was committed by the City of Lynchburg ("City"), which is the owner of the facility.

LBC and the City have entered into a binding Memorandum of Understanding dated September 2, 2002, (revised December 15, 2005), ("MOU") which, among other provisions, anticipates the City's reimbursement for the remaining costs of approximately \$3,600,000 from private donations, net revenues of baseball operations, and revenues from other events at the facility generated by LBC or City. LBC has pledged all of its net operating revenues in excess of \$30,000 annually toward such reimbursement, as well as 50% (not to exceed \$1,750,000) of proceeds of liquidation. LBC has agreed, if it fails to field a team for more than one year, its assets may be liquidated, but the MOU is subject to termination by either party, free of the foregoing obligation, if LBC loses its Major League Player Development Contract or is unable to generate revenues sufficient to support baseball operations.

The accompanying notes are an integral part of the financial statements.

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **January 14, 2014**

AGENDA ITEM NO.: 16

CONSENT: REGULAR: **X**

WORK SESSION:

CLOSED SESSION:
(Confidential)

ACTION: **X**

INFORMATION:

ITEM TITLE: **Appropriation of Funds to Renovate Armstrong School Gymnasium**

RECOMMENDATION: Adopt a resolution to amend the FY 2014 General Fund budget and appropriate \$250,000 with resources from the sale of 1721 Monsview Place (the old Armstrong School) for the purpose of renovating the gymnasium at the property for Parks and Recreation Department programs.

SUMMARY: In February 2012 City Council adopted a resolution to convey 1721 Monsview Place (the old Armstrong School) to Rush Lifetime Homes, Inc. (Rush) for \$250,000 with the understanding the gymnasium at the site would be renovated for use by the Parks and Recreation Department. The City entered into a Memorandum of Understanding with Rush that established guidance for the renovation of the gymnasium and subsequent use of the gymnasium for recreation and community purposes. Council approved using the proceeds from the sale of the school for the renovation; the payments for renovation will serve as advanced payment of a long term lease agreement between the City and Rush. City staff will have oversight of the renovation to the gymnasium including defining the scope of work and approving all plans and submittals.

PRIOR ACTION(S): February 14 and 28, 2012, Council authorized the sale of the property to Rush Lifetime Homes, Inc.; Work Session, May 22, 2013, Council authorized the City Manager to sign the Memorandum of Understanding; December 10, 2013 Finance Committee

FISCAL IMPACT: None

CONTACT(S): Kay Frazier, Director of Parks and Recreation, 455-5868

ATTACHMENT(S): Resolution

REVIEWED BY: lkp

RESOLUTION

BE IT RESOLVED that the FY 2014 General Fund budget is amended and \$250,000 is appropriated with resources from the sale of 1721 Monsview Place (the old Armstrong School) for the purpose of renovating the gymnasium at the property for Parks and Recreation Department programs.

Introduced:

Adopted:

Certified:

Clerk of Council

001K