



CITY COUNCIL WORK SESSION

Thursday, January 29, 2026 | 4:00 PM
2nd Floor Training Room - City Hall
900 Church Street
Lynchburg, VA 24504

AGENDA

- I. Welcome** *Larry Taylor, Mayor*
- II. Work Session Agenda Overview** *Wynter C. Benda, City Manager*
- III. Closed Session**
 - III.1.** Consideration of a closed meeting to discuss appointments for vacancies to the following Boards and Commissions: Greater Lynchburg Transit Company, Lynchburg Redevelopment and Housing Authority, Lynchburg Parking Authority, Social Services Advisory Board, Blue Ridge Regional Jail Authority, Planning Commission, Lynchburg Regional Airport Commission, Community Development Advisory Committee, and Horizon Behavioral Health Board of Directors pursuant to Section 2.2-3711(A.)(1) of the Code of Virginia, 1950, as amended.
 - III.2.** Consideration of a closed meeting to discuss the investment of public funds where competition or bargaining is involved, where, if made public initially, the financial interest of the City would be adversely affected, pursuant to Section 2.2-3711(A)(6) of the Code of Virginia, 1950, as amended; the subject of the closed meeting being specific to negotiations regarding the investment of public funds connected to solid waste disposal for the City.
- IV. Business Item Briefing(s)**
 - IV.3.** Polling Place Change - Ward 4, Precinct 1
 - IV.4.** 1516 Greenview Drive, 798 & 794 Leesville Road - FLUM Amendment & Rezoning - Fuel Center and Convenience Store
 - IV.5.** Vice Mayor Diemer & Councilmember Faraldi: *Reaffirming the City of Lynchburg's Second Amendment Sanctuary Status*
 - IV.6.** Declaration of Local Emergency (Winter Storm Fern)
- V. Work Session Agenda Items**
 - V.7.** Downtown Lynchburg Association Bright Nights on the Bluffwalk
- VI. Roll Call**
 - VI.8.** Councilmember Faraldi - Cooperation with State and Federal Authorities
 - VI.9.** Councilmember Misjuns - Safe Haven Baby Boxes

AGENDA ITEM SUMMARY**MEETING DATE**

January 29, 2026

PRESENTED BY

Daniel Pense, Registrar

AGENDA ITEM # IV.3

Polling Place Change - Ward 4, Precinct 1

RECOMMENDATION

Receive information regarding a change to the polling place in the Fourth Ward, First Precinct of the City.

SUMMARY

The General Registrar has been notified that St. Thomas More Catholic Church, the polling place for the First Precinct of the Fourth Ward in the City, will no longer be able to serve as a polling location. The Registrar has met with representatives of All Peoples Church and the Electoral Board has authorized this location as a replacement polling place for the upcoming elections. City staff is preparing the paperwork for the change to be presented to the City Council and, if approved, communication with the Attorney General's office.

PRIOR ACTION(S)

City Council's Adoption of its Redistricting Ordinance - July 26, 2022

FISCAL IMPACT

TBD by General Registrar/Electoral Board

CONTACT(S)

Daniel Pense, Registrar
Matthew Freedman, City Attorney

ATTACHMENT(S)

1. PowerPoint Presentation - Relocation of polling place 401 (1-29-2026)
2. Proposed Ordinance - Ward 4 Precinct 1 Polling Place Change
3. GIS Map - Ward 4, Precinct 1
4. Redistricting Ordinance - July 26, 2022

REVIEWED BY

Alicia L. Finney

Alicia Finney, Clerk of Council

Date: January 22, 2026

RELOCATION OF POLLING PLACE - FOURTH WARD, FIRST PRECINCT

January 29th 2026



PURPOSE & ACTION

Purpose:

The Electoral Board for the City of Lynchburg, Virginia (Electoral Board) voted at its meeting on January 8th, 2026, to change the polling place for precinct 401 from St. Thomas More Church to All People's Church. The new polling place meets the requirements of Section 24.2-310 of the Code of Virginia.

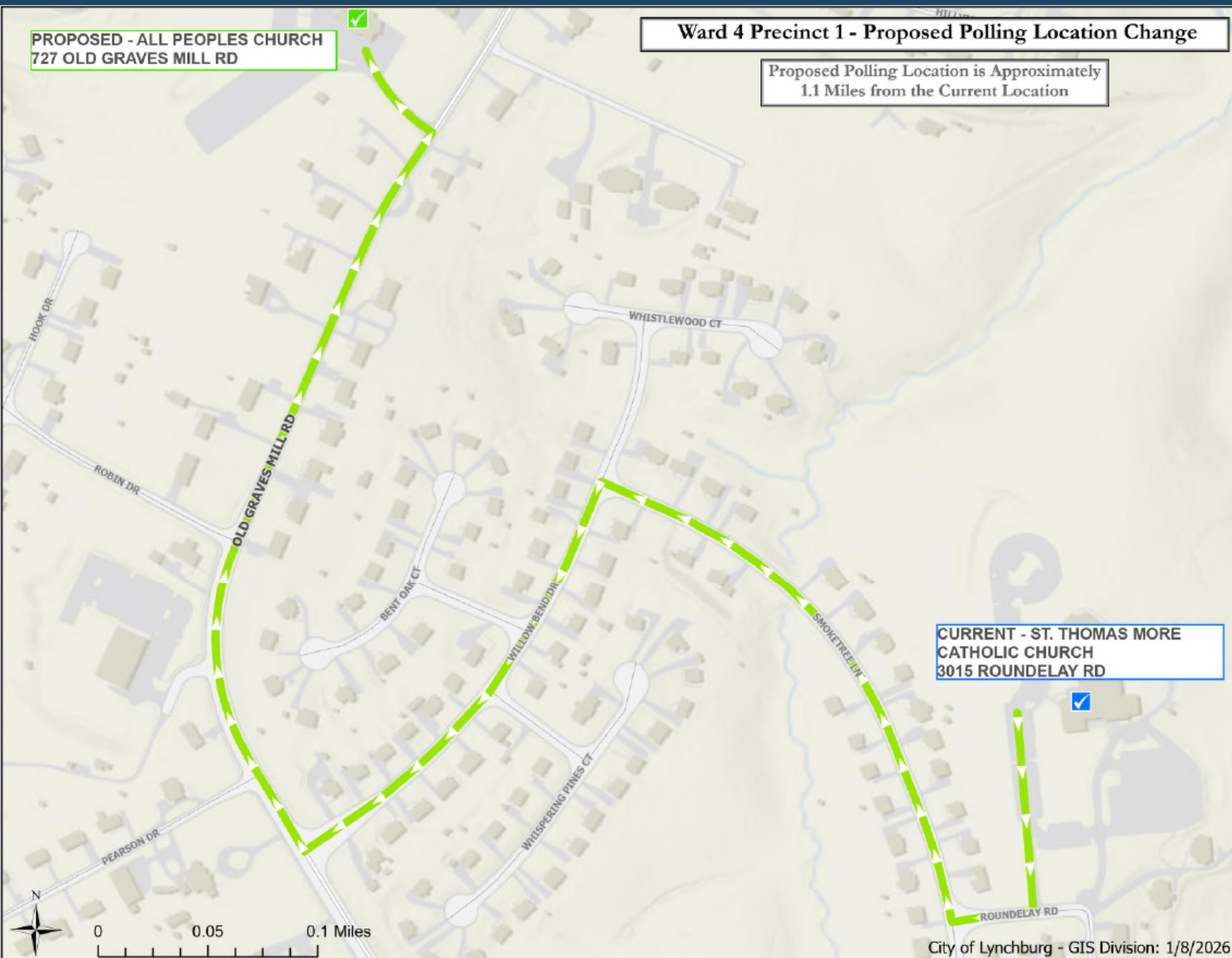
Why:

St. Thomas More Church has notified us that due to scheduling conflicts they will no longer be able to serve as a polling place. All People's Church has agreed to serve as a polling place, and is within the same polling precinct(401) in a similar neighborhood to St.Thomas More Church.

EXPECTED ACTION

Proposal:

The Electoral Board would like to make use of All People's Church for the First Precinct of the Fourth Ward for all subsequent elections impacting this district for the indefinite future.



- Distance from old polling place to new polling place is 1.1 miles by roadway.
- New polling place is ADA compliant.
- The parking in the proposed location is similar to that of St. Thomas More and more than adequate for this precinct voting population.
- The location inside the facility assigned to polling activities is large enough to host a precinct of this size.

AN ORDINANCE TO AMEND AND REENACT THE CODE OF THE CITY OF LYNCHBURG, 1981, BY AMENDING SECTION 14-35 OF ARTICLE III OF CHAPTER 14; SUCH AMENDMENT BEING TO CHANGE AND RELOCATE THE POLLING PLACE OF THE FIRST PRECINCT OF THE CITY'S FOURTH WARD

ORDINANCE:

#O-26-__

WHEREAS, on January 8, 2026, during a duly called meeting, the Electoral Board of the City of Lynchburg, Virginia formally requested the polling place of the First Precinct of the City's Fourth Ward be changed and relocated from the St. Thomas More Catholic Church, 3015 Roundelay Road, to the All Peoples Church, 727 Old Graves Mill Road; and

WHEREAS, prior to the adoption of this Ordinance, a public hearing was duly held before the Lynchburg City Council, in order to receive public input on the proposed change and relocation of the polling place previously described.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF LYNCHBURG:

1. That the Code of the City of Lynchburg, 1981, be and the same is hereby amended and reenacted by amending Section 14-35 of Article III of Chapter 14 as follows:

Sec. 14-35. Fourth ward.

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

(1) *First precinct.* All that portion of the fourth ward beginning at a point, said point being the intersection of the City of Lynchburg Corporate Limit and the centerline of Graves Mill Road; thence proceeding in an easterly direction along the centerline of Graves Mill Road to its point of intersection with the centerline of McConville Road; thence proceeding in a northerly direction along the centerline of McConville Road to its point of intersection with the centerline of Tomahawk Creek; thence proceeding in an easterly direction along the centerline of Tomahawk Creek as it meanders to its point of intersection with the centerline of Burton Creek; thence proceeding in a southerly direction along the centerline of Burton Creek as it meanders to its point of intersection with the centerline of the westbound lane of Timberlake Road; thence proceeding in a southwesterly direction along the centerline of the westbound lane of Timberlake Road to its point of intersection with the City of Lynchburg Corporate Limit; thence proceeding in a westerly direction along said corporate limit to the point of beginning. The voting place in said first precinct of the fourth ward shall be located at the St. Thomas More Catholic Church, 3015 Roundelay Road All Peoples Church, 727 Old Graves Mill Road.

(2) *Second precinct.* All that portion of the fourth ward beginning at a point, said point being the intersection of the centerline of Tomahawk Creek, the centerline of Burton Creek, and the centerline of Blackwater Creek; thence proceeding in an easterly direction along the meandering of the centerline of Blackwater Creek to its point of intersection with the centerline of a Blackwater Creek tributary; thence proceeding in a southeasterly direction along the meandering of the centerline of such tributary to its point of intersection with the centerline of Heath Avenue extended; thence proceeding in a southerly direction more or less 234 feet along the centerline of Heath Avenue extended to the terminus of the centerline of Heath Avenue; thence proceeding in a southerly direction along the centerline of Heath Avenue to its point of intersection with the

centerline of Fort Avenue; thence proceeding in a southwesterly direction along the centerline of Fort Avenue to its point of intersection with the centerline of Burton Creek; thence proceeding in a northerly direction along the centerline of Burton Creek as it meanders to the point of beginning. The voting place in said second precinct of the fourth ward shall be located at the Sandusky Middle School, 805 Chinook Place.

(3) *Third precinct.* All the portion of the fourth ward lying at a point, said point being the intersection of the centerline of Wyndale Drive and the centerline of Fleetwood Drive; thence proceeding in a southeasterly direction along the centerline of Fleetwood Drive to its terminus; thence proceeding in a southerly direction more or less 395 feet along the centerline of Fleetwood Drive extended to its point of intersection with the centerline of Blackwater Creek; thence proceeding in a northeasterly direction along the centerline of Blackwater Creek as it meanders to its point of intersection with the centerline of a Blackwater Creek tributary; thence proceeding in a southeasterly direction along the centerline of such tributary as it meanders to its point of intersection with the centerline of Heath Avenue extended; thence proceeding in a southerly direction more or less 234 feet along the centerline of Heath Avenue extended to the terminus of the centerline of Heath Avenue; thence proceeding in a southerly direction along the centerline of Heath Avenue to its point of intersection with the centerline of Fort Avenue; thence proceeding in a northeasterly direction along the centerline of Fort Avenue to its point of intersection with the centerline of Oakridge Boulevard; thence proceeding in a westerly direction along the centerline of Oakridge Boulevard to its point of intersection with the centerline of Sussex Street; thence proceeding in a northeasterly direction along the centerline of Sussex Street to its point of intersection with the centerline of Richmond Street; thence proceeding in a northeasterly direction along the centerline of Richmond Street to its point of intersection with the centerline of Oakley Avenue; thence proceeding in a northwesterly direction along the centerline of Oakley Avenue to its point of intersection with the centerline of Lakeside Drive; thence proceeding in a southwesterly direction along the centerline of Lakeside Drive to its point of intersection with the centerline of Wyndale Drive; thence proceeding in a southwesterly direction along the centerline of Wyndale Drive to the point of beginning. The voting place in said third precinct of the fourth ward shall be located at the Perrymont Fellowship Hall, 114 Perrymont Avenue.

(4) *Fourth precinct.* All that portion of the fourth ward beginning at a point, said point being the intersection of the centerline of Rivermont Avenue and the centerline of Rivermont Terrace; thence proceeding in a southerly direction along the centerline of Rivermont Terrace to its point of intersection with the centerline of Langhorne Road; thence proceeding in a southerly direction along the centerline of Langhorne Road to its point of intersection with the centerline of Landon Street; thence proceeding in a westerly direction along the centerline of Landon Street to its point of intersection with Club Drive; thence proceeding in a southwesterly direction along the centerline of Club Drive to its terminus; thence proceeding in a southwesterly direction more or less 93 feet along the centerline of Club Drive extended to its point of intersection with the centerline of Ivy Creek; thence proceeding in a southeasterly direction along the centerline of Ivy Creek as it meanders to its point of intersection with the centerline of the abandoned Norfolk Southern Railroad; thence proceeding in a northeasterly direction along the centerline of the abandoned Norfolk Southern Railroad to its point of intersection with the centerline of Langhorne Road; thence proceeding in a southerly direction along the centerline of Langhorne Road to its point of intersection with the centerline of Blackwater Creek; thence proceeding in a southerly direction along the meandering of the centerline of Blackwater Creek to its point of intersection with the centerline of Old Forest Road; thence proceeding in a southeasterly direction along the centerline of Old Forest Road to its point of intersection with Lakeside Drive; thence proceeding in a southwesterly direction along the centerline of Lakeside Drive to its point of intersection with the centerline of Forest Brook Road; thence proceeding in a northerly direction along the centerline

of Forest Brook Road to its point of intersection with the centerline of Old Forest Road; thence proceeding in a northeasterly direction along the centerline of Old Forest Road to its point of intersection with the centerline of Devonshire Road; thence proceeding in a northwesterly direction along the centerline of Devonshire Road to its point of intersection with the centerline of Kettering Lane; thence proceeding in a northwesterly direction more or less 1,815 feet along the centerline of Devonshire Road extended to its point of intersection with the centerline of an Ivy Creek tributary; thence proceeding in a northwesterly direction along the centerline of such tributary as it meanders to its point of intersection with the centerline of Ivy Creek; thence proceeding in a northeasterly direction along the centerline of Ivy Creek as it meanders to its point of intersection with the centerline of Link Road; thence proceeding in a northeasterly direction along the centerline of Link Road to its point of intersection with the centerline of Rivermont Avenue; thence proceeding in an easterly direction along the centerline of Rivermont Avenue to the point of beginning. The voting place in said fourth precinct of the fourth ward shall be located at the Linkhorne Middle School, 2525 Linkhorne Drive.

2. That a Geographic Information System (GIS) map of the above described amendment, entitled "Ward 4 Precinct 1 - Proposed Polling Location Change", dated 01/08/2026, is explicitly incorporated herein by reference for illustrative and reference purposes only. Such map is not intended to be relied upon as a precise representation, but rather an approximate representation. In the event of a conflict between the said Geographic Information System (GIS) map and this Ordinance, then this Ordinance shall control.

3. That the Clerk of Council shall send a certified copy of this Ordinance and a copy of the previously described said Geographic Information System (GIS) map to the City's General Registrar, the City's Electoral Board, the Secretary of the Commonwealth of Virginia, the Virginia Department of Elections, and the Virginia Division of Legislative Services.

4. That this Ordinance shall be effective upon adoption, but will not be implemented until a certification of no objection has been issued by the Attorney General of Virginia, or his designee, and any, if any, other applicable requirements of the Commonwealth of Virginia have been duly satisfied relating to the aforesaid amendment. However, irrespective the foregoing, subject to the applicable requirements of the Code of Virginia and the applicable approval(s) of the Virginia Department of Elections/Virginia State Board of Elections, the previously described polling place adopted by this Ordinance may be utilized as an emergency polling place should the need arise.

Adopted:

Certified:

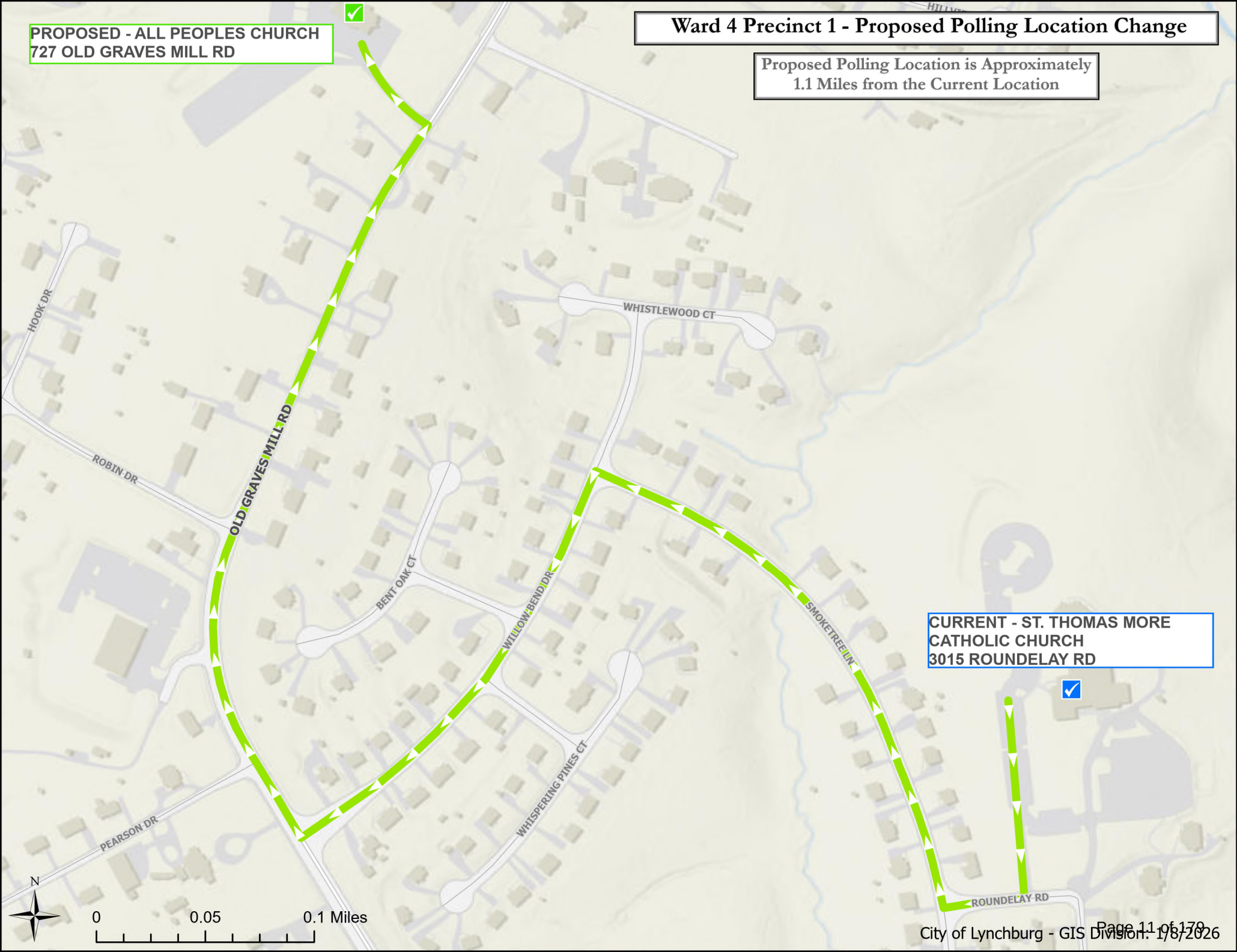
Clerk of Council

PROPOSED - ALL PEOPLES CHURCH
727 OLD GRAVES MILL RD

Ward 4 Precinct 1 - Proposed Polling Location Change

Proposed Polling Location is Approximately
1.1 Miles from the Current Location

**CURRENT - ST. THOMAS MORE
CATHOLIC CHURCH**
3015 ROUNDELAY RD





City Council

900 Church Street • Lynchburg • Virginia • 24504

P 434-455-3995 • F 434-847-1536

www.lynchburgva.gov

**AUTHENTICATION OF RECORDS PURSUANT TO § 8.01-390
OF THE CODE OF VIRGINIA OF 1950 AS AMENDED**

I, Alicia L. Finney, the Clerk of Council for the City of Lynchburg, a Virginia municipal corporation, on this 29th day of July, 2022, do hereby certify pursuant to § 8.01-390 of the Code of Virginia of 1950, as amended, that the documents attached hereto are true copies of records of the said City, and do further certify that I am the custodian of such records.

The records attached hereto are briefly described as follows:

**ORDINANCE #O-22-049 AMENDING AND REENACTING THE CODE OF
THE CITY OF LYNCHBURG, 1981, BY AMENDING SECTIONS 14-17, 14-
18, 14-19, AND 14-20 OF ARTICLE II OF CHAPTER 14, AND BY
AMENDING SECTIONS 14-32, 14-33, 14-34, AND 14-35 OF ARTICLE II OF
CHAPTER 14; THE AMENDMENTS BEING CHANGES TO THE CITY'S
ELECTION WARDS, ELECTIONS PRECINCTS, AND POLLING PLACES.**



Alicia L. Finney

CLERK OF COUNCIL
CITY OF LYNCHBURG, VIRGINIA

SCENARIO A

AN ORDINANCE TO AMEND AND REENACT THE CODE OF THE CITY OF LYNCHBURG, 1981, BY AMENDING SECTIONS 14-17, 14-18, 14-19, AND 14-20 OF ARTICLE II OF CHAPTER 14, AND BY AMENDING SECTIONS 14-32, 14-33, 14-34, AND 14-35 OF ARTICLE III OF CHAPTER 14; THE AMENDMENTS BEING CHANGES TO THE CITY'S ELECTION WARDS, ELECTION PRECINCTS, AND POLLING PLACES

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

1. That the Code of the City of Lynchburg, 1981, be and the same is hereby amended and reenacted by amending Section 14-17 of Article II of Chapter 14 as follows:

Sec. 14-17. First ward.

The first ward of the city shall include all that portion of the city bounded as follows:

~~Beginning at a point of the intersection of the centerline of Graves Mill Road and the 1976 Corporate Limits Line, said point being the southwestern most point in the First Ward; and running in a northerly direction following the city's corporate limits to the point where the city's corporate limits and the Norfolk Southern Railroad intersect; thence proceeding in a southerly direction following the centerline of the Norfolk Southern Railroad to the point that the centerline of the Norfolk Southern Railroad and the centerline of the Blackwater Creek Bikeway intersect; thence proceeding in a westerly direction following the centerline of the Blackwater Creek Bikeway to the point that the centerline of the Blackwater Creek Bikeway and the centerline of the Norfolk Southern Railroad meet; thence proceeding in a westerly direction following the centerline of the Norfolk Southern Railroad to the point that the centerline of the Norfolk Southern Railroad and the centerline of Ivy Creek intersect; thence proceeding in a northerly direction following the meandering of the centerline of Ivy Creek to the point that an extension of the centerline of Club Drive and the centerline of Ivy Creek intersect; thence proceeding in a northeasterly direction following the centerline of Club Drive to the point that the centerline of Club Drive and the centerline of Landon Street meet; thence proceeding in a northeasterly direction following the centerline of Landon Street to the point that the centerline of Landon Street and the centerline of Langhorne Road intersect; thence proceeding in a northerly direction following the centerline of Langhorne Road to the point that the centerline of Langhorne Road and the centerline of Rivermont Terrace meet; thence proceeding in a northerly direction following the centerline of Rivermont Terrace to the point that the centerline of Rivermont Terrace and the centerline of Rivermont Avenue intersect; thence proceeding in a westerly direction following the centerline of Rivermont Avenue to the point that the centerline of Rivermont Avenue and the centerline of Link Road intersect; thence proceeding in a southwesterly direction following the centerline of Link Road to the point that the centerline of Link Road and the centerline of Ivy Creek intersect; thence proceeding in a southwesterly direction following the meandering of the centerline of Ivy Creek to the point that the centerline of an unnamed branch of Ivy Creek intersect; thence proceeding in a southeasterly direction following the meandering of the creek to the point that the centerline of the unnamed branch of Ivy Creek and the centerline of a westerly extension of Devonshire Road intersect; thence proceeding in a southerly direction following the centerline of Devonshire Road to the point that the centerline of Devonshire Road and the centerline of Old Forest Road intersect; thence proceeding in a southwesterly direction following the centerline of Old Forest Road to the point that the centerline of Old Forest Road and the centerline of Forest Brook Road intersect; thence proceeding in a southerly direction following the centerline of Forest Brook Road to the~~

~~point that the centerline of Forest Brook Road and the centerline of Lakeside Drive intersect; thence proceeding in a westerly direction following the centerline of Lakeside Drive to the point that the centerline of Lakeside Drive and the centerline of Wyndale Drive intersect; thence proceeding in a southwesterly direction following the centerline of Wyndale Drive to the point that the centerline of Wyndale Drive and the centerline of Fleetwood Drive intersect; thence proceeding in a southeasterly direction following the centerline of Fleetwood Drive to the point that an extension of the centerline of Fleetwood Drive and the centerline of Blackwater Creek intersect; thence proceeding in a westerly direction following the meandering of the centerline of Blackwater Creek to the point of confluence between Blackwater Creek and Tomahawk Creek; thence proceeding in a westerly direction following the meandering of the centerline of Tomahawk Creek to the point that the centerline of Tomahawk Creek and the centerline of McConville Road intersect; thence proceeding in a southeasterly direction following the centerline of McConville Road to the point that the centerline of McConville Road and the centerline of Graves Mill Road intersect; thence proceeding in a westerly direction following the centerline of Graves Mill Road to the point that the centerline of Graves Mill Road and the 1976 Corporate Limits intersect, said point being the beginning and ending point of the First Ward.~~

Beginning at a point of the intersection of the centerline of Graves Mill Road and the City of Lynchburg Corporate Limit, said point being the southwestern most point in the First Ward; thence proceeding in a northerly direction following the City of Lynchburg Corporate Limit to the point that said corporate limit and the Norfolk Southern Railroad intersect; thence proceeding in a southerly direction following the centerline of the Norfolk Southern Railroad to the point that the centerline of the Norfolk Southern Railroad and the centerline of the Blackwater Creek Bikeway intersect; thence proceeding in a westerly direction following the centerline of the Blackwater Creek Bikeway to the point that the centerline of the Blackwater Creek Bikeway and the centerline of the Norfolk Southern Railroad meet; thence proceeding in a westerly direction following the centerline of the Norfolk Southern Railroad to the point that the centerline of the Norfolk Southern Railroad and the centerline of Ivy Creek intersect; thence proceeding in a northerly direction following the meandering of the centerline of Ivy Creek to the point that an extension of the centerline of Club Drive and the centerline of Ivy Creek intersect; thence proceeding in a northeasterly direction following the centerline of Club Drive to the point that the centerline of Club Drive and the centerline of Landon Street meet; thence proceeding in a northeasterly direction following the centerline of Landon Street to the point that the centerline of Landon Street and the centerline of Langhorne Road intersect; thence proceeding in a northerly direction following the centerline of Langhorne Road to the point that the centerline of Langhorne Road and the centerline of Rivermont Terrace meet; thence proceeding in a northerly direction following the centerline of Rivermont Terrace to the point that the centerline of Rivermont Terrace and the centerline of Rivermont Avenue intersect; thence proceeding in a westerly direction following the centerline of Rivermont Avenue to the point that the centerline of Rivermont Avenue and the centerline of Link Road intersect; thence proceeding in a southwesterly direction following the centerline of Link Road to the point that the centerline of Link Road and the centerline of Ivy Creek intersect; thence proceeding in a southwesterly direction following the meandering of the centerline of Ivy Creek to the point that the centerline of Ivy Creek and the centerline of an unnamed branch of Ivy Creek intersect; thence proceeding in a southeasterly direction following the meandering of the centerline of the unnamed branch of Ivy Creek to the point that the centerline of the unnamed branch of Ivy Creek and the centerline of a westerly extension of Devonshire Road intersect; thence proceeding in a southerly direction following the centerline of Devonshire Road to the point that the centerline of Devonshire Road and the centerline of Old Forest Road intersect; thence proceeding in a southwesterly direction following the centerline of Old Forest Road to the point that the centerline of Old Forest Road and the centerline of Forest Brook Road intersect; thence

proceeding in a southerly direction following the centerline of Forest Brook Road to the point that the centerline of Forest Brook Road and the centerline of Lakeside Drive intersect; thence proceeding in a westerly direction following the centerline of Lakeside Drive to the point that the centerline of Lakeside Drive and the centerline of Wyndale Drive intersect; thence proceeding in a southwesterly direction following the centerline of Wyndale Drive to the point that the centerline of Wyndale Drive and the centerline of Fleetwood Drive intersect; thence proceeding in a southeasterly direction following the centerline of Fleetwood Drive to the point that an extension of the centerline of Fleetwood Drive and the centerline of Blackwater Creek intersect; thence proceeding in a westerly direction following the meandering of the centerline of Blackwater Creek to the point of confluence between Blackwater Creek and Tomahawk Creek; thence proceeding in a westerly direction following the meandering of the centerline of Tomahawk Creek to the point that the centerline of Tomahawk Creek and the centerline of McConville Road intersect; thence proceeding in a southeasterly direction following the centerline of McConville Road to the point that the centerline of McConville Road and the centerline of Graves Mill Road intersect; thence proceeding in a westerly direction following the centerline of Graves Mill Road to the point that the centerline of Graves Mill Road and the City of Lynchburg Corporate Limit intersect, said point being the beginning and ending point of the First Ward.

2. That the Code of the City of Lynchburg, 1981, be and the same is hereby amended and reenacted by amending Section 14-18 of Article II of Chapter 14 as follows:

Sec. 14-18. Second ward.

The second ward of the city shall include all that portion of the city bounded as follows:

~~Beginning at the point of the intersection of the city's corporate limits and the centerline of the Norfolk Southern Railroad, said point being the northern most point in the second ward; thence proceeding in a southeasterly direction following the city's corporate limits to the point that the city's corporate limits and the centerline of Martin Street intersect; thence proceeding in a northwesterly direction following the centerline of Martin Street to the point that the centerline of Martin Street and the centerline of U.S. 460 Richmond Highway intersect; thence proceeding in an easterly direction following the centerline of U.S. 460 Richmond Highway to the point that the centerline of the US460 Richmond Highway and the centerline of Campbell Avenue intersect; thence proceeding in a northwesterly direction following the centerline of Campbell Avenue to the point that the centerline of Campbell Avenue and the centerline of Florida Avenue intersect; thence proceeding in a northerly direction following the centerline of Florida Avenue to the point that the centerline of Florida Avenue and the centerline of the Norfolk and Southern Railroad intersect; thence proceeding in a westerly direction following the centerline of the Norfolk and Southern Railroad to the point that the centerline of the Norfolk and Southern Railroad and the centerline of the north/south line of the Norfolk and Southern Railroad intersect; thence proceeding in a northerly direction following the centerline of the Norfolk and Southern Railroad to the point that the centerline of the Norfolk Southern Railroad and the centerline of the Lynchburg Expressway intersect; thence proceeding in a westerly direction following the centerline of the Lynchburg Expressway to the point that the centerline of the Lynchburg Expressway and an extension of the centerline of Cliff Street intersect; thence proceeding in a northwesterly direction following the centerline of Cliff Street to the point that the centerline of Cliff Street and the centerline of Stephenson Avenue intersect; thence proceeding in a northerly direction following the centerline of Stephenson Avenue to the point that the centerline of Stephenson Avenue and the centerline of Twelfth Street intersect; thence proceeding in an easterly direction following the centerline of Twelfth Street to the point that the centerline of Twelfth Street and the centerline of Campbell Avenue intersect; thence proceeding in a~~

northwesterly direction following the centerline of Langhorne Road to the point that the centerline of Langhorne Road and the centerline of Memorial Avenue intersect; thence proceeding in a westerly direction following the centerline of Memorial Avenue to the point that the centerline of Memorial Avenue and the centerline of Lakeside Drive intersect; thence proceeding in a northwesterly direction following the centerline of Lakeside Drive to the point that the centerline of Lakeside Drive and an extension of the centerline of an unnamed branch of Blackwater Creek intersect, said point being in the vicinity of the intersection of the centerline of Lakeside Drive and the centerline of Alleghany Avenue; thence proceeding in a northerly direction following the meandering of the centerline of the unnamed branch of Blackwater Creek to the confluence of the unnamed branch of Blackwater Creek and Blackwater Creek; thence proceeding in a northerly direction following the meandering of the centerline of Blackwater Creek to the point that the centerline of Blackwater Creek and the centerline of Langhorne Road intersect; thence proceeding in northerly direction following the centerline of Langhorne Road to the point that the centerline of Langhorne Road and the centerline of the Norfolk Southern Railroad intersect; thence proceeding in an easterly direction following the centerline of the Norfolk and Southern Railroad to the point that the centerline of the Norfolk and Southern Railroad and the centerline of the Blackwater Creek Bikeway meet; thence proceeding in an easterly direction following the centerline of the Blackwater Creek Bikeway to the point that the centerline of the Blackwater Creek Bikeway and the centerline of the Norfolk Southern Railroad intersect; thence proceeding in a northerly direction following the centerline of the Norfolk and Southern Railroad to the point that the centerline of the Norfolk and Southern Railroad and the City's Corporate Limits intersect, said point being the beginning and ending point of the Second Ward.

Beginning at the point of the intersection of the City of Lynchburg Corporate Limit and the centerline of the Norfolk Southern Railroad, said point being the northern most point in the Second Ward; thence proceeding in a southeasterly direction along the City of Lynchburg Corporate Limit and following said corporate limit to the point that the City of Lynchburg Corporate Limit and the centerline of Martin Street intersect; thence proceeding in a northwesterly direction following the centerline of Martin Street to the point that the centerline of Martin Street and the centerline of U.S. 460 Richmond Highway intersect; thence proceeding in a westerly direction along the centerline of U.S. 460 Richmond Highway to its point of intersection with the centerline of the Norfolk Southern Railroad; thence proceeding in a northwesterly direction along the centerline of the Norfolk Southern Railroad to its point of intersection with the centerline of Mayflower Drive; thence proceeding in a westerly direction along the centerline of Mayflower Drive to its point of intersection with the centerline of Perkins Street; thence proceeding in a southwesterly direction along the centerline of Perkins Street to its point of intersection with the centerline of Odd Fellows Road; thence proceeding in a northwesterly direction along the centerline of Odd Fellows Road to its point of intersection with the centerline of Albert Lankford Drive; thence proceeding along the centerline of Albert Lankford Drive to its point of intersection with the centerline of Carroll Avenue; thence proceeding in a northeasterly direction along the centerline of Carroll Avenue to its point of intersection with the centerline of the Norfolk Southern Railroad; thence proceeding in a westerly direction along the centerline of the Norfolk Southern Railroad to its point of intersection with the centerline of the southbound lane of the Lynchburg Expressway; thence proceeding in a northeasterly direction along the centerline of the southbound lane of the Lynchburg Expressway to its point of intersection with the centerline of Stadium Road; thence proceeding in a northwesterly direction along the centerline of Stadium Road to its point of intersection with the centerline of Gordon Street; thence proceeding in a northwesterly direction along the centerline of Gordon Street to its point of intersection with the centerline of Rives Street; thence proceeding in a northeasterly direction along the centerline of Rives Street to its point of intersection with the centerline of Lancaster Street; thence proceeding in a northwesterly direction along the centerline of Lancaster Street to its point of

intersection with the centerline of Fort Avenue; thence proceeding in a southwesterly direction along the centerline of Fort Avenue to its point of intersection with the centerline of Oakley Avenue; thence proceeding in a northwesterly direction along the centerline of Oakley Avenue to its point of intersection with the centerline of Lakeside Drive; thence proceeding in a southwesterly direction along the centerline of Lakeside Drive to its point of intersection with the centerline of Old Forest Road; thence proceeding in a northwesterly direction along the centerline of Old Forest Road to its point of intersection with the centerline of Blackwater Creek; thence proceeding in a northeasterly direction along the centerline of Blackwater Creek as it meanders to its point of intersection with the centerline of Langhorne Road; thence proceeding in a northerly direction along the centerline of Langhorne Road to its point of intersection with the centerline of the abandoned Norfolk Southern Railroad; thence proceeding in a northeasterly direction along the centerline of the abandoned Norfolk Southern Railroad to its point of intersection with the centerline of the Blackwater Creek Bikeway; thence proceeding in a northeasterly direction along the centerline of the Blackwater Creek Bikeway to its point of intersection with the centerline of the Norfolk Southern Railroad; thence proceeding in a northerly direction along the centerline of the Norfolk Southern Railroad to the point of beginning of the Second Ward.

3. That the Code of the City of Lynchburg, 1981, be and the same is hereby amended and reenacted by amending Section 14-19 of Article II of Chapter 14 as follows:

Sec. 14-19. Third ward.

The third ward of the city shall include all that portion of the city bounded as follows:

~~Beginning at a point of the intersection of the centerline of Langhorne Road and the centerline of Memorial Avenue, said point being the northern most point in the Third Ward; and running in a southeasterly direction following the centerline of Langhorne Road to the point that the centerline of Langhorne Road and the centerline of Twelfth Street intersect; thence proceeding in a westerly direction following the centerline of Twelfth Street to the point that the centerline of Twelfth Street and the centerline of Stephenson Avenue intersect; thence proceeding in a southeasterly direction following the centerline of Stephenson Avenue to the point that the centerline of Stephenson Avenue and the centerline of Cliff Street intersect; thence proceeding in a southeasterly direction following the centerline of Cliff Street to the point that the centerline of Cliff Street and the centerline of the Lynchburg Expressway intersect; thence proceeding in an easterly direction following the centerline of the Lynchburg Expressway to the point that the centerline of the Lynchburg Expressway and the centerline of the north/south line of the Norfolk Southern Railroad intersect; thence proceeding in a southerly direction following the centerline of the north/south line of the Norfolk Southern Railroad to the point that the centerline of the north/south line of the Norfolk Southern Railroad and the centerline of the east/west line of the Norfolk Southern Railroad intersect; thence proceeding in an easterly direction following the centerline of the east/west line of the Norfolk Southern Railroad to the point that the centerline of the east/west line of the Norfolk Southern Railroad and the centerline of Florida Avenue intersect; thence proceeding in a southwesterly direction following the centerline of Florida Avenue to the point that the centerline of Florida Avenue and the centerline of Campbell Avenue intersect; thence proceeding in a southeasterly direction following the centerline of Campbell Avenue to the point that the centerline of Campbell Avenue and the centerline of US460 Richmond Highway intersect; thence proceeding in a westerly direction following the centerline of U.S. 460 Richmond Highway to the point that the centerline of U.S. 460 Richmond Highway and the centerline of Martin Street intersect; thence proceeding in a southeasterly direction following the centerline of Martin Street to the point that the centerline of Martin Street and the city's corporate limits intersect; thence proceeding in a westerly direction following the city's corporate limits to the point that the city's~~

~~corporate limits and the centerline of Timberlake Road intersect; thence proceeding in a northeasterly direction following the centerline of Timberlake Road to the point that the centerline of Timberlake Road and the centerline of Fort Avenue intersect; thence proceeding in a northeasterly direction following the centerline of Fort Avenue to the point that the centerline of Fort Avenue and the centerline of Oakridge Boulevard intersect; thence proceeding in a westerly direction following the centerline of Oakridge Boulevard to the point that the centerline of Oakridge Boulevard and the centerline of Sussex Street intersect; thence proceeding in a northeasterly direction following the centerline of Sussex Street to the point that the centerline of Sussex Street and the centerline of Richmond Street intersect; thence proceeding in a northeasterly direction following the centerline of Richmond Street to the point that the centerline of Richmond Street and the centerline of Rockbridge Avenue intersect; thence proceeding in a northwesterly direction following the centerline of Rockbridge Avenue to the point that the centerline of Rockbridge Avenue and the centerline of Lakeside Drive intersect; thence proceeding in an easterly direction following the centerline of Lakeside Drive to the point that the centerline of Lakeside Drive and the centerline of Memorial Avenue intersect; thence proceeding in a northeasterly direction following the centerline of Memorial Avenue to the point that the centerline of Memorial Avenue and the centerline of Langhorne Road intersect, said point being the beginning and ending point of the Third Ward.~~

Beginning at a point that the City of Lynchburg Corporate Limit and the centerline of Martin Street intersect, said point being the eastern most point of the Third Ward; thence proceeding in a northwesterly direction following the centerline of Martin Street to the point that the centerline of Martin Street and the centerline of U.S. 460 Richmond Highway intersect; thence proceeding in a westerly direction along the centerline of U.S. 460 Richmond Highway to its point of intersection with the centerline of the Norfolk Southern Railroad; thence proceeding in a northwesterly direction along the centerline of the Norfolk Southern Railroad to its point of intersection with the centerline of Mayflower Drive; thence proceeding in a westerly direction along the centerline of Mayflower Drive to its point of intersection with the centerline of Perkins Street; thence proceeding in a southwesterly direction along the centerline of Perkins Street to its point of intersection with the centerline of Odd Fellows Road; thence proceeding in a northwesterly direction along the centerline of Odd Fellows Road to its point of intersection with the centerline of Albert Lankford Drive; thence proceeding along the centerline of Albert Lankford Drive in a northeasterly direction to its point of intersection with the centerline of Carroll Avenue; thence proceeding in a northeasterly direction along the centerline of Carroll Avenue to its point of intersection with the centerline of the Norfolk Southern Railroad; thence proceeding in a westerly direction along the centerline of the Norfolk Southern Railroad to its point of intersection with the centerline of the southbound lane of the Lynchburg Expressway; thence proceeding in a northeasterly direction along the centerline of the southbound lane of the Lynchburg Expressway to its point of intersection with the centerline of Stadium Road; thence proceeding in a northwesterly direction along the centerline of Stadium Road to its point of intersection with the centerline of Gordon Street; thence proceeding in a northwesterly direction along the centerline of Gordon Street to its point of intersection with the centerline of Rives Street; thence proceeding in a northeasterly direction along the centerline of Rives Street to its point of intersection with the centerline of Lancaster Street; thence proceeding in a northwesterly direction along the centerline of Lancaster Street to its point of intersection with the centerline of Fort Avenue; thence proceeding in a southwesterly direction along the centerline of Fort Avenue to its point of intersection with the centerline of Oakley Avenue; thence proceeding in a northwesterly direction along the centerline of Oakley Avenue to its point of intersection with the centerline of Richmond Street; thence proceeding in a southwesterly direction along the centerline of Richmond Street to its point of intersection with the centerline of Sussex Street; thence proceeding in a southwesterly direction along the centerline of Sussex

Street to its point of intersection with the centerline of Oakridge Boulevard; thence proceeding in an easterly direction along the centerline of Oakridge Boulevard to its point of intersection with the centerline of Fort Avenue; thence proceeding in a southwesterly direction along the centerline of Fort Avenue to its point of intersection with the centerline of Timberlake Road; thence proceeding in a southwesterly direction along the centerline of Timberlake Road to its point of intersection with the City of Lynchburg Corporate Limit; thence proceeding in a southerly direction and following said corporate limit to the point of beginning of the Third Ward.

4. That the Code of the City of Lynchburg, 1981, be and the same is hereby amended and reenacted by amending Section 14-20 of Article II of Chapter 14 as follows:

Sec. 14-20. Fourth ward.

The fourth ward of the city shall include all that portion of the city bounded as follows:

~~Beginning at the point of the intersection of the 1976 Corporate Limits and the centerline of Timberlake Road, said point being the southern most point in the Fourth Ward; and running in a westerly direction following the 1976 corporate limits line to the point that the 1976 corporate limits and the centerline of Graves Mill Road intersect; thence proceeding in an easterly direction following the centerline of Graves Mill Road to the point that the centerline of Graves Mill Road and the centerline of McConville Road intersect; thence proceeding in a northwesterly direction following the centerline of McConville Road to the point that the centerline of McConville Road and the centerline of Tomahawk Creek intersect; thence proceeding in an easterly direction following the meandering of the centerline of Tomahawk Creek to the point of confluence between Tomahawk Creek and Blackwater Creek; thence proceeding in an easterly direction following the meandering of the centerline of Blackwater Creek to the point that an extension of Fleetwood Drive and the centerline of Blackwater Creek intersect; thence proceeding in a northwesterly direction following the centerline of Fleetwood Drive to the point that the centerline of Fleetwood Drive and the centerline of Wyndale Drive intersect; thence proceeding in an easterly direction following the centerline of Wyndale Drive to the point that the centerline of Wyndale Drive and the centerline of Lakeside Drive intersect; thence proceeding in an easterly direction following the centerline of Lakeside Drive to the point that the centerline of Lakeside Drive and the centerline of Forest Brook Road intersect; thence proceeding in a northerly direction following the centerline of Forest Brook Road to the point that the centerline of Forest Brook Road and the centerline of Old Forest Road intersect; thence proceeding in a northeasterly direction following the centerline of Old Forest Road to the point that the centerline of Old Forest Road and the centerline of Devonshire Road intersect; thence proceeding in a northerly direction following the centerline of Devonshire Road to the point of that a westerly extension of Devonshire Road and the centerline of a unnamed branch of Ivy Creek intersect; thence proceeding in a northerly direction following the meandering of the creek to the point that the centerline of the unnamed branch of Ivy Creek and the centerline of Ivy Creek intersect; thence proceeding in an easterly direction following the meandering of the centerline of Ivy Creek to the point that the centerline of Ivy Creek and Link Road intersect; thence proceeding in a northeasterly direction following the centerline of Link Road to the point that the centerline of Link Road and the centerline of Rivermont Avenue intersect; thence proceeding in an easterly direction following the centerline of Rivermont Avenue to the point that the centerline of Rivermont Avenue and the centerline of Rivermont Terrace intersect; thence proceeding in a southerly direction following the centerline of Rivermont Terrace to the point that the centerline of Rivermont Terrace and the centerline of Langhorne Road intersect; thence proceeding in a southerly direction following the centerline of Langhorne Road to the point that the centerline of Langhorne Road and the centerline of Landon Street intersect; thence proceeding in a westerly direction following the centerline of Landon Street to the point that the centerline of Landon Street and the centerline of Club Drive intersect; thence proceeding~~

in a southwesterly direction following the centerline of Club Drive to the point that an extension of the centerline of Club Drive and the centerline of Ivy Creek intersect; thence proceeding in a southeasterly direction following the meandering of the centerline of Ivy Creek to the point that the centerline of Ivy Creek and the centerline of Langhorne Road intersect; thence proceeding in a southerly direction following the centerline of Langhorne Road to the point that the centerline of Langhorne Road and the centerline of Blackwater Creek intersect; thence proceeding in a southerly direction following the meandering of the centerline of Blackwater Creek to the point that the centerline of Blackwater Creek and the centerline of a unnamed branch of Blackwater Creek intersect; thence proceeding in a southeasterly direction following the meandering of the centerline of a unnamed branch of Blackwater Creek to the point that an extension of the unnamed Branch of Blackwater Creek and the centerline of Lakeside Drive intersect, said point being in the vicinity of the intersection of the centerline of Lakeside Drive and the centerline of Alleghany Avenue; thence proceeding in a southwesterly direction following the centerline of Lakeside Drive to the point that the centerline of Lakeside Drive and the centerline of Rockbridge Avenue intersect; thence proceeding in a southeasterly direction following the centerline of Rockbridge Avenue to the point that the centerline of Rockbridge Avenue and the centerline of Richmond Street intersect; thence proceeding in a southwesterly direction following the centerline of Richmond Street to the point that the centerline of Richmond Street and the centerline of Sussex Street intersect; thence proceeding in a southwesterly direction following the centerline of Sussex Street to the point that the centerline of Sussex Street and the centerline of Oakridge Boulevard intersect; thence proceeding in an easterly direction following the centerline of Oakridge Boulevard to the point that the centerline of Oakridge Boulevard and the centerline of Fort Avenue intersect; thence proceeding in a southwesterly direction following the centerline of Fort Avenue to the point that the centerline of Fort Avenue and the centerline of Timberlake Road intersect; thence proceeding in a southwesterly direction following the centerline of Timberlake Road to the point that the centerline of Timberlake Road and the 1976 Corporate Limits intersect, said point being the beginning and ending point of the Fourth Ward.

Beginning at the point of the intersection of the City of Lynchburg Corporate Limit and the centerline of Timberlake Road, said point being the southernmost point in the Fourth Ward; thence proceeding in a westerly direction following the City of Lynchburg Corporate Limit to the point that said corporate limit and the centerline of Graves Mill Road intersect; thence proceeding in an easterly direction following the centerline of Graves Mill Road to the point that the centerline of Graves Mill Road and the centerline of McConville Road intersect; thence proceeding in a northwesterly direction following the centerline of McConville Road to the point that the centerline of McConville Road and the centerline of Tomahawk Creek intersect; thence proceeding in an easterly direction following the meandering of the centerline of Tomahawk Creek to the point of confluence between Tomahawk Creek and Blackwater Creek; thence proceeding in an easterly direction following the meandering of the centerline of Blackwater Creek to the point that an extension of Fleetwood Drive and the centerline of Blackwater Creek intersect; thence proceeding in a northwesterly direction following the centerline of Fleetwood Drive to the point that the centerline of Fleetwood Drive and the centerline of Wyndale Drive intersect; thence proceeding in an easterly direction following the centerline of Wyndale Drive to the point that the centerline of Wyndale Drive and the centerline of Lakeside Drive intersect; thence proceeding in an easterly direction following the centerline of Lakeside Drive to the point that the centerline of Lakeside Drive and the centerline of Forest Brook Road intersect; thence proceeding in a northerly direction following the centerline of Forest Brook Road to the point that the centerline of Forest Brook Road and the centerline of Old Forest Road intersect; thence proceeding in a northeasterly direction following the centerline of Old Forest Road to the point that the centerline of Old Forest Road and the centerline of Devonshire Road intersect; thence proceeding in a northerly direction following the centerline of Devonshire Road to the point that

a westerly extension of Devonshire Road and the centerline of an unnamed branch of Ivy Creek intersect; thence proceeding in a northerly direction following the meandering of the centerline of the unnamed branch of Ivy Creek to the point that the centerline of the unnamed branch of Ivy Creek and the centerline of Ivy Creek intersect; thence proceeding in an easterly direction following the meandering of the centerline of Ivy Creek to the point that the centerline of Ivy Creek and the centerline of Link Road intersect; thence proceeding in a northeasterly direction following the centerline of Link Road to the point that the centerline of Link Road and the centerline of Rivermont Avenue intersect; thence proceeding in an easterly direction following the centerline of Rivermont Avenue to the point that the centerline of Rivermont Avenue and the centerline of Rivermont Terrace intersect; thence proceeding in a southerly direction following the centerline of Rivermont Terrace to the point that the centerline of Rivermont Terrace and the centerline of Langhorne Road intersect; thence proceeding in a southerly direction following the centerline of Langhorne Road to the point that the centerline of Langhorne Road and the centerline of Landon Street intersect; thence proceeding in a westerly direction following the centerline of Landon Street to the point that the centerline of Landon Street and the centerline of Club Drive intersect; thence proceeding in a southwesterly direction following the centerline of Club Drive to the point that an extension of the centerline of Club Drive and the centerline of Ivy Creek intersect; thence proceeding in a southeasterly direction following the meandering of the centerline of Ivy Creek to the point that the centerline of Ivy Creek and the centerline of the abandoned Norfolk Southern Railroad intersect; thence proceeding in a northeasterly direction along the centerline of the abandoned Norfolk Southern Railroad to its point of intersection with the centerline of Langhorne Road; thence proceeding in a southerly direction following the centerline of Langhorne Road to the point where the centerline of Langhorne Road and the centerline of Blackwater Creek intersect; thence proceeding in a southerly direction following the meandering of the centerline of Blackwater Creek to the point that the centerline of Blackwater Creek and the centerline of an unnamed branch of Blackwater Creek intersect; thence proceeding in a southeasterly direction following the meandering of the centerline of the unnamed branch of Blackwater Creek to the point that an extension of the unnamed Branch of Blackwater Creek and the centerline of Old Forest Road intersect; thence proceeding in a southeasterly direction along the centerline of Old Forest Road to the point where the centerline of Old Forest Road and the centerline of Lakeside Drive intersect; thence proceeding in a southwesterly direction following the centerline of Lakeside Drive to the point that the centerline of Lakeside Drive and the centerline of Oakley Avenue intersect; thence proceeding in a southeasterly direction following the centerline of Oakley Avenue to the point that the centerline of Oakley Avenue and the centerline of Richmond Street intersect; thence proceeding in a southwesterly direction following the centerline of Richmond Street to the point that the centerline of Richmond Street and the centerline of Sussex Street intersect; thence proceeding in a southwesterly direction following the centerline of Sussex Street to the point that the centerline of Sussex Street and the centerline of Oakridge Boulevard intersect; thence proceeding in an easterly direction following the centerline of Oakridge Boulevard to the point that the centerline of Oakridge Boulevard and the centerline of Fort Avenue intersect; thence proceeding in a southwesterly direction following the centerline of Fort Avenue to the point that the centerline of Fort Avenue and the centerline of Timberlake Road intersect; thence proceeding in a southwesterly direction following the centerline of Timberlake Road to the point that the centerline of Timberlake Road and the City of Lynchburg Corporate Limit intersect, said point being the beginning and ending point of the Fourth Ward.

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5. That the Code of the City of Lynchburg, 1981, be and the same is hereby amended and reenacted by amending Section 14-32 of Article III of Chapter 14 as follows:

Sec. 14-32. First ward.

The first ward shall be divided into five election precincts, the boundaries of which shall be as follows:

~~(1) *First precinct.* All that portion of the first ward beginning at a point, said point being the intersection of the corporate limits of the City of Lynchburg and the centerline of Graves Mill Road, thence proceeding in an easterly direction along the centerline of Graves Mill Road to its point of intersection with the centerline of McConville Road, thence proceeding in a northerly direction along the centerline of McConville Road to its point of intersection with the centerline of Tomahawk Creek, thence proceeding in an easterly direction along the centerline of Tomahawk Creek to its point of intersection with the centerline of Blackwater Creek, thence proceeding in an easterly direction along the centerline of Blackwater Creek to its point of intersection with the centerline of Fleetwood Drive extended, thence proceeding in a northerly direction along the centerline of Fleetwood Drive extended 395 feet to the terminus of the centerline of Fleetwood Drive, thence proceeding in a northerly direction along the centerline of Fleetwood Drive to its point of intersection with the centerline of Wyndale Drive, thence proceeding in an easterly direction along the centerline of Wyndale Drive to its point of intersection with the centerline of Lakeside Drive, thence proceeding in an easterly direction along the centerline of Lakeside Drive to its point of intersection with the centerline of Forest Brook Road, thence proceeding in a northerly direction along the centerline of Forest Brook Road to its point of intersection with the centerline of Old Forest Road, thence proceeding in a northeasterly direction along the centerline of Old Forest Road to its point of intersection with the centerline of Devonshire Road, thence proceeding in a northwesterly direction along the centerline of Devonshire Road to its point of intersection with the centerline of Kettering Lane, thence proceeding in a northwesterly direction 1,815 feet along the centerline of Devonshire Road extended to its point of intersection with the centerline of the Ivy Creek Tributary, thence proceeding in a northwesterly direction along the centerline of the Ivy Creek Tributary to its point of intersection with the centerline of Ivy Creek, thence proceeding in a westerly direction along the centerline of Ivy Creek, to its point of intersection with the centerline of an unnamed trail located within Peakeview Park, thence proceeding in a westerly direction along the centerline of the unnamed trail in Peakeview Park to its point of intersection with the centerline of Ivy Creek Lane, thence proceeding in a westerly direction along the centerline of Ivy Creek Lane to its point of intersection with the centerline of Wiggington Road, thence proceeding in a northwesterly direction along the centerline of Wiggington Road to its point of intersection with the centerline of Burnham Lane, thence proceeding in a northerly direction along the centerline of Burnham Lane to its point of intersection with the centerline of Mercury Street, thence proceeding in a westerly direction along the centerline of Mercury Street to its point of intersection with the centerline of Saturn Street, thence proceeding in a southerly direction along the centerline of Saturn Street to its point of intersection with the centerline of Wiggington Road, thence proceeding in a northwesterly direction along the centerline of Wiggington Road to its point of intersection with the centerline of Chadwick Drive, thence proceeding in a southwesterly direction along the centerline of Chadwick Drive to its point of intersection with the corporate limits of the City of Lynchburg, thence proceeding in a southerly direction along the corporate limits of the City of Lynchburg to the point of beginning. The voting place in said first precinct of the first ward shall be located at Heritage Baptist Church, 219 Breezewood Drive. All that portion of the first ward beginning at a point, said point being the intersection of the City of Lynchburg Corporate Limit and the centerline of Graves Mill Road; thence proceeding in an easterly direction along the centerline of Graves Mill Road to its point~~

of intersection with the centerline of McConville Road; thence proceeding in a northerly direction along the centerline of McConville Road to its point of intersection with the centerline of Tomahawk Creek; thence proceeding in an easterly direction along the centerline of Tomahawk Creek as it meanders to its point of intersection with the centerline of Blackwater Creek; thence proceeding in an easterly direction along the centerline of Blackwater Creek as it meanders to its point of intersection with the centerline of Fleetwood Drive extended; thence proceeding in a northerly direction along the centerline of Fleetwood Drive extended more or less 395 feet to the terminus of the centerline of Fleetwood Drive; thence proceeding in a northerly direction along the centerline of Fleetwood Drive to its point of intersection with the centerline of Wyndale Drive; thence proceeding in an easterly direction along the centerline of Wyndale Drive to its point of intersection with the centerline of Lakeside Drive; thence proceeding in an easterly direction along the centerline of Lakeside Drive to its point of intersection with the centerline of Forest Brook Road; thence proceeding in a northerly direction along the centerline of Forest Brook Road to its point of intersection with the centerline of Old Forest Road; thence proceeding in a northeasterly direction along the centerline of Old Forest Road to its point of intersection with the centerline of Devonshire Road; thence proceeding in a northwesterly direction along the centerline of Devonshire Road to its point of intersection with the centerline of Kettering Lane; thence proceeding in a northwesterly direction more or less 1,815 feet along the centerline of Devonshire Road extended to its point of intersection with the centerline of an Ivy Creek tributary; thence proceeding in a northwesterly direction along the centerline of such tributary as it meanders to its point of intersection with the centerline of Ivy Creek; thence proceeding in a westerly direction along the centerline of Ivy Creek as it meanders to its point of intersection with the centerline of an unnamed trail located within Peaksview Park; thence proceeding in a westerly direction along the centerline of the unnamed trail in Peaksview Park to its point of intersection with the centerline of Ivy Creek Lane; thence proceeding in a southerly direction along the centerline of Ivy Creek Lane to its point of intersection with the centerline of Wiggington Road; thence proceeding in a northwesterly direction along the centerline of Wiggington Road to its point of intersection with the centerline of Burnham Lane; thence proceeding in a northerly direction along the centerline of Burnham Lane to its point of intersection with the centerline of Mercury Street; thence proceeding in a northwesterly direction along the centerline of Mercury Street to its point of intersection with the centerline of Saturn Street; thence proceeding in a southerly direction along the centerline of Saturn Street to its point of intersection with the centerline of Wiggington Road; thence proceeding in a northwesterly direction along the centerline of Wiggington Road to its point of intersection with the centerline of Chadwick Drive; thence proceeding in a southwesterly direction along the centerline of Chadwick Drive to its point of intersection with the City of Lynchburg Corporate Limit; thence proceeding in a southerly direction along such corporate limit to the point of beginning. The voting place in said first precinct of the first ward shall be located at the Heritage Baptist Church, 219 Breezewood Drive.

~~(2) Second precinct. All that portion of the first ward beginning at a point, said point being the intersection of the corporate limits of the City of Lynchburg and the centerline of Chadwick Drive; thence proceeding in a northwesterly direction along the corporate limits of the City of Lynchburg to its point of intersection with the centerline of Boonsboro Road; thence proceeding in a southeasterly direction along the centerline of Boonsboro Road to its point of intersection with the centerline of Link Road; thence proceeding in a southwesterly direction along the centerline of Link Road to its point of intersection with the centerline of Ivy Creek; thence proceeding in a northwesterly direction along the centerline of Ivy Creek to its point of intersection with the centerline of an unnamed trail located within Peaksview Park; thence proceeding in a westerly direction along the centerline of the unnamed trail in Peaksview Park to its point of intersection with the centerline of Ivy Creek Lane; thence proceeding in a westerly direction along the~~

centerline of Ivy Creek Lane to its point of intersection with the centerline of Wiggington Road, thence proceeding in a northwesterly direction along the centerline of Wiggington Road to its point of intersection with the centerline of Burnham Lane, thence proceeding in a northerly direction along the centerline of Burnham Lane to its point of intersection with the centerline of Mercury Street, thence proceeding in a westerly direction along the centerline of Mercury Street to its point of intersection with the centerline of Saturn Street, thence proceeding in a southerly direction along the centerline of Saturn Street to its point of intersection with the centerline of Wiggington Road, thence proceeding in a northwesterly direction along the centerline of Wiggington Road to its point of intersection with the centerline of Chadwick Drive, thence proceeding in a southwesterly direction along the centerline of Chadwick Drive to the point of beginning. The voting place in said second precinct of the first ward shall be located at Bedford Hills School, Morningside Drive and Indian Hill Road. All that portion of the first ward beginning at a point, said point being the intersection of the City of Lynchburg Corporate Limit and the centerline of Chadwick Drive; thence proceeding in a northwesterly direction along said corporate limit to its point of intersection with the centerline of Boonsboro Road; thence proceeding in a southeasterly direction along the centerline of Boonsboro Road to its point of intersection with the centerline of Link Road; thence proceeding in a southwesterly direction along the centerline of Link Road to its point of intersection with the centerline of Ivy Creek; thence proceeding in a northwesterly direction along the centerline of Ivy Creek as it meanders to its point of intersection with the centerline of an unnamed trail located within Peaksview Park; thence proceeding in a westerly direction along the centerline of the unnamed trail in Peaksview Park to its point of intersection with the centerline of Ivy Creek Lane; thence proceeding in a southerly direction along the centerline of Ivy Creek Lane to its point of intersection with the centerline of Wiggington Road; thence proceeding in a northwesterly direction along the centerline of Wiggington Road to its point of intersection with the centerline of Burnham Lane; thence proceeding in a northerly direction along the centerline of Burnham Lane to its point of intersection with the centerline of Mercury Street; thence proceeding in a northwesterly direction along the centerline of Mercury Street to its point of intersection with the centerline of Saturn Street; thence proceeding in a southerly direction along the centerline of Saturn Street to its point of intersection with the centerline of Wiggington Road; thence proceeding in a northwesterly direction along the centerline of Wiggington Road to its point of intersection with the centerline of Chadwick Drive; thence proceeding in a southwesterly direction along the centerline of Chadwick Drive to the point of beginning. The voting place in said second precinct of the first ward shall be located at the Bedford Hills Elementary School, 4330 Morningside Drive.

(3) *Third precinct.* All that portion of the first ward beginning at a point, said point being the intersection of the corporate limits of the City of Lynchburg and the centerline of Boonsboro Road, thence proceeding in a southeasterly direction along the centerline of Boonsboro Road to its point of intersection with the centerline of Rivermont Avenue, thence proceeding in an easterly direction along the centerline of Rivermont Avenue to its point of intersection with the centerline of VES Road, thence proceeding in a northerly direction along the centerline of VES Road to its point of intersection with the centerline of Hydro Street, thence proceeding in a Northerly Direction along the centerline of Hydro Street to its point of intersection with the centerline of Sugar Tree Branch, thence proceeding in an easterly direction along the centerline of Sugar Tree Branch to its point of intersection with the western bank of the James River, thence proceeding in an easterly direction along the centerline of Sugar Tree Branch extended 306 feet to its point of intersection with the corporate limits of the City of Lynchburg, thence proceeding in a Northerly direction along the corporate limits of the City of Lynchburg to the point of beginning. The voting place in said third precinct of the first ward shall be located at First Presbyterian Church, 1215 Virginia Episcopal School Road. All that portion of the first ward beginning at a point, said point being the

intersection of the City of Lynchburg Corporate Limit and the centerline of Boonsboro Road; thence proceeding in a southeasterly direction along the centerline of Boonsboro Road to its point of intersection with the centerline of Rivermont Avenue; thence proceeding in an easterly direction along the centerline of Rivermont Avenue to its point of intersection with the centerline of VES Road; thence proceeding in a northerly direction along the centerline of VES Road to its point of intersection with the centerline of Hydro Street; thence proceeding in a northerly direction along the centerline of Hydro Street to its point of intersection with the centerline of Sugar Tree Branch; thence proceeding in an easterly direction along the centerline of Sugar Tree Branch as it meanders to its point of intersection with the western bank of the James River; thence proceeding in an easterly direction along the centerline of Sugar Tree Branch extended more or less 306 feet as it meanders to its point of intersection with the City of Lynchburg Corporate Limit; thence proceeding in a northerly direction along such corporate limit to the point of beginning. The voting place in said third precinct of the first ward shall be located at the First Presbyterian Church, 1215 VES Road.

~~(4) Fourth precinct. All that portion of the first ward beginning at a point, said point being the intersection of the centerline of Rivermont Avenue and the centerline of VES Road, thence proceeding in a northerly direction along the centerline of VES Road to its point of intersection with the centerline of Hydro Street, thence proceeding in a northerly direction along the centerline of Hydro Street to its point of intersection with the centerline of Sugar Tree Branch, thence proceeding in an easterly direction along the centerline of Sugar Tree Branch to its point of intersection with the western bank of the James River, thence proceeding in an easterly direction along the centerline of Sugar Tree Branch extended 306 feet to its point of intersection with the corporate limits of the City of Lynchburg, thence proceeding in a southerly direction along the corporate limits of the City of Lynchburg to its point of intersection with the centerline of the Norfolk and Southern Railroad, thence proceeding in a southwesterly direction along the centerline of the Norfolk and Southern Railroad to its point of intersection with the centerline of Rivermont Avenue, thence proceeding in an westerly direction along the centerline of Rivermont Avenue to the point of beginning. The voting place in said fourth precinct of the first ward shall be located at Rivermont Presbyterian Church, 2424 Rivermont Avenue.~~ All that portion of the first ward beginning at a point, said point being the intersection of the centerline of Rivermont Avenue and the centerline of VES Road; thence proceeding in a northerly direction along the centerline of VES Road to its point of intersection with the centerline of Hydro Street; thence proceeding in a northerly direction along the centerline of Hydro Street to its point of intersection with the centerline of Sugar Tree Branch; thence proceeding in an easterly direction along the centerline of Sugar Tree Branch as it meanders to its point of intersection with the western bank of the James River; thence proceeding in an easterly direction along the centerline of Sugar Tree Branch extended more or less 306 feet as it meanders to its point of intersection with the City of Lynchburg Corporate Limit; thence proceeding in a southerly direction along such corporate limit to its point of intersection with the centerline of the Norfolk Southern Railroad; thence proceeding in a southerly direction along the centerline of the Norfolk Southern Railroad to its point of intersection with the centerline of Rivermont Avenue; thence proceeding in a westerly direction along the centerline of Rivermont Avenue to the point of beginning. The voting place in said fourth precinct of the first ward shall be located at the Rivermont Presbyterian Church, 2424 Rivermont Avenue.

~~(5) Fifth precinct. All that portion of the first ward beginning at a point, said point being the intersection of the centerline of Ivy Creek and the centerline of the abandoned Norfolk and Southern Railroad, thence proceeding in a northeasterly direction along the centerline of the abandoned Norfolk and Southern Railroad to its point of intersection with the centerline of the Blackwater Creek Bikeway, thence proceeding in a northeasterly direction along the centerline of~~

~~the Blackwater Creek Bikeway to its point of intersection with the centerline of the Norfolk and Southern Railroad, thence proceeding in a northwesterly direction along the centerline of the Norfolk and Southern Railroad to its point of intersection with the centerline of Rivermont Avenue, thence proceeding in a westerly direction along the centerline of Rivermont Avenue to its point of intersection with the centerline of Rivermont Terrace, thence proceeding in a southerly direction along the centerline of Rivermont Terrace to its point of intersection with the centerline of Langhorne Road, thence proceeding in a southerly direction along the centerline of Langhorne Road to its point of intersection with the centerline of Landon Street, thence proceeding in a westerly direction along the centerline of Landon Street to its point of intersection with Club Drive, thence proceeding in a southwesterly direction along the centerline of Club Drive to its terminus, thence proceeding in a southwesterly direction 93 feet along the centerline of Club Drive extended to its point of intersection with the centerline of Ivy Creek, thence proceeding in a southeasterly direction along the centerline of Ivy Creek to its point of beginning. The voting place in said fifth precinct of the first ward shall be located at First Christian Church, 3109 Rivermont Avenue. All that portion of the first ward beginning at a point, said point being the intersection of the centerline of Ivy Creek and the centerline of the abandoned Norfolk Southern Railroad; thence proceeding in a northeasterly direction along the centerline of the abandoned Norfolk Southern Railroad to its point of intersection with the centerline of the Blackwater Creek Bikeway; thence proceeding in a northeasterly direction along the centerline of the Blackwater Creek Bikeway to its point of intersection with the centerline of the Norfolk Southern Railroad; thence proceeding in a northerly direction along the centerline of the Norfolk Southern Railroad to its point of intersection with the centerline of Rivermont Avenue; thence proceeding in a westerly direction along the centerline of Rivermont Avenue to its point of intersection with the centerline of Rivermont Terrace; thence proceeding in a southerly direction along the centerline of Rivermont Terrace to its point of intersection with the centerline of Langhorne Road; thence proceeding in a southerly direction along the centerline of Langhorne Road to its point of intersection with the centerline of Landon Street; thence proceeding in a westerly direction along the centerline of Landon Street to its point of intersection with Club Drive; thence proceeding in a southwesterly direction along the centerline of Club Drive to its terminus; thence proceeding in a southwesterly direction more or less 93 feet along the centerline of Club Drive extended to its point of intersection with the centerline of Ivy Creek; thence proceeding in a southeasterly direction along the centerline of Ivy Creek as it meanders to the point of beginning. The voting place in said fifth precinct of the first ward shall be located at the First Christian Church, 3109 Rivermont Avenue.~~

6. That the Code of the City of Lynchburg, 1981, be and the same is hereby amended and reenacted by amending Section 14-33 of Article III of Chapter 14 as follows:

Sec. 14-33. Second ward.

The second ward shall be divided into four election precincts, the boundaries of which shall be as follows:

(1) *First precinct.* ~~All that portion of the second ward beginning at a point, said point being the intersection of the centerline of Langhorne Road and the centerline of the abandoned Norfolk and Southern Railroad, thence proceeding in a northeasterly direction along the centerline of the abandoned Norfolk and Southern Railroad to its point of intersection with the centerline of the Blackwater Creek Bikeway, thence proceeding in a northeasterly direction along the centerline of the Blackwater Creek Bikeway to its point of intersection with the centerline of the Norfolk and Southern Railroad, thence proceeding in a northwesterly direction along the centerline of the Norfolk and Southern Railroad to its point of intersection with the corporate limits of the City of~~

Lynchburg, thence proceeding in a southeasterly direction along the corporate limits of the City of Lynchburg to its point of intersection with the centerline of eighth street extended, thence proceeding in a southwesterly direction 645 feet along the centerline of Eighth street extended to the terminus of the centerline of Eighth street, thence proceeding in a southwesterly direction along the centerline of Eighth street to its point of intersection with the centerline of Park Avenue, thence proceeding in a southerly direction along the centerline of Park Avenue to its point of intersection with the centerline of Floyd Street, thence proceeding in a northwesterly direction along the centerline of Floyd Street to its point of intersection with the centerline of Eighth Street, thence proceeding in a southwesterly direction along the centerline of Eighth Street to its point of intersection with the centerline of Buchanan Street, thence proceeding in a northwesterly direction along the centerline of Buchanan Street, to its point of intersection with the centerline of Kemper Street, thence proceeding in a southwesterly direction along the centerline of Kemper Street 204 feet to a point, said point being the 90 degree turn in Kemper Street, thence proceeding in a southwesterly direction 618 feet to a point, said point being the terminus of the centerline of Eighth Street, thence proceeding in a southwesterly direction along the centerline of Eighth Street to its point of intersection with the centerline of Orchard Street, thence proceeding in a southerly direction along the centerline of Orchard Street to its point of intersection with the centerline of Kingston Avenue, thence proceeding in a southwesterly direction along the centerline of Kingston Avenue to its point of intersection with the centerline of Langhorne Road, thence proceeding in a northwesterly direction along the centerline of Langhorne Road to its point of intersection with the centerline of Memorial Avenue, thence proceeding in a southwesterly direction along the centerline of Memorial Avenue to its point of intersection with the centerline of Lakeside Drive, thence proceeding in a northwesterly direction along the centerline of Lakeside Drive to its point of intersection with the centerline of the Blackwater Creek Tributary, thence proceeding in a northwesterly direction along the centerline of the Blackwater Creek Tributary to its point of intersection with the centerline of Blackwater Creek, thence proceeding in a northerly direction along the centerline of Blackwater Creek, to its point of intersection with the centerline of Langhorne Road, thence proceeding in a northerly direction along the centerline of Langhorne Road to the point of beginning. The voting place in said first precinct of the second ward shall be located at St. Paul's Episcopal Church, 605 Clay Street. All that portion of the second ward beginning at a point, said point being the intersection of the centerline of Langhorne Road and the centerline of the abandoned Norfolk Southern Railroad; thence proceeding in a northeasterly direction along the centerline of the abandoned Norfolk Southern Railroad to its point of intersection with the centerline of the Blackwater Creek Bikeway; thence proceeding in a northeasterly direction along the centerline of the Blackwater Creek Bikeway to its point of intersection with the centerline of the Norfolk Southern Railroad; thence proceeding in a northerly direction along the centerline of the Norfolk Southern Railroad to its point of intersection with the City of Lynchburg Corporate Limit; thence proceeding in a southeasterly direction along such corporate limit to its point of intersection with the centerline of Eighth Street extended; thence proceeding in a southwesterly direction along the centerline of Eighth Street to its point of intersection with the centerline of Park Avenue; thence proceeding in a southerly direction along the centerline of Park Avenue to its point of intersection with the centerline of Floyd Street; thence proceeding in a northwesterly direction along the centerline of Floyd Street to its point of intersection with the centerline of Eighth Street; thence proceeding in a southwesterly direction along the centerline of Eighth Street to its point of intersection with the centerline of Buchanan Street; thence proceeding in a northwesterly direction along the centerline of Buchanan Street to its point of intersection with the centerline of Kemper Street; thence proceeding in a southwesterly direction along the centerline of Kemper Street more or less 204 feet to a point, said point being the 90 degree turn in Kemper Street; thence proceeding in a southwesterly direction more or less 618 feet to a point, said point being a terminus of the centerline of Eighth Street; thence proceeding in a southwesterly direction along the centerline

of Eighth Street to its point of intersection with the centerline of Orchard Street; thence proceeding in a southerly direction along the centerline of Orchard Street to its point of intersection with the centerline of Kingston Avenue; thence proceeding in a southwesterly direction along the centerline of Kingston Avenue to its point of intersection with the centerline of Langhorne Road; thence proceeding in a northwesterly direction along the centerline of Langhorne Road to its point of intersection with the centerline of Memorial Avenue; thence proceeding in a southwesterly direction along the centerline of Memorial Avenue to its point of intersection with the centerline of Lakeside Drive; thence proceeding in a northwesterly direction along the centerline of Lakeside Drive to its point of intersection with the centerline of Old Forest Road; thence proceeding in a northwesterly direction along the centerline of Old Forest Road to its point of intersection with the centerline of Blackwater Creek; thence proceeding in a northeasterly direction along the centerline of Blackwater Creek as it meanders to its point of intersection with the centerline of Langhorne Road; thence proceeding in a northerly direction along the centerline of Langhorne Road to the point of beginning. The voting place in said first precinct of the second ward shall be located at the St. Paul's Episcopal Church, 605 Clay Street.

(2) Second precinct. ~~All that portion of the second ward beginning at a point said point being the corporate limits of the City of Lynchburg to its point of intersection with the centerline of eighth street extended, thence proceeding in a southwesterly direction 645 feet along the centerline of Eighth street extended to the terminus of the centerline of Eighth street, thence proceeding in a southwesterly direction along the centerline of Eighth street to its point of intersection with the centerline of Park Avenue, thence proceeding in a southerly direction along the centerline of Park Avenue to its point of intersection with the centerline of Floyd Street, thence proceeding in a northwesterly direction along the centerline of Floyd Street to its point of intersection with the centerline of Eighth Street, thence proceeding in a southwesterly direction along the centerline of Eighth Street to its point of intersection with the centerline of Buchanan Street, thence proceeding in a northwesterly direction along the centerline of Buchanan Street, to its point of intersection with the centerline of Kemper Street, thence proceeding in a southwesterly direction along the centerline of Kemper Street 204 feet to a point, said point being the 90-degree turn in Kemper Street, thence proceeding in a southwesterly direction 618 feet to a point, said point being the terminus of the centerline of Eighth Street, thence proceeding in a southwesterly direction along the centerline of Eighth Street to its point of intersection with the centerline of Orchard Street, thence proceeding in a southerly direction along the centerline of Orchard Street to its point of intersection with the centerline of Kingston Avenue, thence proceeding in a southwesterly direction along the centerline of Kingston Avenue to its point of intersection with the centerline of Langhorne Road, thence proceeding in a northwesterly direction along the centerline of Langhorne Road to its point of intersection with the centerline of Memorial Avenue, thence proceeding in a southwesterly direction along the centerline of Memorial Avenue to its point of intersection with the centerline of Wadsworth Street, thence proceeding in a southeasterly direction along the centerline of Wadsworth Street to its point of intersection with the centerline of Fort Avenue, thence proceeding in a southwesterly direction along the centerline of Fort Avenue to its point of intersection with the centerline of Lancaster Street, thence proceeding in a southeasterly direction along the centerline of Lancaster Street to its point of intersection with the centerline of Rives Street, thence proceeding in a southwesterly direction along the centerline of Rives Street to its point of intersection with the centerline of Gordon Street, thence proceeding in a southeasterly direction along the centerline of Gordon Street to its point of intersection with the centerline of Stadium Road, thence proceeding in an easterly direction along the centerline of Stadium Road to its point of intersection with the centerline of the southbound lane of the Lynchburg Expressway, thence proceeding in a southwesterly direction along the centerline of the southbound lane of the Lynchburg Expressway to its point of intersection with the centerline of the Norfolk and Southern Railroad, thence proceeding in an easterly direction along the~~

centerline of the Norfolk and Southern Railroad to its point of intersection with the centerline of the eastern most track of the Norfolk and Southern Railroad, thence proceeding in a northerly direction along the centerline of the eastern most track of the Norfolk and Southern Railroad to its point of intersection with the centerline of Fishing Creek, thence proceeding in a northeasterly direction 734 feet to the corporate limits of the City of Lynchburg, thence proceeding in a northeasterly direction along the corporate limits of the City of Lynchburg to the point of beginning. The voting place in said second precinct of the second ward shall be located at Robert S. Payne Elementary School Gymnasium, 1201 Floyd Street. All that portion of the second ward beginning at a point, said point being the intersection of the City of Lynchburg Corporate Limit with the centerline of Eighth Street extended; thence proceeding in a southwesterly direction more or less 645 feet along the centerline of Eighth Street extended to a terminus of the centerline of Eighth Street; thence proceeding in a southwesterly direction along the centerline of Eighth Street to its point of intersection with the centerline of Park Avenue; thence proceeding in a southerly direction along the centerline of Park Avenue to its point of intersection with the centerline of Floyd Street; thence proceeding in a northwesterly direction along the centerline of Floyd Street to its point of intersection with the centerline of Eighth Street; thence proceeding in a southwesterly direction along the centerline of Eighth Street to its point of intersection with the centerline of Buchanan Street; thence proceeding in a northwesterly direction along the centerline of Buchanan Street to its point of intersection with the centerline of Kemper Street; thence proceeding in a southwesterly direction along the centerline of Kemper Street more or less 204 feet to a point, said point being the 90 degree turn in Kemper Street; thence proceeding in a southwesterly direction more or less 618 feet to a point, said point being a terminus of the centerline of Eighth Street; thence proceeding in a southwesterly direction along the centerline of Eighth Street to its point of intersection with the centerline of Orchard Street; thence proceeding in a southerly direction along the centerline of Orchard Street to its point of intersection with the centerline of Kingston Avenue; thence proceeding in a southwesterly direction along the centerline of Kingston Avenue to its point of intersection with the centerline of Langhorne Road; thence proceeding in a northwesterly direction along the centerline of Langhorne Road to its point of intersection with the centerline of Memorial Avenue; thence proceeding in a southwesterly direction along the centerline of Memorial Avenue to its point of intersection with the centerline of Lakeside Drive; thence proceeding in a northwesterly direction along the centerline of Lakeside Drive to its point of intersection with the centerline of Oakley Avenue; thence proceeding in a southeasterly direction along the centerline of Oakley Avenue to its point of intersection with the centerline of Fort Avenue; thence proceeding along the centerline of Fort Avenue in a northeasterly direction to its point of intersection with the centerline of Lancaster Street; thence proceeding in a southeasterly direction along the centerline of Lancaster Street to its point of intersection with the centerline of Rives Street; thence proceeding in a southwesterly direction along the centerline of Rives Street to its point of intersection with the centerline of Gordon Street; thence proceeding in a southeasterly direction along the centerline of Gordon Street to its point of intersection with the centerline of Stadium Road; thence proceeding in an easterly direction along the centerline of Stadium Road to its point of intersection with the centerline of the southbound lane of the Lynchburg Expressway; thence proceeding in a southwesterly direction along the centerline of the southbound lane of the Lynchburg Expressway to its point of intersection with the centerline of the Norfolk Southern Railroad; thence proceeding in an easterly direction along the centerline of the Norfolk Southern Railroad (east/west line) to its point of intersection with the centerline of the eastern most track of the Norfolk Southern Railroad (north/south line); thence proceeding in a northerly direction along the centerline of the eastern most track of the Norfolk Southern Railroad to its point of intersection with the centerline of Fishing Creek; thence proceeding in a northeasterly direction more or less 734 feet to the City of Lynchburg Corporate Limit; thence proceeding in a northeasterly direction along said corporate limit to the point of beginning. The

voting place in said second precinct of the second ward shall be located at the Robert S. Payne Elementary School Gymnasium, 1201 Floyd Street.

(3) Third precinct. All that portion of the second ward beginning at a point, said point being the intersection of the centerline of the Norfolk and Southern Railroad (east/west line) and the centerline of the eastern most track of the centerline of the Norfolk and Southern Railroad (north/south line) thence proceeding in a northerly direction along the centerline of the eastern most track of the Norfolk and Southern Railroad to its point of intersection with the centerline of Fishing Creek; thence proceeding in a northeasterly direction 734 feet to the corporate limits of the City of Lynchburg; thence proceeding in a southeasterly direction along the corporate limits of the City of Lynchburg to its point of intersection with the centerline of Martin Street; thence proceeding in a northwesterly direction along the centerline of Martin Street to its point of intersection with the centerline of the eastbound lane of Richmond Highway; thence proceeding in an easterly direction along the centerline of the eastbound lane of Richmond Highway to its point of intersection with the centerline of the northbound lane of Campbell Avenue; thence proceeding in a northwesterly direction along the centerline of the northbound lane of Campbell Avenue to its point of intersection with the centerline of Florida Avenue; thence proceeding in an northeasterly direction along the centerline of Florida Avenue to its point of intersection with the centerline of the Norfolk and Southern Railroad; thence proceeding in a northwesterly direction along the centerline of the Norfolk and Southern Railroad to the point of beginning. The voting place in said third precinct of the second ward shall be located at the Jubilee Family Development Center, 1512 Florida Avenue. All that portion of the second ward beginning at a point, said point being the intersection of the centerline of the Norfolk Southern Railroad (east/west line) and the centerline of the eastern most track of the centerline of the Norfolk Southern Railroad (north/south line); thence proceeding in a northerly direction along the centerline of the eastern most track of the Norfolk Southern Railroad to its point of intersection with the centerline of Fishing Creek; thence proceeding in a northeasterly direction more or less 734 feet to the City of Lynchburg Corporate Limit; thence proceeding in a southeasterly direction along said corporate limit to its point of intersection with the centerline of Martin Street; thence proceeding in a northwesterly direction along the centerline of Martin Street to its point of intersection with the centerline of the eastbound lane of U.S. 460 Richmond Highway; thence proceeding in an easterly direction along the centerline of the eastbound lane of U.S. 460 Richmond Highway to its point of intersection with the centerline of the northbound lane of Campbell Avenue; thence proceeding in a northwesterly direction along the centerline of the northbound lane of Campbell Avenue to its point of intersection with the centerline of Florida Avenue; thence proceeding in a northeasterly direction along the centerline of Florida Avenue to its point of intersection with the centerline of the Norfolk Southern Railroad; thence proceeding in a northwesterly direction along the centerline of the Norfolk Southern Railroad to the point of beginning. The voting place in said third precinct of the second ward shall be located at the Jubilee Family Development Center, 1512 Florida Avenue.

(4) Fourth precinct. All that portion of the second ward beginning at a point, said point being the point of intersection between the centerline of the eastbound lane of Richmond Highway and the centerline of the Norfolk and Southern Railroad; thence proceeding in an easterly direction along the centerline of the eastbound lane of Richmond Highway to its point of intersection with the centerline of the northbound lane of Campbell Avenue; thence proceeding in a northwesterly direction along the centerline of the northbound lane of Campbell Avenue to its point of intersection with the centerline of Florida Avenue; thence proceeding in an northeasterly direction along the centerline of Florida Avenue to its point of intersection with the centerline of the Norfolk and Southern Railroad; thence proceeding in a northwesterly direction along the centerline of the Norfolk and Southern Railroad to its point of intersection with the centerline of Rutherford Street

extended 75 feet, thence proceeding in a southerly direction 55 feet along the centerline of Rutherford Street extended to its point of intersection with the centerline of the Norfolk and Southern Railroad, thence proceeding in an easterly direction along the centerline of the Norfolk and Southern Railroad to its point of intersection with the centerline of Carroll Avenue, thence proceeding in a southwesterly direction along the centerline of Carroll Avenue to its point of intersection with the centerline of Albert Lankford Drive, thence proceeding in a southwesterly direction along the centerline of Albert Lankford Drive to its point of intersection with the centerline of Odd Fellows Road, thence proceeding in a southeasterly direction along the centerline of Odd Fellows Road to its point of intersection with the centerline of Perkins Street, thence proceeding in a northerly direction along the centerline of Perkins Street to its point of intersection with the centerline of Mayflower Drive, thence proceeding in an easterly direction along the centerline of Mayflower Drive to its point of intersection with the centerline of the Norfolk and Southern Railroad, thence proceeding in an easterly direction along the centerline of the Norfolk and Southern Railroad to the point of beginning. The voting place in said fourth precinct of the second ward shall be located at Fairview Christian Church, 2107 Campbell Avenue. All that portion of the second ward beginning at a point, said point being the point of intersection between the centerline of the eastbound lane of U.S. 460 Richmond Highway and the centerline of the Norfolk Southern Railroad; thence proceeding in an easterly direction along the centerline of the eastbound lane of U.S. 460 Richmond Highway to its point of intersection with the centerline of the northbound lane of Campbell Avenue; thence proceeding in a northwesterly direction along the centerline of the northbound lane of Campbell Avenue to its point of intersection with the centerline of Florida Avenue; thence proceeding in a northeasterly direction along the centerline of Florida Avenue to its point of intersection with the centerline of the Norfolk Southern Railroad; thence proceeding in a northwesterly direction along the centerline of the Norfolk Southern Railroad to its point of intersection with the centerline of the southbound lane of the Lynchburg Expressway; thence proceeding in a southwesterly direction along the centerline of the southbound lane of the Lynchburg Expressway to its point of intersection with the centerline of the Norfolk Southern Railroad; thence proceeding in an easterly direction along the centerline of the Norfolk Southern Railroad to its point of intersection with the centerline of Carroll Avenue; thence proceeding in a southwesterly direction along the centerline of Carroll Avenue to its point of intersection with the centerline of Albert Lankford Drive; thence proceeding in a southwesterly direction along the centerline of Albert Lankford Drive to its point of intersection with the centerline of Odd Fellows Road; thence proceeding in a southeasterly direction along the centerline of Odd Fellows Road to its point of intersection with the centerline of Perkins Street; thence proceeding in a northerly direction along the centerline of Perkins Street to its point of intersection with the centerline of Mayflower Drive; thence proceeding in an easterly direction along the centerline of Mayflower Drive to its point of intersection with the centerline of the Norfolk Southern Railroad; thence proceeding in an easterly direction along the centerline of the Norfolk Southern Railroad to the point of beginning. The voting place in said fourth precinct of the second ward shall be located at the Fairview Christian Church, 2705 Campbell Avenue.

7. That the Code of the City of Lynchburg, 1981, be and the same is hereby amended and reenacted by amending Section 14-34 of Article III of Chapter 14 as follows:

Sec. 14-34. Third ward.

The third ward shall be divided into five election precincts, the boundaries of which shall be as follows:

(1) *First precinct.* All that portion of the third ward beginning at a point, said point being the intersection of the centerline of Rockbridge Avenue and the centerline of Lakeside Drive, thence

~~proceeding in a northeasterly direction along the centerline of Lakeside Drive to its point of intersection with the centerline of Memorial Avenue, thence proceeding in a southwesterly direction along the centerline of Memorial Avenue to its point of intersection with the centerline of Wadsworth Street, thence proceeding in a southeasterly direction along the centerline of Wadsworth Street to its point of intersection with the centerline of Fort Avenue, thence proceeding in a southwesterly direction along the centerline of Fort Avenue to its point of intersection with the centerline of Lancaster Street, thence proceeding in a southeasterly direction along the centerline of Lancaster Street to its point of intersection with the centerline of Rives Street, thence proceeding in a southwesterly direction along the centerline of Rives Street to its point of intersection with the centerline of Gordon Street, thence proceeding in a southeasterly direction along the centerline of Gordon Street to its point of intersection with the centerline of Stadium Road, thence proceeding in an easterly direction along the centerline of Stadium Road to its point of intersection with the centerline of the southbound lane of the Lynchburg Expressway, thence proceeding in a southerly direction along the centerline of the southbound lane of the Lynchburg Expressway to its point of intersection with the centerline of the Norfolk and Southern Railroad, thence proceeding in a southwesterly direction along the centerline of the Norfolk and Southern Railroad to its point of intersection with the centerline of Edley Place extended, thence proceeding in a northwesterly direction 97 feet to the terminus of the centerline of Edley Place, thence proceeding in a northwesterly direction along the centerline of Edley Place to its point of intersection with Fort Avenue, thence proceeding in a northeasterly direction along the centerline of Fort Avenue to its point of intersection with the centerline of Oakridge Boulevard, thence proceeding in a northwesterly direction along the centerline of Oakridge Boulevard to its point of intersection with the centerline of Sussex Street, thence proceeding in a northeasterly direction along the centerline of Sussex Street to its point of intersection with the centerline of Richmond Street, thence proceeding in a northeasterly direction along the centerline of Richmond Street to its point of intersection with the centerline of Rockbridge Avenue, thence proceeding in a northwesterly direction along the centerline of Rockbridge Avenue to the point of beginning. The voting place in said first precinct of the third ward shall be located at the Lynchburg Public Library, 2315 Memorial Avenue. All that portion of the third ward beginning at a point, said point being the intersection of the centerline of Fort Avenue and the centerline of Lancaster Street; thence proceeding in a southeasterly direction along the centerline of Lancaster Street to its point of intersection with the centerline of Rives Street; thence proceeding in a southwesterly direction along the centerline of Rives Street to its point of intersection with the centerline of Gordon Street; thence proceeding in a southeasterly direction along the centerline of Gordon Street to its point of intersection with the centerline of Stadium Road; thence proceeding in an easterly direction along the centerline of Stadium Road to its point of intersection with the centerline of the southbound lane of the Lynchburg Expressway; thence proceeding in a southerly direction along the centerline of the southbound lane of the Lynchburg Expressway to its point of intersection with the centerline of the Norfolk Southern Railroad; thence proceeding in a southwesterly direction along the centerline of the Norfolk Southern Railroad to its point of intersection with the Norfolk Southern Railroad; thence proceeding in a southwesterly direction along the centerline of the Norfolk Southern Railroad to its point of intersection with the centerline of Edley Place extended; thence proceeding in a northwesterly direction more or less 97 feet to the terminus of the centerline of Edley Place; thence proceeding in a northwesterly direction along the centerline of Edley Place to its point of intersection with the centerline of Fort Avenue; thence proceeding in a northeasterly direction along the centerline of Fort Avenue to its point of intersection with the centerline of Oakridge Boulevard; thence proceeding in a northwesterly direction along the centerline of Oakridge Boulevard to its point of intersection with the centerline of Sussex Street; thence proceeding in a northeasterly direction along the centerline of Sussex Street to its point of intersection with the centerline of Richmond Street; thence proceeding in a northeasterly direction along the centerline of Richmond Street to its~~

point of intersection with the centerline of Oakley Avenue; thence proceeding in a southeasterly direction along the centerline of Oakley Avenue to its point of intersection with Fort Avenue; thence proceeding in a northeasterly direction along the centerline of Fort Avenue to the point of beginning. The voting place in said first precinct of the third ward shall be located at the Lynchburg Public Library, 2315 Memorial Avenue.

(2) Second precinct. All that portion of the third ward beginning at a point, said point being the intersection of the Corporate Limits of the City of Lynchburg and the centerline of Candler Mountain Road, thence proceeding in a northerly direction along the centerline of Candler Mountain Road to its point of intersection with the centerline of the Norfolk and Southern Railroad, thence proceeding in a southwesterly direction along the centerline of the Norfolk and Southern Railroad to its point of intersection with the Corporate Limits of the City of Lynchburg, thence proceeding in a northeasterly direction along the Corporate Limits of the City of Lynchburg to the point of beginning. The voting place of said second precinct of the third ward shall be located at the Vines Center 2001 University Boulevard. All that portion of the third ward beginning at a point, said point being the intersection of the City of Lynchburg Corporate Limit and the centerline of Candler Mountain Road; thence proceeding in a northerly direction along the centerline of Candler Mountain Road to its point of intersection with the centerline of the Norfolk Southern Railroad; thence proceeding in a southwesterly direction along the centerline of the Norfolk Southern Railroad to its point of intersection with the City of Lynchburg Corporate Limit; thence proceeding in a northeasterly direction along said corporate limit to the point of beginning. The voting place of said second precinct of the third ward shall be located at the Montview Alumni Ballroom of the Montview Student Union on the Campus of Liberty University, 1971 University Boulevard – 3rd Floor.

(3) Third precinct. All that portion of the third ward beginning at a point, said point being the intersection of the corporate limits of the City of Lynchburg and the centerline of Candler Mountain Road, thence proceeding in a northerly direction along the centerline of Candler Mountain Road to its point of intersection with the centerline of the Norfolk and Southern Railroad, thence proceeding in a southwesterly direction 2,055 feet along the centerline of the Norfolk and Southern Railroad to a point, thence proceeding in a northwesterly direction 425 feet to a point, said point being on the centerline of the perimeter road of River Ridge Mall, thence proceeding in a northwesterly direction along the centerline of the perimeter road of River Ridge Mall to its point of intersection with the centerline of Glass Avenue, thence proceeding in a westerly direction along the centerline of Glass Avenue to its terminus, thence proceeding 223 feet along the centerline of Glass Avenue extended to its point of intersection with the centerline of Rock Castle Creek, thence proceeding in a northwesterly direction along the centerline of Rock Castle Creek to its point of intersection with the centerline of Burton Creek, thence proceeding in a northwesterly direction along the centerline of Burton Creek to its point of intersection with the centerline of the westbound lane of Fort Avenue, thence proceeding in a northeasterly direction along the westbound lane of Fort Avenue to its point of intersection with the centerline of Edley Place, thence proceeding in a southeasterly direction along the centerline of Edley Place to its terminus, thence proceeding 97 feet along the centerline of Edley Place extended to its point of intersection with the centerline of the Norfolk and Southern Railroad, thence proceeding in a northeasterly direction along the centerline of the Norfolk and Southern Railroad to its point of intersection with the centerline of Rutherford Street extended, thence proceeding in a southerly direction 55 feet along the centerline of Rutherford Street extended to its point of intersection with the centerline of the Norfolk and Southern Railroad, thence proceeding in an easterly direction along the centerline of the Norfolk and Southern Railroad to its point of intersection with the centerline of Carroll Avenue, thence proceeding in a southwesterly direction along the centerline of Carroll Avenue to its point of intersection with the centerline of Albert Lankford Drive, thence proceeding

in a southwesterly direction along the centerline of Albert Lankford Drive to its point of intersection with the centerline of Odd Fellows Road, thence proceeding in a southeasterly direction along the centerline of Odd Fellows Road to its point of intersection with the centerline of Perkins Street, thence proceeding in a northerly direction along the centerline of Perkins Street to its point of intersection with the centerline of Mayflower Drive, thence proceeding in an easterly direction along the centerline of Mayflower Drive to its point of intersection with the centerline of the Norfolk and Southern Railroad, thence proceeding in an easterly direction along the centerline of the Norfolk and Southern Railroad to its point of intersection with the centerline of the eastbound lane of Richmond Highway, thence proceeding in an easterly direction along the centerline of the eastbound lane of Richmond Highway to its point of intersection with the centerline of Martin Street, thence proceeding in a southeasterly direction along the centerline of Martin Street to its point of intersection with the corporate limits of the City of Lynchburg, thence proceeding in an southwesterly direction along the Corporate Limits of the City of Lynchburg to the point of beginning. The voting place in said third precinct of the third ward shall be located at Sheffield School, 115 Kenwood Place. All that portion of the third ward beginning at a point, said point being the intersection of the City of Lynchburg Corporate Limit and the centerline of Candler's Mountain Road; thence proceeding in a northerly direction along the centerline of Candler's Mountain Road to its point of intersection with the centerline of the Norfolk Southern Railroad; thence proceeding in a southwesterly direction more or less 2,055 feet along the centerline of the Norfolk Southern Railroad to a point; thence proceeding in a northwesterly direction more or less 425 feet to a point, said point being on the centerline of the perimeter road of River Ridge Mall; thence proceeding in a northwesterly direction along the centerline of the perimeter road of River Ridge Mall to its point of intersection with the centerline of Glass Avenue; thence proceeding in a westerly direction along the centerline of Glass Avenue to its terminus; thence proceeding more or less 223 feet along the centerline of Glass Avenue extended to its point of intersection with the centerline of Rock Castle Creek; thence proceeding in a northwesterly direction along the centerline of Rock Castle Creek as it meanders to its point of intersection with the centerline of Burton Creek; thence proceeding in a northwesterly direction along the centerline of Burton Creek as it meanders to its point of intersection with the centerline of the westbound lane of Fort Avenue; thence proceeding in a northeasterly direction along the centerline of the westbound lane of Fort Avenue to its point of intersection with the centerline of Edley Place; thence proceeding in a southeasterly direction along the centerline of Edley Place to its terminus; thence proceeding more or less 97 feet along the centerline of Edley Place extended to its point of intersection with the centerline of the Norfolk Southern Railroad; thence proceeding in a northeasterly direction along the centerline of the Norfolk Southern Railroad to its point of intersection with the centerline of Rutherford Street extended; thence proceeding in a southerly direction more or less 55 feet along the centerline of Rutherford Street extended to its point of intersection with the centerline of the Norfolk Southern Railroad; thence proceeding in an easterly direction along the centerline of the Norfolk Southern Railroad to its point of intersection with the centerline of Carroll Avenue; thence proceeding in a southwesterly direction along the centerline of Carroll Avenue to its point of intersection with the centerline of Albert Lankford Drive; thence proceeding in a southwesterly direction along the centerline of Albert Lankford Drive to its point of intersection with the centerline of Odd Fellows Road; thence proceeding in a southeasterly direction along the centerline of Odd Fellows Road to its point of intersection with the centerline of Perkins Street; thence proceeding in a northerly direction along the centerline of Perkins Street to its point of intersection with the centerline of Mayflower Drive; thence proceeding in an easterly direction along the centerline of Mayflower Drive to its point of intersection with the centerline of the Norfolk Southern Railroad; thence proceeding in an easterly direction along the centerline of the Norfolk Southern Railroad to its point of intersection with the centerline of the eastbound lane of U.S. 460 Richmond Highway; thence proceeding in an easterly direction along the centerline of the eastbound lane of U.S. 460

Richmond Highway to its point of intersection with the centerline of Martin Street; thence proceeding in a southeasterly direction along the centerline of Martin Street to its point of intersection with the City of Lynchburg Corporate Limit; thence proceeding in a southwesterly direction along said corporate limit to the point of beginning. The voting place in said third precinct of the third ward shall be located at the Sheffield Elementary School, 115 Kenwood Place.

(4) Fourth precinct. ~~All that portion of the third ward beginning at a point, said point being the intersection of the corporate limits of the City of Lynchburg and the centerline of the Norfolk and Southern Railroad, thence proceeding in a northerly direction 8,084 feet along the centerline of the Norfolk and Southern Railroad to a point, thence proceeding in a northwesterly direction 425 feet to a point, said point being on the centerline of the perimeter road of River Ridge Mall, thence proceeding in a northwesterly direction along the centerline of the perimeter road of River Ridge Mall to its point of intersection with the centerline of Glass Avenue, thence proceeding in a westerly direction along the centerline of Glass Avenue to its terminus, thence proceeding 223 feet along the centerline of Glass Avenue extended to its point of intersection with the centerline of Rock Castle Creek, thence proceeding in a northwesterly direction along the centerline of Rock Castle Creek to its point of intersection with the centerline of Burton Creek, thence proceeding in a northwesterly direction along the centerline of Burton Creek to its point of intersection with the centerline of the westbound lane of Fort Avenue/Timberlake Road, thence proceeding in a southwesterly direction along the centerline of the westbound lane of Timberlake Road to its point of intersection with the centerline of Leesville Road, thence proceeding in a southwesterly direction along the centerline of Leesville Road to its point of intersection with the centerline of Del Ray Circle, thence proceeding in a southeasterly direction along the centerline of Del Ray Circle to its point of intersection with the corporate limits of the City of Lynchburg, thence proceeding in a northeasterly direction along the Corporate Limits of the City of Lynchburg to the point of beginning. The voting place in said fourth precinct of the third ward shall be located at the First Church of the Nazarene, 1737 Wards Ferry Road.~~ All that portion of the third ward beginning at a point, said point being the intersection of the City of Lynchburg Corporate Limit and the centerline of the Norfolk Southern Railroad; thence proceeding in a northerly direction more or less 8,084 feet along the centerline of the Norfolk Southern Railroad to a point; thence proceeding in a northwesterly direction more or less 425 feet to a point, said point being on the centerline of the perimeter road of River Ridge Mall; thence proceeding in a northwesterly direction along the centerline of the perimeter road of River Ridge Mall to its point of intersection with the centerline of Glass Avenue; thence proceeding in a westerly direction along the centerline of Glass Avenue to its terminus; thence proceeding more or less 223 feet along the centerline of Glass Avenue extended to its point of intersection with the centerline of Rock Castle Creek; thence proceeding in a northwesterly direction along the centerline of Rock Castle Creek as it meanders to its point of intersection with the centerline of Burton Creek; thence proceeding in a northwesterly direction along the centerline of Burton Creek as it meanders to its point of intersection with the centerline of the westbound lane of Fort Avenue/Timberlake Road; thence proceeding in a southwesterly direction along the centerline of the westbound lane of Timberlake Road to its point of intersection with the centerline of Leesville Road; thence proceeding in a southerly direction along the centerline of Leesville Road to its point of intersection with the centerline of Del Ray Circle; thence proceeding in a southeasterly direction along the centerline of Del Ray Circle to its point of intersection with the City of Lynchburg Corporate Limit; thence proceeding in a northeasterly direction along said corporate limit to the point of beginning. The voting place in said fourth precinct of the third ward shall be located at the Compassion Church of the Nazarene (formerly the First Church of the Nazarene), 1737 Wards Ferry Road.

~~(5) Fifth precinct. All that portion of the third ward beginning at a point, said point being the intersection of the centerline of the westbound lane of Timberlake Road and Leesville Road; thence proceeding in a southwesterly direction along the centerline of Leesville Road to its point of intersection with the centerline of Del Ray Circle; thence proceeding in a southeasterly direction along the centerline of Del Ray Circle to its point of intersection with the corporate limits of the City of Lynchburg; thence proceeding in a southwesterly direction along the centerline of the corporate limits of the City of Lynchburg to its point of intersection with the centerline of the westbound lane of Timberlake Road; thence proceeding in a northeasterly direction along the centerline of the westbound lane of Timberlake Road to the point of beginning. The voting place of said fifth precinct of the third ward shall be located at Heritage United Methodist Church, 582 Leesville Road. All that portion of the third ward beginning at a point, said point being the intersection of the centerline of the westbound lane of Timberlake Road and Leesville Road; thence proceeding in a southerly direction along the centerline of Leesville Road to its point of intersection with the centerline of Del Ray Circle; thence proceeding in a southeasterly direction along the centerline of Del Ray Circle to its point of intersection with the City of Lynchburg Corporate Limit; thence proceeding in a southwesterly direction along said corporate limit to its point of intersection with the centerline of the westbound lane of Timberlake Road; thence proceeding in a northeasterly direction along the centerline of the westbound lane of Timberlake Road to the point of beginning. The voting place of said fifth precinct of the third ward shall be located at the Heritage United Methodist Church, 582 Leesville Road.~~

8. That the Code of the City of Lynchburg, 1981, be and the same is hereby amended and reenacted by amending Section 14-35 of Article III of Chapter 14 as follows:

Sec. 14-35. Fourth ward.

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

~~(1) First precinct. All that portion of the fourth ward beginning at a point, said point being the intersection of the Corporate Limits of the City of Lynchburg and the centerline of Graves Mill Road; thence proceeding in an easterly direction along the centerline of Graves Mill Road to its point of intersection with the centerline of McConville Road; thence proceeding in a northerly direction along the centerline of McConville Road to its point of intersection with the centerline of Tomahawk Creek; thence proceeding in an easterly direction along the centerline of Tomahawk Creek to its point of intersection with the centerline of Burton Creek; thence proceeding in a southerly direction along the centerline of Burton Creek to its point of intersection with the centerline of the westbound lane of Timberlake Road; thence proceeding in a southwesterly direction along the centerline of the westbound lane of Timberlake Road to its point of intersection with the Corporate Limits of the City of Lynchburg; thence proceeding in a westerly direction along the Corporate Limits of the City of Lynchburg to the point of beginning. Through the November 2010 election the voting place of said first precinct of the fourth ward shall be located at Crosspoint Church, 7610 Timberlake Road. After the November 2010 election City Council will reconsider the location of the voting place of the first precinct of the fourth ward. All that portion of the fourth ward beginning at a point, said point being the intersection of the City of Lynchburg Corporate Limit and the centerline of Graves Mill Road; thence proceeding in an easterly direction along the centerline of Graves Mill Road to its point of intersection with the centerline of McConville Road; thence proceeding in a northerly direction along the centerline of McConville Road to its point of intersection with the centerline of Tomahawk Creek; thence proceeding in an easterly direction along the centerline of Tomahawk Creek as it meanders to its point of intersection with the centerline of Burton Creek; thence proceeding in a southerly direction along the centerline~~

of Burton Creek as it meanders to its point of intersection with the centerline of the westbound lane of Timberlake Road; thence proceeding in a southwesterly direction along the centerline of the westbound lane of Timberlake Road to its point of intersection with the City of Lynchburg Corporate Limit; thence proceeding in a westerly direction along said corporate limit to the point of beginning. The voting place in said first precinct of the fourth ward shall be located at the St. Thomas More Catholic Church, 3015 Roundelay Road.

~~(2) Second precinct. All that portion of the fourth ward beginning at a point, said point being the intersection of the centerline of Tomahawk Creek, Burton Creek and the centerline of Blackwater Creek, thence proceeding in an easterly direction along the centerline of Blackwater Creek to its point of intersection with the Blackwater Creek Tributary, thence proceeding in a southeasterly direction along the centerline of the Blackwater Creek Tributary to its point of intersection with the centerline of Heath Avenue extended, thence proceeding in a southerly direction 234 feet along the centerline of Heath Avenue extended to the terminus of the centerline of Heath Avenue, thence proceeding in a southerly direction along the centerline of Heath Avenue to its point of intersection with the centerline of Fort Avenue, thence proceeding in a southwesterly direction along the centerline of Fort Avenue to its point of intersection with the centerline of Burton Creek, thence proceeding in a northerly direction along the centerline of Burton Creek, to the point of beginning. The voting place in said second precinct of the fourth ward shall be located at Sandusky Middle School, 805 Chinook Place. All that portion of the fourth ward beginning at a point, said point being the intersection of the centerline of Tomahawk Creek, the centerline of Burton Creek, and the centerline of Blackwater Creek; thence proceeding in an easterly direction along the meandering of the centerline of Blackwater Creek to its point of intersection with the centerline of a Blackwater Creek tributary; thence proceeding in a southeasterly direction along the meandering of the centerline of such tributary to its point of intersection with the centerline of Heath Avenue extended; thence proceeding in a southerly direction more or less 234 feet along the centerline of Heath Avenue extended to the terminus of the centerline of Heath Avenue; thence proceeding in a southerly direction along the centerline of Heath Avenue to its point of intersection with the centerline of Fort Avenue; thence proceeding in a southwesterly direction along the centerline of Fort Avenue to its point of intersection with the centerline of Burton Creek; thence proceeding in a northerly direction along the centerline of Burton Creek as it meanders to the point of beginning. The voting place in said second precinct of the fourth ward shall be located at the Sandusky Middle School, 805 Chinook Place.~~

~~(3) Third precinct. All the portion of the fourth ward lying at a point, said point being the intersection of the centerline of Wyndale Drive and the centerline of Fleetwood Avenue, thence proceeding in a southeasterly direction along the centerline of Fleetwood Avenue to its terminus, thence proceeding in a southerly direction 395 feet along the centerline of Fleetwood Drive extended to its point of intersection with the centerline of Blackwater Creek, thence proceeding in a northeasterly direction along the centerline of Blackwater Creek to its point of intersection with the Blackwater Creek Tributary, thence proceeding in a southeasterly direction along the centerline of the Blackwater Creek Tributary to its point of intersection with the centerline of Heath Avenue extended, thence proceeding in a southerly direction 234 feet along the centerline of Heath Avenue extended to the terminus of the centerline of Heath Avenue, thence proceeding in a southerly direction along the centerline of Heath Avenue to its point of intersection with the centerline of Fort Avenue, thence proceeding in a northeasterly direction along the centerline of Fort Avenue to its point of intersection with the centerline of Oakridge Boulevard, thence proceeding in a westerly direction along the centerline of Oakridge Boulevard to its point of intersection with the centerline of Sussex Street, thence proceeding in a northeasterly direction along the centerline of Sussex Street to its point of intersection with the~~

~~centerline of Richmond Street, thence proceeding in a northeasterly direction along the centerline of Richmond Street to its point of intersection with the centerline of Reskbridge Avenue, thence proceeding in a northwesterly direction along the centerline of Reskbridge Avenue to its point of intersection with the centerline of Lakeside Drive, thence proceeding in a southwesterly direction along the centerline of Lakeside Drive to its point of intersection with the centerline of Wyndale Drive, thence proceeding in a southwesterly direction along the centerline of Wyndale Drive to the point of beginning. The voting place in said third precinct of the fourth ward shall be located at the Perrymont Fellowship Hall, 114 Perrymont Avenue. All the portion of the fourth ward lying at a point, said point being the intersection of the centerline of Wyndale Drive and the centerline of Fleetwood Drive; thence proceeding in a southeasterly direction along the centerline of Fleetwood Drive to its terminus; thence proceeding in a southerly direction more or less 395 feet along the centerline of Fleetwood Drive extended to its point of intersection with the centerline of Blackwater Creek; thence proceeding in a northeasterly direction along the centerline of Blackwater Creek as it meanders to its point of intersection with the centerline of a Blackwater Creek tributary; thence proceeding in a southeasterly direction along the centerline of such tributary as it meanders to its point of intersection with the centerline of Heath Avenue extended; thence proceeding in a southerly direction more or less 234 feet along the centerline of Heath Avenue extended to the terminus of the centerline of Heath Avenue; thence proceeding in a southerly direction along the centerline of Heath Avenue to its point of intersection with the centerline of Fort Avenue; thence proceeding in a northeasterly direction along the centerline of Fort Avenue to its point of intersection with the centerline of Oakridge Boulevard; thence proceeding in a westerly direction along the centerline of Oakridge Boulevard to its point of intersection with the centerline of Sussex Street; thence proceeding in a northeasterly direction along the centerline of Sussex Street to its point of intersection with the centerline of Richmond Street; thence proceeding in a northeasterly direction along the centerline of Richmond Street to its point of intersection with the centerline of Oakley Avenue; thence proceeding in a northwesterly direction along the centerline of Oakley Avenue to its point of intersection with the centerline of Lakeside Drive; thence proceeding in a southwesterly direction along the centerline of Lakeside Drive to its point of intersection with the centerline of Wyndale Drive; thence proceeding in a southwesterly direction along the centerline of Wyndale Drive to the point of beginning. The voting place in said third precinct of the fourth ward shall be located at the Perrymont Fellowship Hall, 114 Perrymont Avenue.~~

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

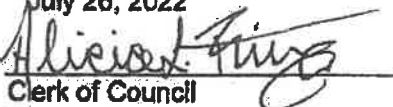
~~Creek Tributary to its point of intersection with the centerline of Lakeside Drive, thence proceeding in a southwesterly direction along the centerline of Lakeside Drive to its point of intersection with the centerline of Forest Brook Road, thence proceeding in a northerly direction along the centerline of Forest Brook Road to its point of intersection with the centerline of Old Forest Road, thence proceeding in a northeasterly direction along the centerline of Old Forest Road to its point of intersection with Devonshire Road, thence proceeding in a northwesterly direction along the centerline of Devonshire Road to its point of intersection with Kettering Lane, thence proceeding in a northwesterly direction 1,815 feet along the centerline of Devonshire Road extended to its point of intersection with the centerline of the Ivy Creek Tributary, thence proceeding in a northwesterly direction along the centerline of the Ivy Creek Tributary to its point of intersection with the centerline of Ivy Creek, thence proceeding in a northeasterly direction along the centerline of Ivy Creek to its point of intersection with the centerline of Link Road, thence proceeding in a northeasterly direction along the centerline of Link Road to its point of intersection with Rivermont Avenue, thence proceeding in an easterly direction to the point of beginning. The voting place in said fourth precinct of the fourth ward shall be located at Linkhome Middle School, 2525 Linkhome Drive. All that portion of the fourth ward beginning at a point, said point being the intersection of the centerline of Rivermont Avenue and the centerline of Rivermont Terrace; thence proceeding in a southerly direction along the centerline of Rivermont Terrace to its point of intersection with the centerline of Langhome Road; thence proceeding in a southerly direction along the centerline of Langhome Road to its point of intersection with the centerline of Landon Street; thence proceeding in a westerly direction along the centerline of Landon Street to its point of intersection with Club Drive; thence proceeding in a southwesterly direction along the centerline of Club Drive to its terminus; thence proceeding in a southwesterly direction more or less 93 feet along the centerline of Club Drive extended to its point of intersection with the centerline of Ivy Creek; thence proceeding in a southeasterly direction along the centerline of Ivy Creek as it meanders to its point of intersection with the centerline of the abandoned Norfolk Southern Railroad; thence proceeding in a northeasterly direction along the centerline of the abandoned Norfolk Southern Railroad to its point of intersection with the centerline of Langhome Road; thence proceeding in a southerly direction along the centerline of Langhome Road to its point of intersection with the centerline of Blackwater Creek; thence proceeding in a southerly direction along the meandering of the centerline of Blackwater Creek to its point of intersection with the centerline of Old Forest Road; thence proceeding in a southeasterly direction along the centerline of Old Forest Road to its point of intersection with Lakeside Drive; thence proceeding in a southwesterly direction along the centerline of Lakeside Drive to its point of intersection with the centerline of Forest Brook Road; thence proceeding in a northerly direction along the centerline of Forest Brook Road to its point of intersection with the centerline of Old Forest Road; thence proceeding in a northeasterly direction along the centerline of Old Forest Road to its point of intersection with the centerline of Devonshire Road; thence proceeding in a northwesterly direction along the centerline of Devonshire Road to its point of intersection with the centerline of Kettering Lane; thence proceeding in a northwesterly direction more or less 1,815 feet along the centerline of Devonshire Road extended to its point of intersection with the centerline of an Ivy Creek tributary; thence proceeding in a northwesterly direction along the centerline of such tributary as it meanders to its point of intersection with the centerline of Ivy Creek; thence proceeding in a northeasterly direction along the centerline of Ivy Creek as it meanders to its point of intersection with the centerline of Link Road; thence proceeding in a northeasterly direction along the centerline of Link Road to its point of intersection with the centerline of Rivermont Avenue; thence proceeding in an easterly direction along the centerline of Rivermont Avenue to the point of beginning. The voting place in said fourth precinct of the fourth ward shall be located at the Linkhome Middle School, 2525 Linkhome Drive.~~

9. That the Geographic Information System (GIS) map of the above described amendments, entitled "Scenario A Wards and Precincts" and dated July 12, 2022, is explicitly incorporated herein by reference for illustrative and reference purposes only. Such map is not intended to be relied upon as a precise representation of the above described boundaries and polling places, but rather an approximate representation of the same. In the event of a conflict between the said Geographic Information System (GIS) map and the above described boundaries and polling places, then the latter shall control in all respects.

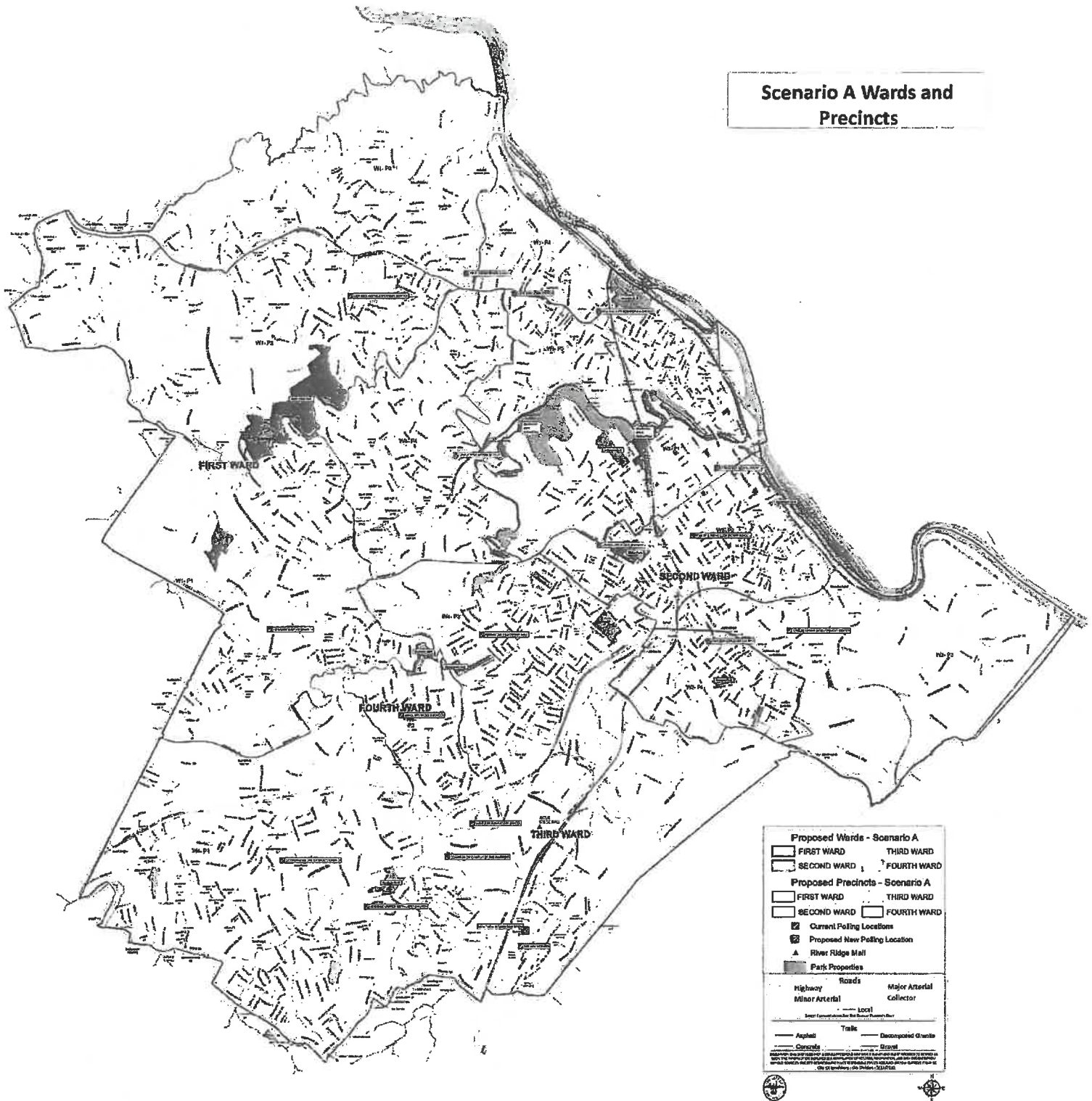
10. That the Clerk of Council shall send a certified copy of this Ordinance and a copy of the above said Geographic Information System (GIS) map to the City's General Registrar, the City's Electoral Board, the Secretary of the Commonwealth of Virginia, the Virginia Department of Elections, and the Virginia Division of Legislative Services.

11. That this Ordinance shall be effective upon its adoption, but will not be implemented by the City until a certification of no objection has been issued by the Attorney General of Virginia, or his designee, relating to the aforesaid amendments.

Adopted: July 26, 2022

Certified: 
Clerk of Council

Scenario A Wards and Precincts



AGENDA ITEM SUMMARY**MEETING DATE**

January 29, 2026

PRESENTED BY

Rachel Frischeisen, City Planner

AGENDA ITEM # IV.4

1516 Greenview Drive, 798 & 794 Leesville Road - FLUM Amendment & Rezoning - Fuel Center and Convenience Store

RECOMMENDATION

This item will appear for City Council vote on the February 10, 2026, Public Hearing agenda. Approval of the petitions to amend the Future Land Use Map from Neighborhood Commercial to Community Commercial and to rezone 1516 Greenview Drive, 798 & 794 Leesville Road from R-1, Low Density Residential District; B-1, Limited Business District; and B-3C, Community Business District (Conditional); to B-3C, Community Business District (Conditional) to allow for a fuel center and convenience store on a portion of the property.

SUMMARY

TPB Enterprises, LLC is petitioning to amend the Future Land Use Map from Neighborhood Commercial to Community Commercial and to rezone approximately four and nine hundred fifteen thousandths (4.915) acres located at 1516 Greenview Drive, 798 & 794 Leesville Road from R-1, Low Density Residential District; B-1, Limited Business District; and B-3C, Community Business District (Conditional); to B-3C, Community Business District (Conditional) to allow for a fuel center and convenience store on a portion of the property.

The City's Comprehensive Plan 2013-2030 recommends Neighborhood Commercial uses for the property. The petition proposes to amend this to Community Commercial. The proposed FLUM amendment to Community Commercial aligns with the requested B-3, Community Business District, and is logical given the location at the intersection of two (2) major corridors. According to aerial photography, 1516 Greenview Drive has never been improved, and given the high traffic counts of the adjoining roads, is unlikely to be developed under the current R-1, Low Density Residential District zoning. The proposed B-3C, Community Business District (Conditional) is consistent with the B-3C zoning that exists on approximately half of the site. Approval of the petition would allow the existing nursery business to remain and facilitate development on the remainder of the site.

PRIOR ACTION(S)

January 14, 2026: The Planning Commission recommended approval (5-1) of the FLUM amendment and rezoning petitions.

January 14, 2026: The Planning Division recommended approval of the FLUM and rezoning petitions.

FISCAL IMPACT

N/A

CONTACT(S)

Rachel Frischeisen, City Planner

ATTACHMENT(S)

1. Presentation
2. Planning Commission Minutes, Report, and Attachments
3. Citizen Email

REVIEWED BY



William Martin, Community Development Director

Date: January 21, 2026



Kent White, Assistant City Manager

Date: January 21, 2026



Alicia Finney, Clerk of Council

Date: January 22, 2026

1516 GREENVIEW DRIVE, 798 & 794 LEESVILLE ROAD REZONING & FLUM AMENDMENT

Tuesday, January 27, 2026



PURPOSE & ACTION

Purpose:

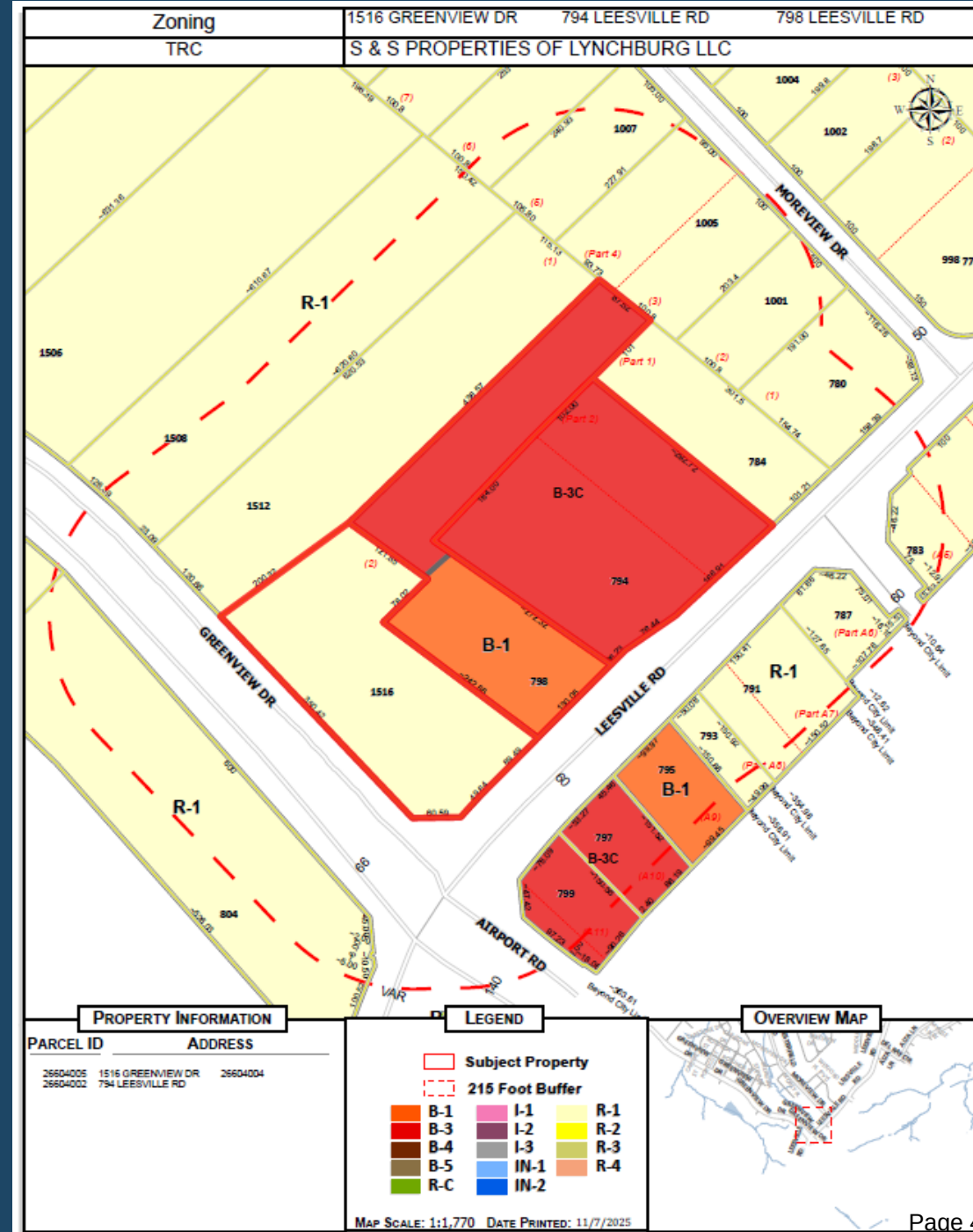
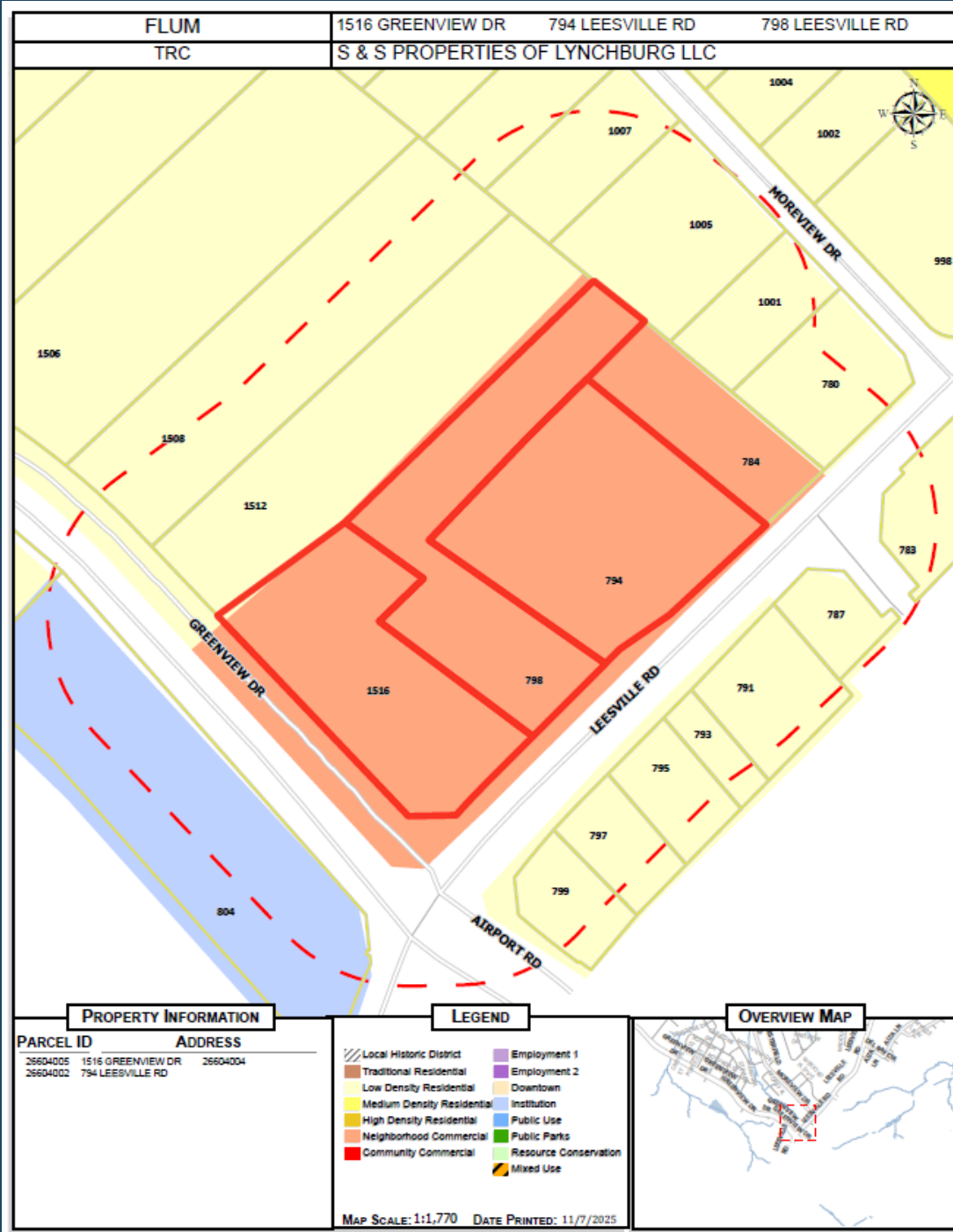
Petition of TPB Enterprises, LLC to amend the Future Land Use Map (FLUM) and rezone approximately four and nine hundred fifteen thousandths (4.915) acres located at 1516 Greenview Drive, 798 & 794 Leesville Road to allow for a fuel center and convenience store on a portion of the property.

Recommendation:

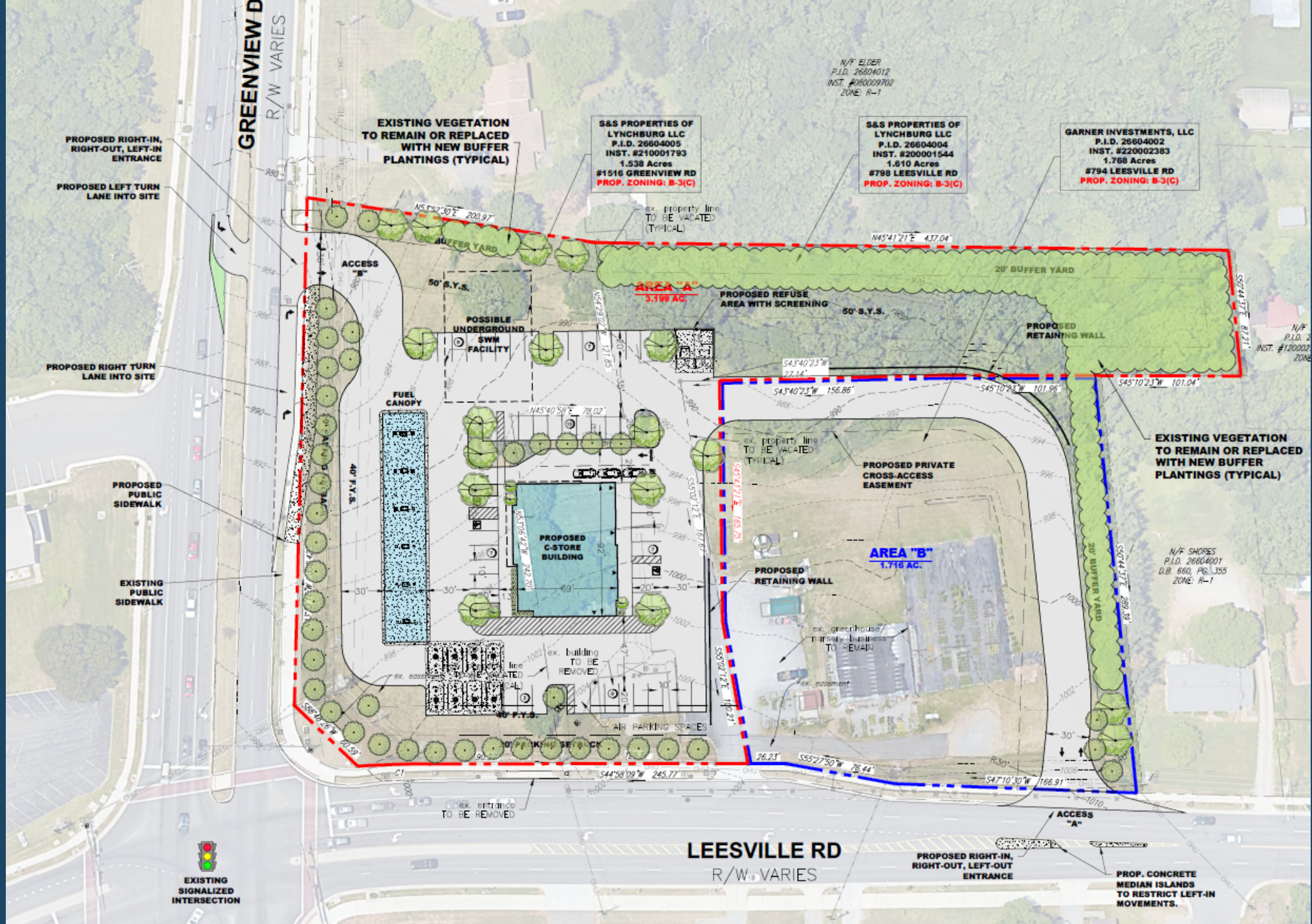
The Planning Commission recommended approval (5-1) of the petitions.

Action:

A City Council public hearing will be held on February 10, 2026.







MINUTES OF THE JANUARY 14, 2026 PLANNING COMMISSION MEETING (MINUTES HAVE NOT BEEN APPROVED):

Petition of T.P.B. Enterprises, LLC to amend the Future Land Use Map from Neighborhood Commercial to Community Commercial and to rezone approximately four and nine hundred fifteen thousandths (4.915) acres located at 1516 Greenview Drive, 798 & 794 Leesville Road (Tax Map #s 26604005, 26604004, 26604002) from R-1, Low Density Residential District; B-1, Limited Business District; and B-3C, Community Business District (Conditional); to B-3C, Community Business District (Conditional) to allow for a fuel center and convenience store on a portion of the property. The existing garden center business is proposed to remain.

Ms. Rachel Frischeisen, City Planner, provided the following summary to the Commission. The City's Comprehensive Plan currently recommends Neighborhood Commercial uses for these properties. These areas are intended to consist primarily of office, retail, personal service, and restaurant type uses that are scaled and designed to be compatible with and serve the immediate neighborhoods. These can be individual businesses, clusters of businesses, or small shopping centers. The petition proposes to amend the FLUM to Community Commercial. These areas contain retail, personal service, entertainment, and restaurant uses and can contain clusters of businesses, often located at major intersections. The area surrounding the Greenview Drive/Leesville Road intersection is identified as a minor gateway into the city. Our Comprehensive Plan states that "visual qualities and entry experience at each gateway" should be considered. The subject properties were annexed into the City in 1976. 1516 Greenview Drive, which is the vacant parcel, has been zoned R-1, Low Density Residential District, since 1978. 794 and 798 Leesville Road were also originally zoned R-1, Low Density Residential District, but were rezoned to B-3C, Community Business District (Conditional), on October 13, 1987, to allow for the expansion of a nonconforming nursery business, which is still in existence today. A residential home at 798 Leesville Road was to be used as either a residence or for uses related to the nursery business, per the proffered conditions at the time. The home at 798 Leesville Road was later rezoned from B-3C, Community Business District (Conditional) to B-1, Limited Business District in 1999, to allow the use of an existing structure as an office for a counseling service. If the petition is approved, the site will be developed into a convenience store including a fuel canopy and parking improvements. The existing nursery business is proposed to remain. A traffic study was submitted with this petition. The city's Engineering Division has reviewed and agreed with the findings and proposed entrance configurations. A right-in, right-out, left-in entrance is proposed from Greenview Drive and will serve as the primary entrance into the convenience center. The existing southbound left turn lane will be modified to allow for the proposed left turn lane into the site. A right turn lane will be installed for this entrance as well. A right-in, right-out, left-out entrance is proposed from Leesville Road. New concrete medians will be installed in Leesville Road in order to prohibit left turns into the site. The proposed entrance from Leesville will loop behind the nursery business and serve as a secondary entrance. The existing nursery business will remain in its current location. There would be no cross-access between the business and the proposed convenience store, per the voluntarily submitted proffers. The proffers for Area A, which is the convenience store portion of the property, are listed in the report. A number of uses have been "proffered out," some of which would be less than ideal for a gateway into the City, such as short-term loans, cash for gold stores, etc. Those uses would be prohibited here. Another proffer is a 50' setback on parking and buildings from the residential uses to the northwest. (Zoning requires a 50' building setback normally in commercial districts adjacent to low density residential uses, but only a 20' parking setback.) The proffers for Area B, which is the nursery business, state: that the greenhouse business is the only allowed use, that the access drive for the convenience store will be constructed as shown on the concept plan, and that there will be no vehicular cross-access between the two uses. In summary, the proposed FLUM amendment to Community Commercial aligns with the requested B-3, Community Business District, and is logical given the location at the intersection of two (2) major corridors. The proposed rezoning is consistent with the B-3C zoning that exists on approximately half of the site. Approval of the petition would allow the existing nursery business to remain and facilitate development on the remainder of the site. According to aerial photography, 1516 Greenview Drive has never been improved, and given the high traffic counts of the adjoining roads, is unlikely to be developed under the current R-1, Low Density Residential District zoning. The proposed improvements to Greenview

Drive and Leesville Road should mitigate traffic impacts. The proposed entrance locations and movements have been designed to provide maximum separation from the existing signal and to ensure that conflict points are minimized. The City's Technical Review Committee (TRC) reviewed the petition on November 18, 2025. Comments were minor in nature and would be addressed prior to site plan approval. The Planning Division recommends approval of the petitions.

Chair Rogers asked if there was anyone present to speak on behalf of the petition.

Mr. Chris Burns of Westwood Professional Services was present to represent the petition. He observed that the intersection of Greenview Drive and Leesville Road is an important intersection – just a third of a mile from the US-460 interchange. Much of the property at the corner is zoned residential; but it is a challenging location for residential use. He referenced the concept plan, building plan, and building elevations and provided the following details. Site improvements will be closer to the street to maximize visibility for the store and also to provide as much separation as possible from the neighbors. The site will be a Wawa convenience store; Gary's Garden Center will remain. The building will be located in the middle of the site and be approximately six thousand (6,000) square feet. There will be twelve (12) vehicle refueling positions along the frontage of Greenview Drive. Both the building and the fuel canopy will be designed to the Wawa brand standards. The petitioner has worked with engineering staff over the last eighteen months to make the access location designs acceptable. There will be vegetation buffers along the northern and eastern property lines. They will try to maintain as many of the existing mature trees as possible and will supplement those where necessary, especially along Greenview Drive at the northern property line. They will add an additional setback to minimize the impact on that neighbor and will have perimeter and internal landscaping. The traffic study supports these entrance configurations; impacts to the intersections and roadways is negligible. The traffic study is based on traffic counts from the Institute of Transportation Engineers (ITE) manual, with everything modeled in traffic analysis software. In addition to the public notice letters that the City sent, Mr. Garrett Zechman's team also sent letters to nearby property owners to make them aware of the petition. The first round of notices was sent before the holidays and a second was sent out last week. They have, so far, not received any feedback.

Chair Rogers asked if there was anyone present to speak in favor of the petition.

Chair Rogers asked if there was anyone present to speak in opposition to the petition.

Mr. Robert Martin reported that traffic along Moreview Drive is very heavy and it is difficult to exit onto Leesville Road. He does not see how this use will improve the situation, though another traffic light at the top of Moreview might lessen the amount of traffic travelling from Leesville Road to Timberlake Road. His mother lives near this property and he is concerned that, even with the vegetation, there will be an increase in noise and light, which will have a negative impact on the residences in the neighborhood.

Mr. Thomas Sorrels stated that he resides in the Wexford Townhomes Home Owners' Association, which is just over the hill from Moreview Drive. He looks forward to the development of this property, as it has remained empty for quite some time, but he is opposed to the plan as currently drawn. He is concerned about the location of Access A. He cited crash data, which indicates the number of crashes along Greenview Drive and Compson Way, noting an increase over the last several years, with thirteen (13) being reported in 2025. His wife, neighbor, and mail carrier have been in crashes in that area. He believes the proposed use would be an improvement but questions the traffic safety impacts.

Mr. Ronald Macintosh reported that he lives across from Moreview Drive and evening traffic there is horrible. He has seen many accidents there and believes that something needs to be done to help with traffic control.

Chair Rogers offered the petitioner a chance for a rebuttal.

Mr. Burns responded that he was unfamiliar with the accident data, but gave assurances that one of

their first considerations is sight distance. He added that sight distance will be part of the site plan process; they will meet the sight distance requirements at both entrances.

With there being no further members of the public who wished to speak on the petition, Chair Rogers closed the public hearing.

Commissioner Gammon acknowledged that there were concerns regarding Access A. He asked if the road was under Virginia Department of Transportation (VDOT) or local jurisdiction.

Ms. Frischeisen replied that the road is under local jurisdiction.

Commissioner Gammon commented that heard two concerns being raised: the traffic along the roadway and the hill on Leesville Road; but there was not a lot of opposition to the Wawa itself. He asked Ms. Frischeisen if the City had looked at a potential need for a traffic signal at Moreview Drive.

Ms. Frischeisen replied she did not know if a traffic signal specifically had been studied. Moreview Drive is close to the existing Greenview/Leesville traffic signal. They would not want to place traffic signals too close together, as they start to lose their effectiveness. Regarding the location of Access A, while it may seem like it would be safer to move it closer to Greenview Drive, doing so would put it in the functional area of the intersection, which could block visibility and may result in drivers making blind turning movements as they try to enter or exit when traffic is queued at the intersection. The proposed entrance is the best location.

Commissioner Gammon agreed, looking at the drawing, that the entrance would be encroaching on backed up traffic, noting that during high traffic times there would be no way to exit, and concluding that even though it could be problematic, Access A looks like it corroborates what the City is saying.

Commissioner Cox asked if the petitioner could clarify the drawing with regard to Access A and B. In particular, he asked if the medians at Access A would be concrete or just pavement markings.

Mr. Burns first addressed Access A, stating that it had been discussed with the Engineering Division. To eliminate the issue of cars queueing and waiting to enter the site, there will be raised concrete medians that will allow for a left turn out of the site, but will restrict any left turn into the site.

Commissioner Gammon asked if they will have signage on the median for redundancy.

Ms. Frischeisen replied it is ultimately the decision of the Engineering Division, who would consider whether signs in the median could cause driver confusion or send mixed messages. There are channelized medians in some other areas of the City that drivers try to ignore, but there are cases in which they can extend the legs to make them even more channelized, essentially making them more difficult for people to disobey.

Commissioner Gammon commented that the medians near the mall, at the site of the new gas station, make traffic tight. He expressed concern that the brand-new medians already have tire marks all over them, and there was recently an accident there. He does not like the low concrete barriers.

Mr. Burns replied they would work out the specifics with staff and try to make the medians as noticeable as possible. When islands are in the actual entrances they need to be mountable for fuel trucks and fire trucks. He expects it would not be necessary here, so they could go with a non-mountable island, which would make it much more difficult to disobey. The left-in turning movement at this entrance was not necessary for the development, as people could go to the Greenview entrance to get into the site.

Commissioner Cox asked if the left-out configuration meets VDOT requirements.

Ms. Frischeisen replied that in this instance it is the jurisdiction of the City, rather than VDOT, and the City's Engineering Division has agreed with the findings.

Chair Rogers acknowledged that Mr. Sorrels made some good points and appreciated the balance of his comments. With the current number of accidents, it seems that there will be problems getting across. He inquired about the curb cut between the garden center and the site.

Ms. Frischeisen replied there will be a separate entrance for the garden center and there is not to be any cross access between the two. The convenience store will attract more users than the greenhouse on any given day.

Commissioner Cox maintained that there is currently an additional driveway apron between the garden center and Greenview Drive.

Mr. Burns replied that one entrance will be removed. The garden center entrance will remain and only serve the garden center. Access A is in a location where there is a curb cut already.

Commissioner Woodson asked if people leaving the convenience store would need to go behind the garden center to make a left turn onto Leesville Road.

Mr. Burns replied yes, to exit the site in that direction they would need to go that way.

Commissioner Perault commented that people would need to make a right turn out of Access A to be able to get back to US-460. That would be the only way, so Access A will be sending a lot of cars in both directions.

Commissioner Woodson asked if will impact around Mt. Sterling Drive as the traffic is already treacherous there.

Chair Rogers commented that Planning Commission would need to have a longer discussion regarding Leesville Road traffic. The traffic has come up at many other Planning Commission meetings and seems to be what most people are talking about. It would be interesting to spend more time on it, as Planning Commission does not deal with traffic and it is not their purview. He asked what ideas they had for lighting, will they be using shielded or downward facing lighting.

Mr. Burns replied there would be canopy lighting that will face straight down and will be shielded by the canopy. There will be shielded parking lot poles and they will provide a photometric plan as required for the site plan. Given the distance they have from the property lines, the lighting should not be a problem.

Commissioner Cox asked if the entrance on Greenview will be a left-in, right-in, right-out.

Mr. Burns replied yes and they will make modifications to the left turn lane and median to accommodate for the left-in. With this specific type of use, most of the trips accessing the convenience store are known as "pass-by" trips, meaning traffic that is already on the road. A good portion of the trips do not generate additional traffic on the road. There is a bit of rerouting of trips, but a lot of it is existing traffic rather than new traffic.

Commissioner Cox commented that it is not a destination in the way that an amusement park would be.

Mr. Burns responded yes, the majority of the trips are already on the road.

Commissioner Gammon projected that for the first few weeks it will be swamped and then it will go

back to normal, such as the Wawa on US 29 South. It is consistent with what Mr. Burns said about people driving by that visit the store. He said he was not a traffic expert, but it does not seem like it will increase traffic significantly.

Commissioner Henderson specified that he was concerned that people would accidentally turn into the garden center and not understand what to do next.

Mr. Burns replied there will be signage at both Wawa entrances. They could try to mitigate that as much as possible. There may be a little of that happening when it first opens, but as time goes on people will get more familiar with it and that will subside.

Commissioner Gammon offered that it might be helpful to have a sign for the garden center.

Commissioner Henderson agreed.

Commissioner Cox asked Ms. Frischeisen what the process would be to have something done about the Moreview intersection, given that several citizens have said it is a busy intersection. Would the comments trigger another study for the City to determine how to deal with the cut through traffic on Moreview Drive?

Ms. Frischeisen replied they could pass along the concerns to the Engineering Division. That does not necessarily trigger a study, which is fairly expensive. It has come up before with development on Leesville Road in the past. The nature of Leesville Road has become almost like a highway, with two lanes in both directions. That nature is likely part of what is attracting development, as commercial and larger developments are drawn to it. Planning staff can share the feedback about the concerns for Moreview and while not aware of any corridor studies in the works, they will inquire with the Engineering Division.

Commissioner Gammon asked if the sidewalk currently connects all the way down Greenview, making it walkable or bikeable.

Ms. Frischeisen replied that there is sidewalk along both sides of Greenview Drive, up through Cornerstone Street.

Commissioner Woodson added that the sidewalk does go the entire section onto Leesville.

Chair Rogers said that he likes the project and acknowledges the traffic concerns. He asked what type of signage they should expect to see.

Mr. Garrett Zechman of T.P.B Enterprises, LLC replied they could share examples of signage. It will be a prototypical Wawa signage with a monument sign lower to the ground on the corner that will show the fuel prices. Usually at the entrances, depending on the intersection, they use a small pole mounted entrance/exit sign.

Ms. Frischeisen commented that as part of the site plan they would make sure that any sight distances would not be inhibited by the monument style sign.

Commissioner Perault asked Mr. Sorrels to come up and expand on his earlier comment that while excited for this site to be developed, he did not think this use was the best fit. He asked him what he envisioned would be appropriate fit.

Mr. Sorrels replied he liked Wawa and was not against it. It would provide added convenience as the only other amenity nearby is a gas station on the other side of Greenview. There is a safety concern, as he has seen and experienced the impacts of traffic along that road. Leesville is continuously growing and has seen multiple townhome developments pop up. One has already been built and two more are in the

process of being built. While the traffic study in this proposal does call out additional traffic from the Centra development, it fails to take some townhome developments into account. The sidewalk stops at Moreview along Leesville and it is not uncommon to find people wandering in the road at any time. He is concerned with the increase in traffic and pedestrians on a road that is potentially not ready for it.

Commissioner Perault said they had spent a lot of time discussing petitions along Leesville Road. There are no sidewalks and he has almost hit people walking along the road at night. There is nothing in place in terms of corridor safety. Though related, traffic safety is a separate topic and he is not sure how they would initiate concerns about Leesville in terms of studying how to make it safer. He referenced corridor studies along other roads and remarked that it seems like they are putting developments on Leesville before addressing the road itself.

Ms. Frischeisen commented that while it is not a study specifically focusing on this corridor, the City is working on a multimodal plan. The Central Virginia Planning District Commission had initiated the study and is working with Timmons Group to identify where the City should be prioritizing multimodal improvements. This is done by looking at pedestrian trip generators, such as workplaces and commercial uses that people seek for their everyday needs, and figuring out how to connect those places with residential developments. The multimodal plan will allow us to prioritize different corridors for multimodal improvements to make the most impact for the most people.

Commissioner Henderson said while he does hear the concerns of the community he thinks this could potentially be a great benefit for the local community.

Commissioner Gammon said he understands where citizens are coming from and their concern seems to center around the Moreview intersection. Traffic issues aside, he does think this development is a good idea.

Commissioner Cox said Wawa would be a great addition to the area though he does have concerns with the left-out turn on Leesville Road. Something needs to be done by the City to at least consider the traffic at the intersection at Moreview and see if there are issues there. The Wawa plan looks nice and will be a positive development.

Commissioner Henderson made the following motion, seconded by Commissioner Gammon. The motion to approve passed by the following vote:

"Based on the preceding Findings of Fact, the Planning Commission recommends to City Council approval of the petition of TPB Enterprises, LLC to:

- **Amend the Future Land Use Map from Neighborhood Commercial to Community Commercial;**
- **Rezone approximately four and nine hundred fifteen thousandths (4.915) acres located at 1516 Greenview Drive, 798 & 794 Leesville Road from R-1, Low Density Residential District; B-1, Limited Business District; and B-3C, Community Business District (Conditional), to B-3C, Community Business District (Conditional), subject to the following voluntarily submitted proffers:**

Proffered Conditions to be Adopted for Area A:

The applicant hereby requests that the following proffered conditions be adopted as they pertain to Area A (Official Tax Parcels 26604004, 26604005, and a portion of 26604002). The total area included in Area A is 3.199 acres.

1. The following B-3 uses shall not be allowed on the property:

- Flea markets and thrift stores
- Pawn shops
- Precious metal buyers
- Beer, wine, and liquor store
- Short-term loans
- Collection agency

- Investigation and security services
- Laundromat and dry cleaning
- Tattoo parlor
- Adult retail establishment
- Animal services
- Pet cemetery
- Radio and television broadcasting
- Wireless telecommunications transmission
- Telephone and other wired telecommunications
- Data processing and management, hosting and related services
- Public utilities services, minor
- Motion picture viewing and exhibition services
- Indoor auditorium or arena
- Commercial amusements
- Country club
- Natural and other recreational parks
- Grade school
- College or university
- General technical schools
- Driving education
- Public safety
- Group home small
- Group home large
- Free-standing cemetery
- Construction-related business
- Animal production
- Tent revival meetings/transient amusements

2. A minimum 50' setback shall be maintained along the northwest property line for building and parking improvements. Vehicular entrance from Greenview (Access B) shall be permitted to encroach into this setback to provide separation from the existing signalized intersection.

Proffered Conditions to be Adopted for Area B:

The applicant hereby requests that the following proffered conditions be adopted as they pertain to Area B (a portion of Official Tax Parcel 26604002). The total area included in Area B is 1.716 acres.

1. Allowable uses on the property shall be limited to the existing Greenhouse use and the proposed access drive serving Area A.
2. The proposed access drive serving Area A, if constructed, shall be developed in substantial conformance with the drawing entitled "Leesville Road C-Store Zoning Exhibit," prepared by Balzer and Associates, Inc., a Westwood Company, dated 11/4/2025, subject to any revisions required by the City of Lynchburg during the site plan review process.
3. No vehicular connection shall be made between the existing Greenhouse use and any parking or access drives serving the use located on Area A unless the existing Greenhouse entrance from Leesville Road is closed. Any such vehicular connections and/or entrance closure shall be subject to review and approval by the City of Lynchburg."

AYES: Cox, Henderson, Gammon, Rogers, Woodson

5

NOES: Perault

1

ABSTENTIONS:

0

ABSENT:

0

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

To: Planning Commission
From: Planning Division
Date: January 14, 2026
Re: **FUTURE LAND USE MAP (FLUM) AMENDMENT: Neighborhood Commercial to Community Commercial**
REZONING: R-1, Low Density Residential District; B-1, Limited Business District; and B-3C, Community Business District (Conditional), to B-3C, Community Business District (Conditional) – 1516 Greenview Drive, 798 & 794 Leesville Road

I. PETITIONER (Contract Purchaser)

TPB Enterprises, LLC (Thomas Bell), PO Box 148, Forest, Virginia 24551

Property Owners:

1516 Greenview Drive & 798 Leesville Road: S&S Properties of Lynchburg, LLC (Robb Egel), 107 Trinity Court, Lynchburg, Virginia, 24502

794 Leesville Road: Garner Investments, LLC (Nelson Garner), 1079 Deermon Place, Forest, Virginia, 24551

II. LOCATION

The subject property contains approximately four and nine hundred fifteen thousandths (4.915) acres located at 1516 Greenview Drive, 798 & 794 Leesville Road

III. PURPOSE

The purpose of the petition is to allow for a fuel center and convenience store on a portion of the property.

IV. SUMMARY

- The City's *Comprehensive Plan 2013-2030* recommends Neighborhood Commercial uses for the property. The petition proposes to amend this to Community Commercial.
- The proposed FLUM amendment to Community Commercial aligns with the requested B-3, Community Business District, and is logical given the location at the intersection of two (2) major corridors.
- According to aerial photography, 1516 Greenview Drive has never been improved, and given the high traffic counts of the adjoining roads, is unlikely to be developed under the current R-1, Low Density Residential District zoning.
- The proposed B-3C, Community Business District (Conditional) is consistent with the B-3C zoning that exists on approximately half of the site. Approval of the petition would allow the existing nursery business to remain and facilitate development on the remainder of the site.

The Planning Division recommends approval of the Rezoning and FLUM Amendment petitions.

V. FINDINGS OF FACT

1. **Comprehensive Plan.** The *Comprehensive Plan 2013-2030* Future Land Use Map (FLUM) recommends Neighborhood Commercial uses for these properties. These areas are intended to consist primarily of office, retail, personal service, and restaurant uses that are scaled and designed to be compatible with and serve their immediate neighborhood. Patrons can walk, bike or take a short drive to reach them. They are comprised of individual businesses, clusters of businesses, or small shopping centers. Neighborhood shopping centers meet the day-to-day needs of a limited residential trade area of 2,500 to 10,000 people and average about 50,000 square feet of space.

The petition proposes to amend the FLUM to Community Commercial. Community Commercial areas contain retail, personal service, entertainment, and restaurant uses that draw customers from at least several neighborhoods, the entire City or the region. Community Commercial areas contain clusters of businesses, often at major intersections, and shopping centers. (p. 75)

The area surrounding the Greenview Drive/Leesville Road intersection is identified as a minor gateway in the *Comprehensive Plan 2013-2030*. The plan states that “visual qualities and entry experience at each gateway” should be considered.

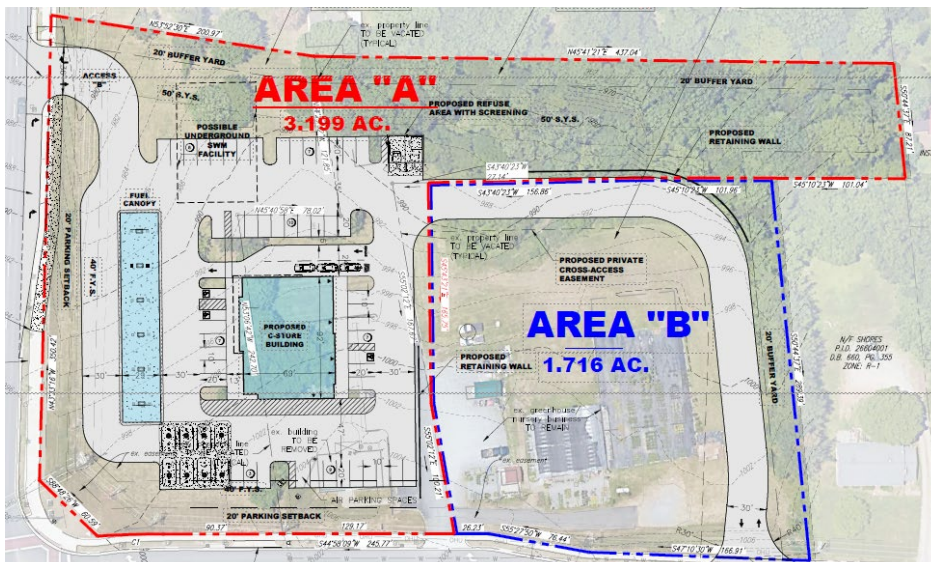
2. **Zoning.** The subject properties were annexed into the City in 1976.

1516 Greenview Drive has been zoned R-1, Low Density Residential District, since 1978.

794 and 798 Leesville Road were also zoned R-1, Low Density Residential District, since 1978, but were rezoned to B-3C, Community Business District (Conditional), on October 13, 1987, to allow for the expansion of the existing nonconforming nursery business. A residential home located on the property was to be used as either a residence or for uses related to the nursery business, per the proffered conditions.

798 Leesville Road was later rezoned from B-3C, Community Business District (Conditional) to B-1, Limited Business District, on August 10, 1999, to allow the use of an existing structure as an office for a counseling service.

3. **Proffers.** The petitioner has voluntarily submitted proffers with the rezoning application. The proffers are specified for Area A (the convenience store) and Area B (the nursery business).



Proffered Conditions to be Adopted for Area A:

The applicant hereby requests that the following proffered conditions be adopted as they pertain to Area A (Official Tax Parcels 26604004, 26604005, and a portion of 26604002). The total area included in Area A is 3.199 acres.

1. The following B3 uses shall not be allowed on the property:

- | | | |
|---------------------------------------|--|--|
| • Flea markets and thrift stores | • Radio and television broadcasting | • Natural and other recreational parks |
| • Beer, wine, and liquor store | • Wireless telecommunications transmission | • Grade school |
| • Pawn shops | • Telephone and other wired telecommunications | • College or university |
| • Short-term loans | • Data processing and management, hosting and related services | • General technical schools |
| • Precious metal buyers | • Public utilities services, minor | • Driving education |
| • Collection agency | • Motion picture viewing and exhibition services | • Public safety |
| • Investigation and security services | • Indoor auditorium or arena | • Group home small |
| • Laundromat and dry cleaning | • Commercial amusements | • Group home large |
| • Tattoo parlor | • Country club | • Free-standing cemetery |
| • Adult retail establishment | | • Construction-related business |
| • Animal services | | • Animal production |
| • Pet cemetery | | • Tent revival meetings/transient amusements |

2. A minimum 50' setback shall be maintained along the northwest property line for building and parking improvements. Vehicular entrance from Greenview (Access B) shall be permitted to encroach into this setback to provide separation from the existing signalized intersection.

Proffered Conditions to be Adopted for Area B:

The applicant hereby requests that the following proffered conditions be adopted as they pertain to Area B (a portion of Official Tax Parcel 26604002). The total area included in Area B is 1.716 acres.

1. Allowable uses on the property shall be limited to the existing Greenhouse use and the proposed access drive serving Area A.
2. The proposed access drive serving Area A, if constructed, shall be developed in substantial conformance with the drawing entitled "Leesville Road C-Store Zoning Exhibit," prepared by Balzer and Associates, Inc., a Westwood Company, dated 11/4/2025, subject to any revisions required by the City of Lynchburg during the site plan review process.
3. No vehicular connection shall be made between the existing Greenhouse use and any parking or access drives serving the use located on Area A unless the existing Greenhouse entrance from Leesville Road is closed. Any such vehicular connections and/or entrance closure shall be subject to review and approval by the City of Lynchburg.
4. **Board of Zoning Appeals (BZA).** The Zoning Administrator has determined that no variances are needed for the use of the property as proposed.
5. **Surrounding Area.** There have been several items requiring City Council approval in the immediate area:

- On May 22, 1979, City Council approved the Timberlake Road Study's Proposed Zoning, rezoning areas of Leesville Road to B-1, Limited Business District.
- On July 14, 1981, City Council approved Phillip Coffey's petition to rezone sixteen and eight tenths (16.8) acres at 762 Leesville Road from R-1, Low-Density Single-Family Residential District to R-4C, Medium-High Density, Multi-Family Residential District (Conditional) to allow the construction of twenty-seven (27) four (4) and six (6) unit apartments.
- On June 28, 1983, City Council approved the CUP petition of Rainbow Church of God to allow the construction of a sanctuary at 1227 Greenview Drive.
- On November 8, 1983, City Council approved Andrew C. Ellett's petition to rezone one and two-tenths acres at the intersection of Leesville Road and Airport Road from R-1, Single Family Residential District to B-3C, Community Business District (Conditional) to allow the construction of a convenience store/gas station.
- On May 14, 1985, City Council approved Virginia Baptist Hospital's CUP petition for the construction of a residential care center at Leesville Road and Del Ray Circle.
- On August 12, 1986 City Council approved the CUP petition of Berean Baptist Church to allow the construction of a church building and parking lot at 1400 Greenview Drive.
- On October 13, 1987, City Council approved Glenn and JoAnne Carter's petition to rezone three and five tenths (3.5) acres at 794 Leesville Road from R-1, Single Family Residential District to B-3C, Community Business District (Conditional) to allow the expansion of an existing nonconforming plant nursery.
- On September 12, 1989, City Council approved Hutter Associates, Inc.'s petition to rezone one and two-tenths (1.2) acres at 795 Leesville Road from R-1, Single-Family Residential to B-1, Limited Business District to allow the construction of an office building.
- On August 13, 1991, City Council approved Tree of Life Pentecostal Holiness Church's CUP petition for the construction of a sanctuary and parking lot at 742 Leesville Road.
- On June 13, 1995, City Council approved Virginia Baptist Hospital's CUP petition for the construction of a dining facility and building additions for Bridges Treatment Center at 693 Leesville Road.
- On April 19, 1996, City Council approved Virginia Baptist Hospital's CUP petition for cottages and parking areas for Bridges Treatment Center at 693 Leesville Road.
- On August 13, 1996, City Council approved Tree of Life Ministry's CUP petition for the expansion of existing church facilities at 742 Leesville Road.
- On January 12, 1999, City Council approved the CUP petition of Church of God for access to a new church sanctuary in Campbell County and associated parking lot at 777 Leesville Road.
- On August 10, 1999, City Council approved Gerald and Deborah Maxey's petition to rezone eight tenths (0.8) of an acre at 794 Leesville Road from B-3C, Community Business District (Conditional) to B-1, Limited Business District to allow the use of an existing structure as a counseling office.
- On February 13, 2001, City Council approved the CUP petition of American Legion Post 16 to allow the construction of a building addition at 1301 Greenview Drive.
- On August 14, 2001, City Council approved Centra Health's CUP petition for the construction of modular classrooms, additional classrooms, residential cottages and parking for Bridges Treatment Center at 693 Leesville Road.

- On December 11, 2001, City Council approved Tree of Life Ministry's CUP petition for Master Plan Development of a sanctuary, multi-purpose building, parking and athletic fields.
- On December 10, 2002, City Council approved Centra Health's CUP petition to retain modular classrooms and construct additional classrooms/residential cottages and a nature walk for Bridges Treatment Center at 693 Leesville Road.
- On November 9, 2004, City Council approved Joe Gantt's petition to rezone approximately six and one tenth (6.1) acres from R-1, Low-Density Single-Family Residential District to R3C, Medium-Density, Two-Family Residential District (Conditional) and for a CUP at 716, 718, and 726 Leesville Road to allow the construction of fifty-nine (59) townhomes and associated parking.
- On June 27, 2006, City Council approved the CUP petition of JBO, LLC to allow the construction of a Traditional Neighborhood Development at 1207 & 1226 Greenview Drive.
- On September 11, 2007, City Council approved the CUP petition of Tree of Life Pentecostal Church to allow the expansion of a parking area at 1101 Greenview Drive.
- On November 13, 2007, City Council denied the petition of Lynchburg Renting, LLC to rezone approximately seven and thirteen hundredths (7.13) acres from R-1, Low-Density Single-Family Residential District to R-3C, Medium-Density, Two-Family Residential District (Conditional) and for a CUP at 714 Leesville Road disallowing the construction of seventy-six (76) townhomes and associated parking.
- On February 12, 2008, City Council approved the CUP petition of JBO, LLC to amend the Cornerstone TND Design Guidelines by allowing the addition of a public street and changes to the distribution of residential units.
- On June 23, 2009, City Council adopted a resolution clarifying confusion concerning the CUP granted to JBO, LLC on February 12, 2008.
- On April 13, 2010, City Council approved the Future Land Use Map (FLUM) amendment, Low Density Residential to Office and rezoning from R-1, Low Density Residential to B-2C, Neighborhood Business District (Conditional) (now B-1, Limited Business District) petitions of SFB, LLC at 623 Leesville Road to allow the construction of a business park.
- On April 13, 2010, City 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, City Council approved the CUP petition of JBO, LLC to amend the TND Design Guidelines for Blocks A, B, C & D in the Cornerstone TND.
- On June 12, 2012, City Council approved the CUP petition of American Legion Post 16 to allow the construction of a building addition and deck at 1301 Greenview Drive.
- On November 13, 2012, City Council approved the CUP petition of American Legion Post 16 to allow the construction of a sign with digital reader board at 1301 Greenview Drive.
- On January 14, 2014, City Council approved the CUP petition of Marsh Memorial United Methodist Church to allow the operation of a daycare facility and the installation of a digital sign at 804 Leesville Road.
- On September 8, 2015, City Council denied the petition of Lynchburg Renting, LLC to rezone approximately seven and thirteen hundredths (7.13) acres from R-1, Low-

Density Single-Family Residential to R-3C, Medium-Density, Two-Family Residential District (Conditional) and for a CUP at 714 Leesville Road disallowing the construction of a sixty-eight (68) unit townhomes and associated parking.

- On September 13, 2016, City Council approved the petition of Kristie Napier to rezone approximately one (1) acre at 630 & 636 Leesville Road from R-3, Medium Density Residential District to B-1C, Limited Business District (Conditional) to allow the reuse of an existing building as a business.
- On June 13, 2017, City Council approved the CUP petition of Dharmandra Patel to amend the Design Guidelines for Cornerstone TND to allow monument style signs in Block E at 1209 Greenview Drive.
- On September 24, 2019, City Council approved the petition of Lynchburg Renting, LLC, to rezone approximately eight (8) acres from R-1, Low Density Residential District and R-3, Medium Density Residential District to R-3C, Medium Density Residential District (Conditional) and for a CUP at 710 & 714 Leesville Road to allow the construction of eighty-seven (87) townhomes.
- On April 13, 2021, City Council denied the CUP petition of Crosswhite Holdings, LLC to allow an additional twelve (12) condominium units in the Cornerstone Traditional Neighborhood Development (TND).
- On April 11, 2023, City Council approved the petition of Lynchburg Renting, LLC, for a CUP at 710 and 714 Leesville to allow the construction of eighty-seven (87) townhomes. (The CUP granted on September 24, 2019 had expired.)
- On September 26, 2023, City Council approved the petition of Centra Health Inc. to rezone 759 Leesville Road from R-1, Low Density Residential District to B-5C, General Business District (Conditional) and to amend the Future Land Use Map (FLUM) from Low Density Residential to Community Commercial to allow the construction of an entrance and parking area to serve the rehabilitation facility and behavioral health hospital that will be built on the portion of the property within the Campbell County.
- On January 14, 2025, City Council approved the CUP petition of NSS Propco, LLC DBA Rivermont School to allow the use of an existing structure as a K-12 private school at 742 Leesville Road.
- On February 18, 2025, City Council approved the petitions of Maddox and Sons Construction, Inc. to rezone 750 Leesville Road from R-1, Low Density Residential District to R-3C, Medium Density Residential District and for a CUP to allow the construction of eighty-eight (88) townhomes and associated parking.

6. **Site Description.** The properties consist of approximately four and nine hundred fifteen thousandths (4.915) acres.

1516 Greenview Drive (Parcel ID 26604005) is currently undeveloped.

794 Leesville Road (Parcel ID 26604002) consists of an existing greenhouse and other improvements associated with this business including two (2) small buildings, a small parking area, and an access drive across the front of the parcel.

798 Leesville Road (Parcel ID 26604004) contains an existing vacant commercial building and parking area.

The properties are bound to the west by a church across Greenview Drive, to the south by commercial uses across Leesville Road, to the north and east by existing single-family residential homes.

7. **Proposed Use of Property.** If the petition is approved, the site will be developed into a convenience store including a fuel canopy with twelve (12) fueling positions and parking improvements.

The existing greenhouse/nursery business is proposed to remain.

8. **Transportation and Parking.** A traffic study was submitted with this petition. The City's Engineering Division is in agreement with the findings and proposed entrance configurations.

A right-in, right-out, left-in entrance is proposed from Greenview Drive and will serve as the primary entrance into the fuel center. The existing southbound left turn lane will be modified to allow for the proposed left turn lane into the site at this location, as indicated on the concept plan. A right turn lane will be installed for this entrance as well.

A right-in, right-out, left-out entrance is proposed from Leesville Road. New concrete medians will be installed at this location on Leesville Road in order to prohibit left turns into the site. The proposed entrance from Leesville will loop around the nursery business and serve as a secondary entrance.

The existing greenhouse business will remain in its current location. There would be no cross-access between the business and the proposed convenience store, per the voluntarily submitted proffers.

The area is not served by the Greater Lynchburg Transit Company (GLTC).

Sidewalks are present on the subject property, along Greenview Drive and Leesville Road.

9. **Stormwater Management.** Since this development will exceed (5,000) square feet of disturbance, an Erosion & Sediment Control Plan and Stormwater Management Plan will be required. The submitted concept plan indicates the use of an underground stormwater management facility to address stormwater quantity. The narrative does not indicate how stormwater quality will be addressed. This would be determined prior to site plan approval.
10. **Emergency Services.** The City's Fire Marshal and Police Department had no comments of concern regarding the petition.
11. **Impact.** The proposed rezoning should have limited impact on the area. The proposed B-3C, Community Business District (Conditional) is consistent with the existing B-3C zoning that exists on approximately half of the site. Approval of the petition would allow the existing nursery business to remain and facilitate development on the remainder of the site.

According to aerial photography, 1516 Greenview Drive has never been improved, and given the high traffic counts of the adjoining roads, is unlikely to be developed under the current R-1, Low Density Residential District zoning.

The proffered improvements to Greenview Drive and Leesville Road should mitigate traffic impacts. The proposed entrance locations and movements have been designed to provide maximum separation from the existing signal and to ensure that conflict points are minimized to the extent practical.

The area surrounding the Greenview Drive/Leesville Road intersection is identified as a minor gateway in the *Comprehensive Plan 2013-2030*. The plan states that “visual qualities and entry experience at each gateway” should be considered. The submitted building elevations indicate a visually pleasing structure and materials, although this is not proffered.

The proposed FLUM amendment to Community Commercial aligns with the requested B-3, Community Business District, and is logical given the location at the intersection of two (2) major roads.

12. **Technical Review Committee.** The Technical Review Committee (TRC) reviewed the petition on November 18, 2025. Comments were minor in nature and would be addressed prior to 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 TPB Enterprises, LLC to:

- **Amend the Future Land Use Map from Neighborhood Commercial to Community Commercial;**
- **Rezone approximately four and nine hundred fifteen thousandths (4.915) acres located at 1516 Greenview Drive, 798 & 794 Leesville Road from R-1, Low Density Residential District; B-1, Limited Business District; and B-3C, Community Business District (Conditional), to B-3C, Community Business District (Conditional), subject to the following voluntarily submitted proffers:**

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| • Precious metal buyers | • Motion picture viewing and exhibition services | • Public safety |
| • Collection agency | • Indoor auditorium or arena | • Group home small |
| • Investigation and security services | • Commercial amusements | • Group home large |
| • Laundromat and dry cleaning | • Country club | • Free-standing cemetery |
| • Tattoo parlor | • Natural and other recreational parks | • Construction-related business |
| • Adult retail establishment | | • Animal production |
| • Animal services | | • Tent revival meetings/transient amusements |
| • Pet cemetery | | |
| • Radio and television broadcasting | | |

2. A minimum 50' setback shall be maintained along the northwest property line for building and parking improvements. Vehicular entrance from Greenview (Access B) shall be permitted to encroach into this setback to provide separation from the existing signalized intersection.

Proffered Conditions to be Adopted for Area B:

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3. No vehicular connection shall be made between the existing Greenhouse use and any parking or access drives serving the use located on Area A unless the existing Greenhouse entrance from Leesville Road is closed. Any such vehicular connections and/or entrance closure shall be subject to review and approval by the City of Lynchburg.

This matter is respectfully offered for your consideration.



Rachel Frischeisen
City Planner

pc: Wynter Benda, City Manager
Greg Patrick, Deputy City Manager
Kent White, Assistant City Manager
Tom Martin, Director of Community Development
Matthew Freedman, City Attorney
J. Lee Newland, City Engineer
Cynthia Kozerow, Lynchburg Police Department
Candace Brown, Fire Marshal
Doug Saunders, Building Official
Kevin Henry, Zoning Administrator
TPB Enterprises, LLC (Thomas Bell), Petitioner
S&S Properties of Lynchburg, LLC (Robb Egel), Property Owner
Garner Investments, LLC (Nelson Garner), Property Owner

VII. ATTACHMENTS

1. **Zoning Map with Adjoining Property Owners**
2. **Future Land Use Map**
3. **Watershed Map**
4. **Planimetric and Topographic Map**
5. **Concept Plan**
6. **Building Elevations**
7. **Narrative**
8. **Traffic Study**
9. **Property Photograph**

Zoning

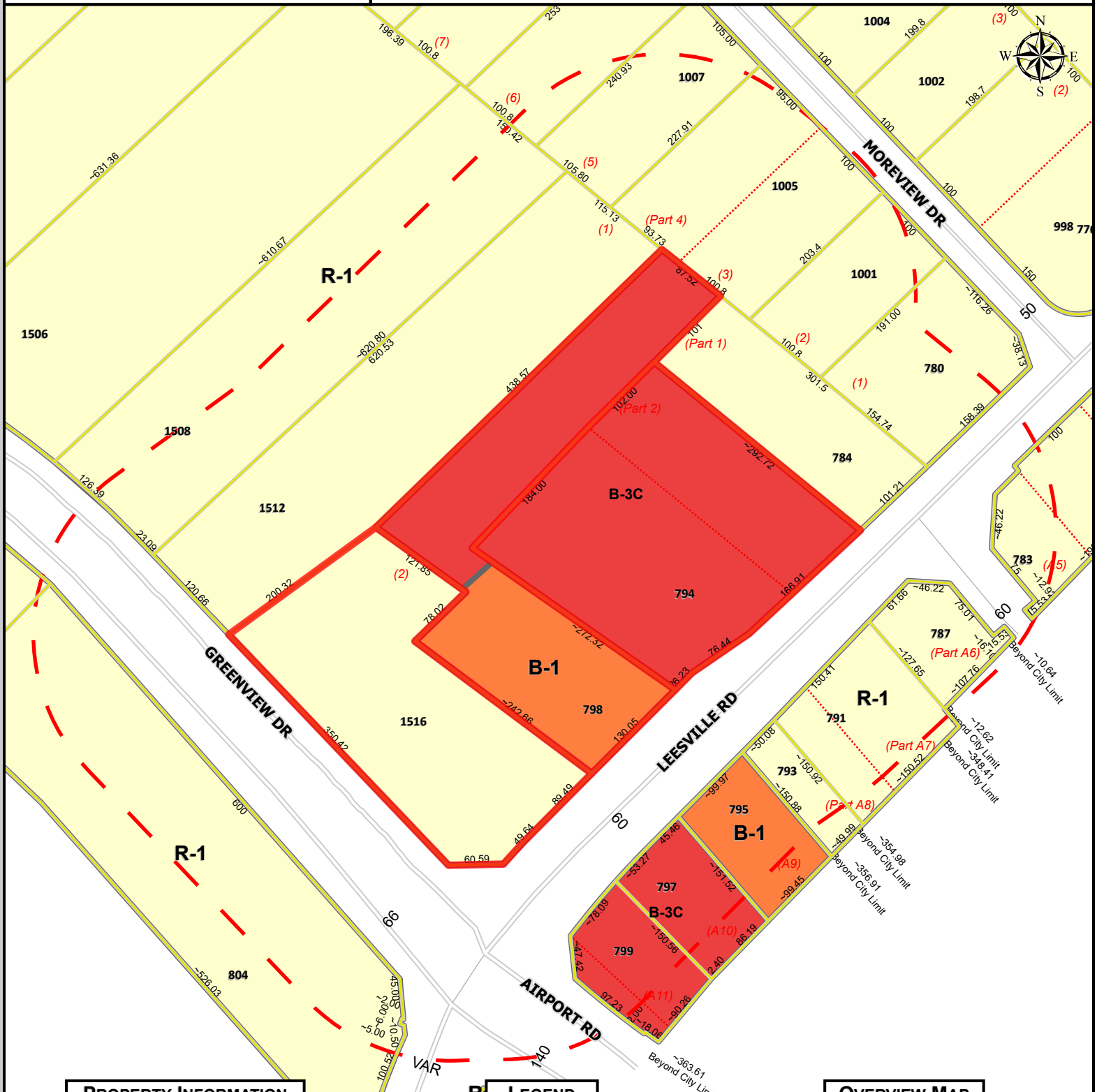
1516 GREENVIEW DR

794 LEESVILLE RD

798 LEESVILLE RD

TRC

S & S PROPERTIES OF LYNCHBURG LLC



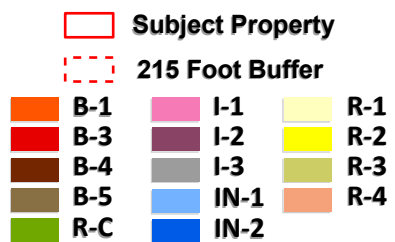
PROPERTY INFORMATION

PARCEL ID

ADDRESS

26604005	1516 GREENVIEW DR	26604004
26604002	794 LEESVILLE RD	

LEGEND



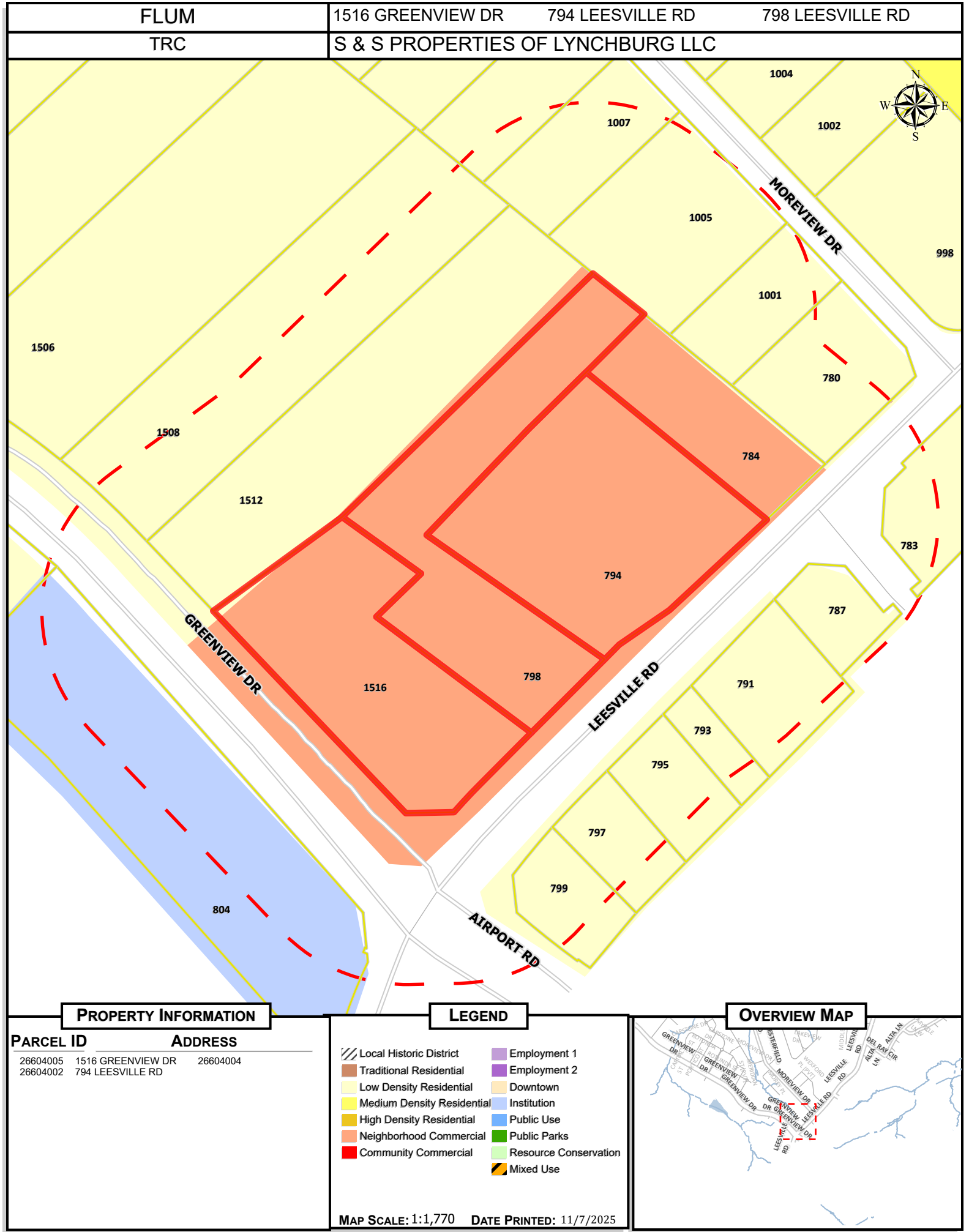
OVERVIEW MAP



MAP SCALE: 1:1,770 DATE PRINTED: 11/7/2025

1516 Greenview Dr & 794, 798 Leesville Rd

Parcel ID	Address	Owner
26606007	793 LEESVILLE RD	ABEL, THOMAS D
26604012	1512 GREENVIEW DR	ELDER, DAVID
26606010	787 LEESVILLE RD	FORTUNE FAMILY LLC
26604002	794 LEESVILLE RD	GARNER INVESTMENTS LLC
26606003	799 LEESVILLE RD	GREENVIEW ASSOCIATES LLC
26606005	797 LEESVILLE RD	GREENVIEW ASSOCIATES LLC
26606006	795 LEESVILLE RD	GREENVIEW ASSOCIATES LLC
26605002	1501 GREENVIEW DR	GREENVIEW LLC
26606008	791 LEESVILLE RD	JONES, GEORGE L & ANGELA H
26604006	1508 GREENVIEW DR	MANLEY, GARNETT L JR
26605001	804 LEESVILLE RD	MARSH MEMORIAL CHURCH
26603003	1005 MOREVIEW DR	MARTIN, ROBERT B & LAVERNE T
26606011	783 LEESVILLE RD	MCINTOSH, RONALD ALLEN & HALL, DEBORAH A
26604005	1516 GREENVIEW DR	S & S PROPERTIES OF LYNCHBURG LLC
26604004	798 LEESVILLE RD	S & S PROPERTIES OF LYNCHBURG LLC
26604001	784 LEESVILLE RD	SHORES, JERRY W & ZECHINI, LISA L
26603001	780 LEESVILLE RD	SISSON, STANLEY D & KIM D
26603004	1007 MOREVIEW DR	TRAYLOR, ROBERT SCOTT
26603005	1009 MOREVIEW DR	VIAR, GARY W & RITA M
26603002	1001 MOREVIEW DR	WAHL, MICHAEL & KATHRYN & WAHL, GRACE



Watershed

1516 GREENVIEW DR

794 LEESVILLE RD

798 LEESVILLE RD

TRC

S & S PROPERTIES OF LYNCHBURG LLC



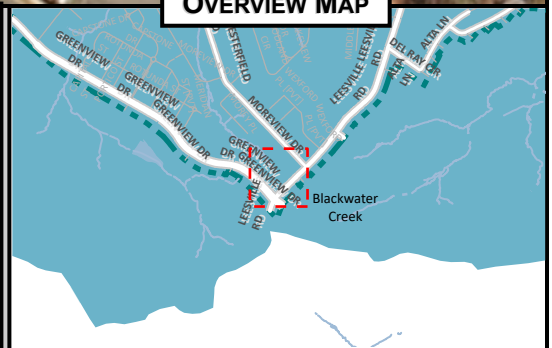
PROPERTY INFORMATION

PARCEL ID	ADDRESS	
26604005	1516 GREENVIEW DR	26604004
26604002	794 LEESVILLE RD	

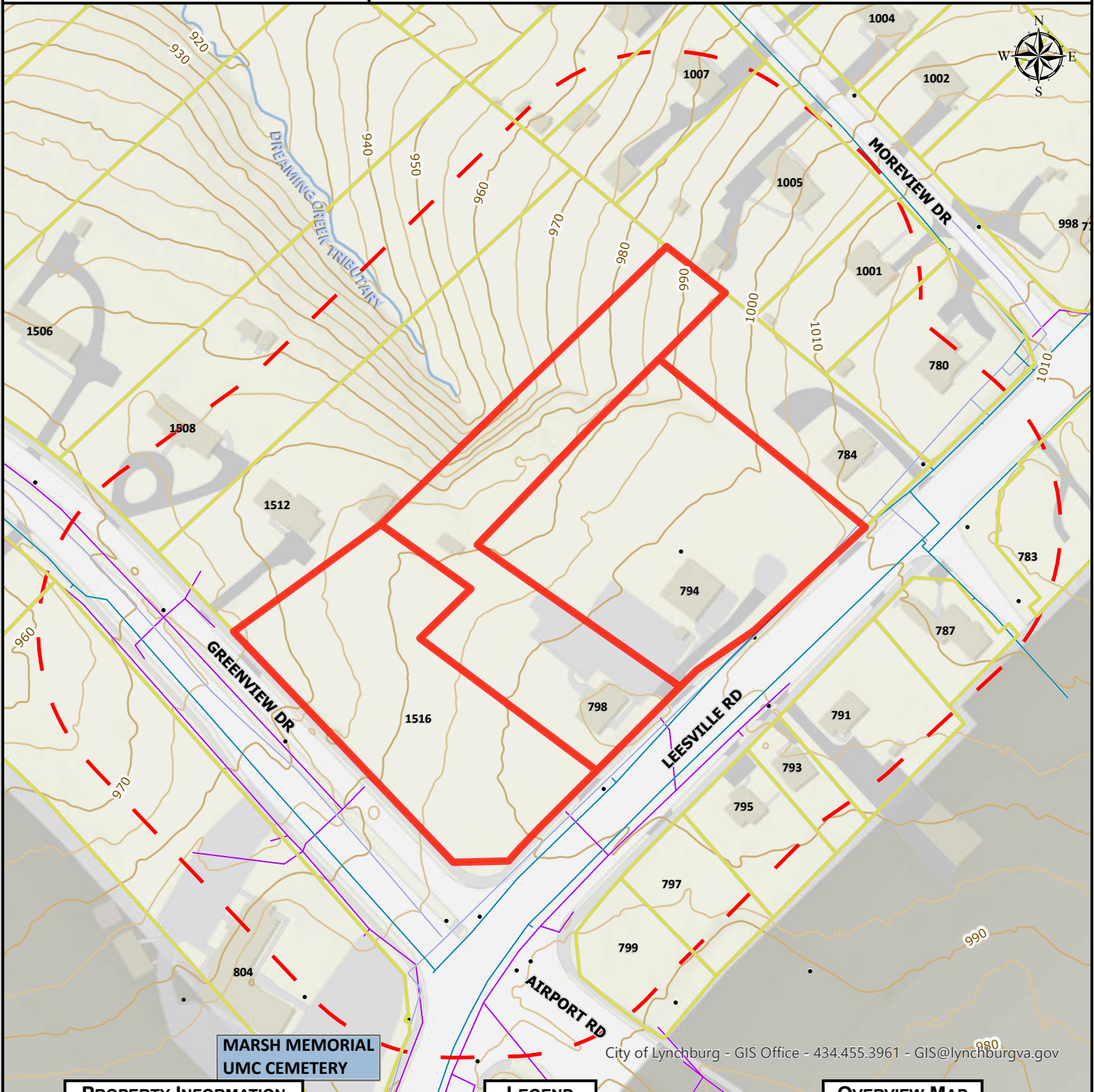
LEGEND

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

OVERVIEW MAP



MAP SCALE: 1:1,770 DATE PRINTED: 11/7/2025



City of Lynchburg - GIS Office - 434.455.3961 - GIS@lynchburgva.gov

PROPERTY INFORMATION

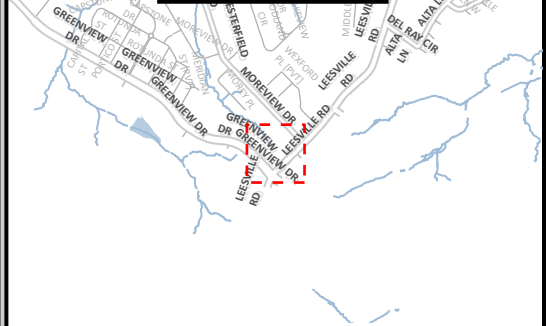
PARCEL ID	ADDRESS	ADDRESS
26604005	1516 GREENVIEW DR	26604004
26604002	794 LEESVILLE RD	

LEGEND

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

MAP SCALE: 1:1,770 DATE PRINTED: 11/7/2025

OVERVIEW MAP



SITE & ZONING SUMMARY:

OWNER: GARNER INVESTMENTS LLC
OWNER ADDRESS: 1079 DEERMONT PL
FOREST, VA 24551-2340
SITE ADDRESS: 794 LEESVILLE RD
LYNCHBURG, VA 24502
TAX MAP NUMBER: 26604002
EXISTING LOT SIZE: 1.768 AC.
EXISTING ZONING: B-3(C): COMMUNITY BUSINESS CONDITIONAL
PROPOSED ZONING: B-3(C): COMMUNITY BUSINESS CONDITIONAL

OWNER: S & S PROPERTIES OF LYNCHBURG LLC
OWNER ADDRESS: 107 TRINITY CT
LYNCHBURG, VA 24502-5264
SITE ADDRESS: 1516 GREENVIEW DR
LYNCHBURG, VA 24502
TAX MAP NUMBER: 26604005
EXISTING LOT SIZE: 1.538 AC.
EXISTING ZONING: R-1: LOW DENSITY RSF
PROPOSED ZONING: B-3(C): COMMUNITY BUSINESS CONDITIONAL

OWNER: S & S PROPERTIES OF LYNCHBURG LLC
OWNER ADDRESS: 107 TRINITY CT
LYNCHBURG, VA 24502-5264
SITE ADDRESS: 798 LEESVILLE RD
LYNCHBURG, VA 24502
TAX MAP NUMBER: 26604004
EXISTING LOT SIZE: 1.610 AC.
EXISTING ZONING: B-1: LIMITED BUSINESS
B-3(C): COMMUNITY BUSINESS CONDITIONAL
PROPOSED ZONING: B-3(C): COMMUNITY BUSINESS CONDITIONAL

ZONING REQUIREMENTS (B-3):

MINIMUM AVERAGE LOT AREA: 6000 SF PER ESTABLISHMENT
MINIMUM LOT WIDTH: 0' SUBJECT TO COMPLIANCE WITH ACCESS
SEPARATION STANDARDS
MINIMUM FRONTAGE: NONE
SETBACKS:
FRONT: 40' (ADJACENT TO R-1; SEC. 35.2-61.3.J)
SIDE: 50' (ADJACENT TO R-1; SEC. 35.2-61.3.J)
REAR: 50' (ADJACENT TO R-1; SEC. 35.2-61.3.J)
MAXIMUM HEIGHT: 40'
MAXIMUM FLOOR AREA RATIO: NONE
MAXIMUM IMPERVIOUS SURFACE: NONE
MINIMUM PARKING REQUIREMENT: NONE
MINIMUM TREE CANOPY: 10%



BALZER
& ASSOCIATES
a Westwood Company

Roanoke / Richmond
New River Valley
Shenandoah Valley

balzer.cc | westwoodps.com

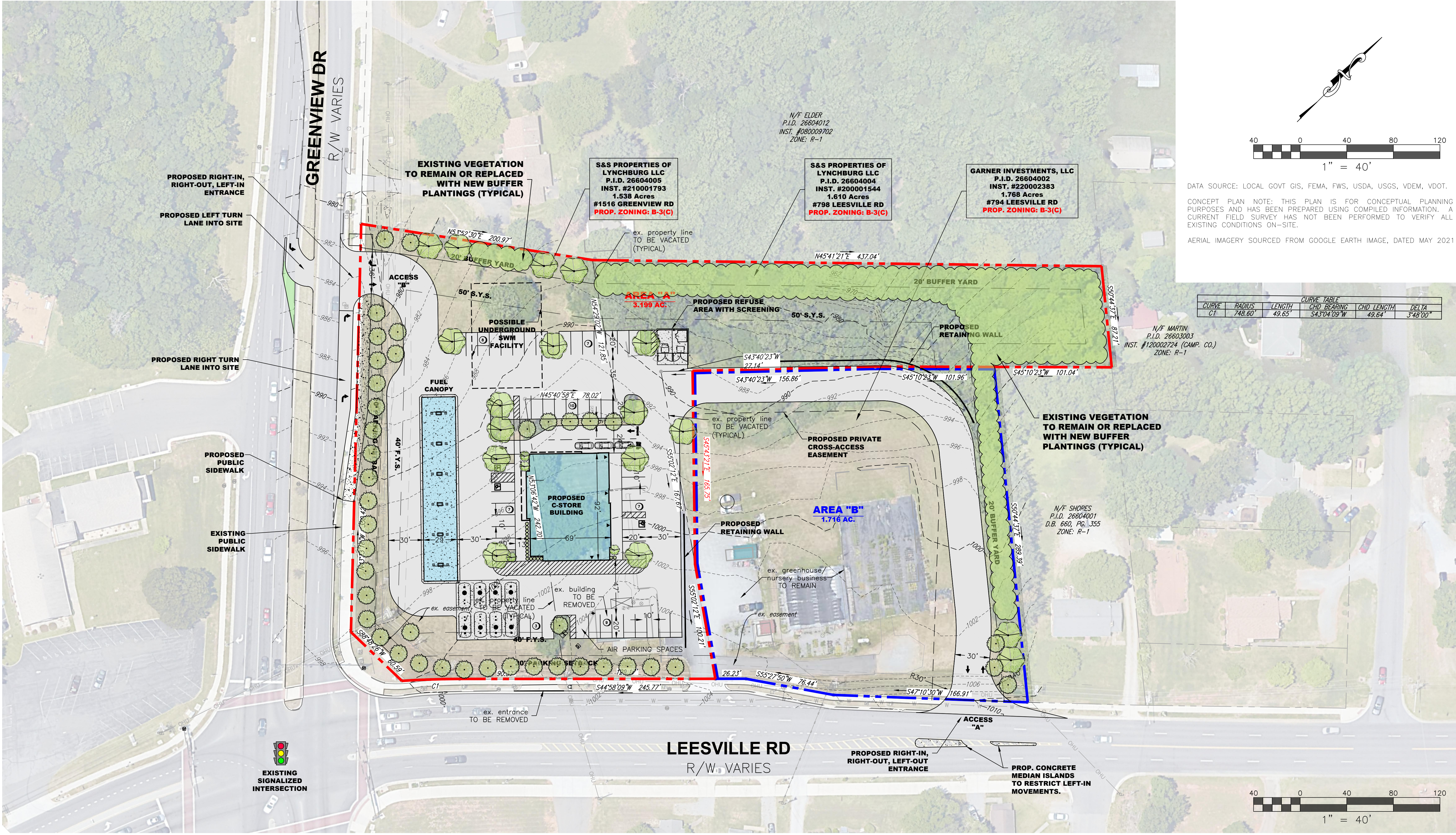
1208 Corporate Circle
Roanoke, VA 24018
540.772.9580

PRELIMINARY
NOT FOR CONSTRUCTION

LEESVILLE ROAD C-STORE
PROPOSED LANDSCAPE EXHIBIT

DRAWN BY: KAM
DESIGNED BY: KAM
CHECKED BY: CPB
DATE: 12/22/2025
SCALE: 1" = 40'
REVISIONS:

EX-C
PROJECT NO. 04240044.00





1 FRONT RIGHT VIEW



2 FRONT LEFT VIEW



3 REAR LEFT VIEW



4 REAR RIGHT VIEW



1 FRONT ELEVATION		GLAZING CALCULATIONS - FRONT ELEVATIONS		MATERIAL CALCULATIONS - FRONT ELEVATIONS	
A0.10	3/16" = 1'-0"	TRANSPARENT GLAZING - 313 SQFT	16%	BRICK 1 - 379 SQFT	19%
		SPANDREL GLAZING - 140 SQFT	7%	EIFS - 580 SQFT	29%
		TOTAL GLAZING - 453 SQFT	23%	COMPOSITE SIDING - 495 SQFT	25%
				AWNING - 67 SQFT	4%
				TOTAL = 1,521 SQFT	77%



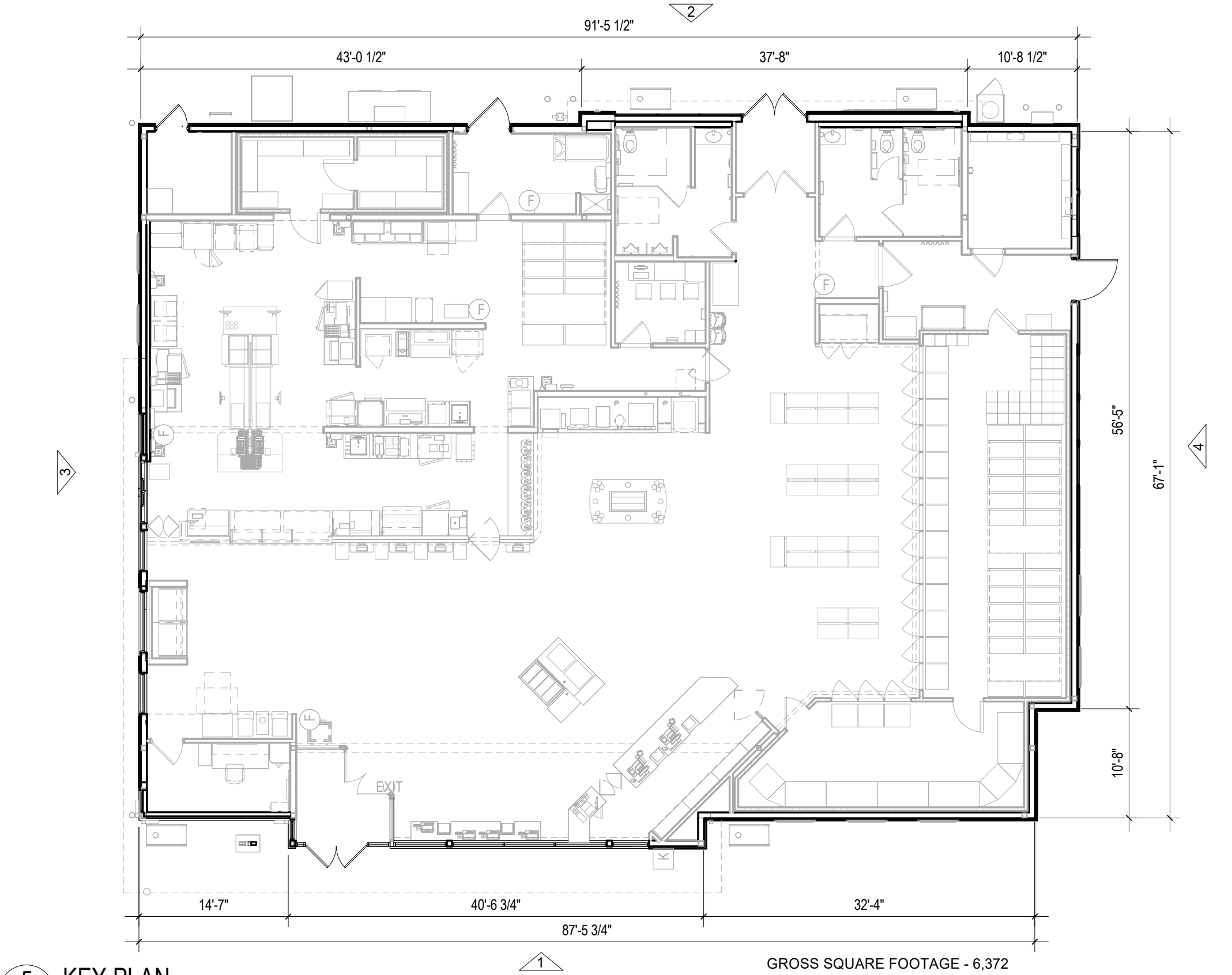
2 REAR ELEVATION		GLAZING CALCULATIONS - REAR ELEVATIONS		MATERIAL CALCULATIONS - REAR ELEVATIONS	
A0.10	3/16" = 1'-0"	TRANSPARENT GLAZING - 68 SQFT	3.4%	BRICK 1 - 615 SQFT	30.9%
		SPANDREL GLAZING - 135 SQFT	6.7%	EIFS - 500 SQFT	25.0%
		TOTAL GLAZING - 203 SQFT	10.1%	COMPOSITE SIDING - 626 SQFT	31.5%
				AWNING - 49 SQFT	2.5%
				TOTAL = 1,790 SQFT	89.9%



3 LEFT ELEVATION		GLAZING CALCULATIONS - LEFT ELEVATIONS		MATERIAL CALCULATIONS - LEFT ELEVATIONS	
A0.10	3/16" = 1'-0"	TRANSPARENT GLAZING - 186 SQFT	12%	BRICK 1 - 902 SQFT	56%
		SPANDREL GLAZING - 47 SQFT	3%	EIFS - 85 SQFT	5%
		TOTAL GLAZING - 233 SQFT	15%	COMPOSITE SIDING - 323 SQFT	20%
				AWNING - 65 SQFT	4%
				TOTAL = 1,375 SQFT	65%



4 RIGHT ELEVATION		GLAZING CALCULATIONS - RIGHT ELEVATIONS		MATERIAL CALCULATIONS - RIGHT ELEVATIONS	
A0.10	3/16" = 1'-0"	TRANSPARENT GLAZING - 0 SQFT	0%	BRICK 1 - 393 SQFT	28%
		SPANDREL GLAZING - 192 SQFT	14%	EIFS - 183 SQFT	13%
		TOTAL GLAZING - 192 SQFT	14%	COMPOSITE SIDING - 586 SQFT	43%
				AWNING - 11 SQFT	1%
				TOTAL = 1,173 SQFT	86%



5 KEY PLAN
A0.12 3/32" = 1'-0"

MATERIALS:

1a

BRICK - 1

2a

COMPOSITE SIDING

3a

EIFS OR STUCCO

4c

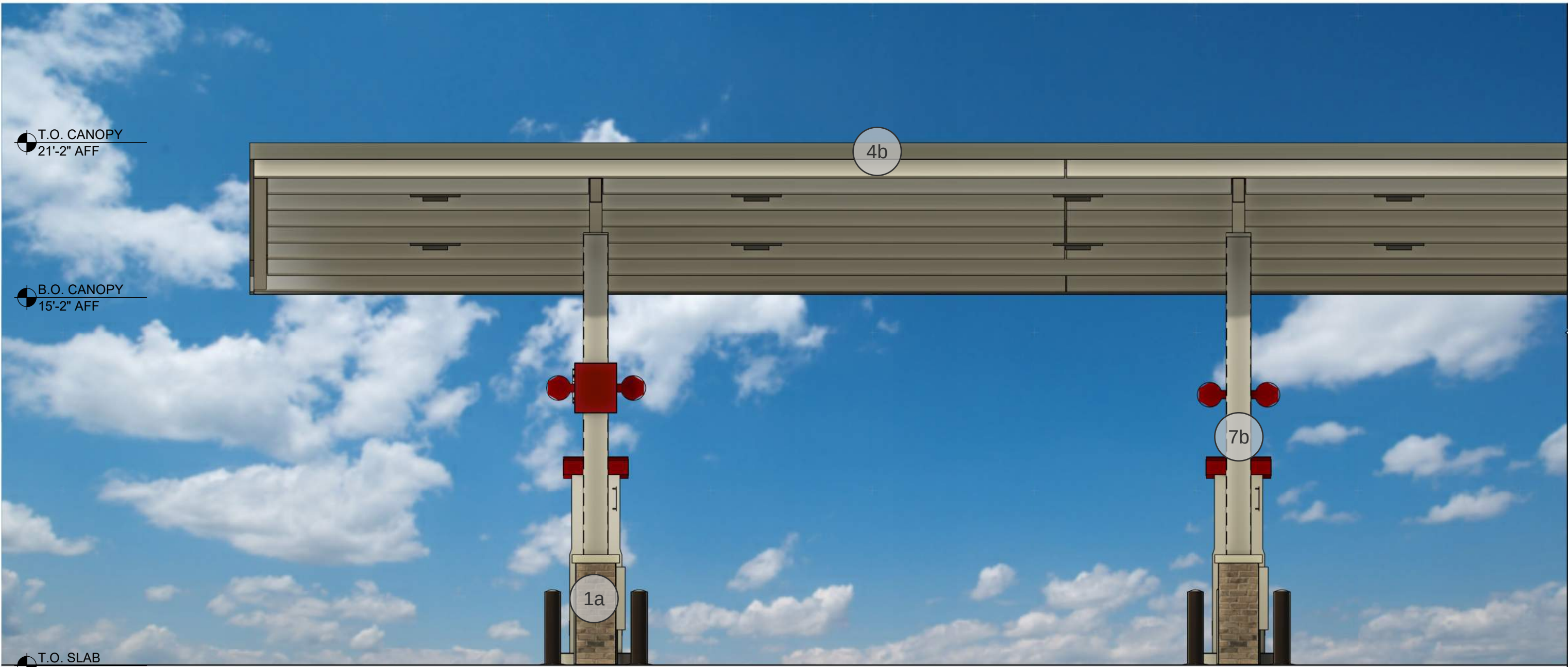
TPO ROOFING

7a

METAL OVERHANG
BRITE RED



③ FUEL CANOPY ELEVATION
1/4" = 1'-0"



② FUEL CANOPY ELEVATION - LONG
1/4" = 1'-0"



① FUEL CANOPY PERSPECTIVE

MATERIALS:

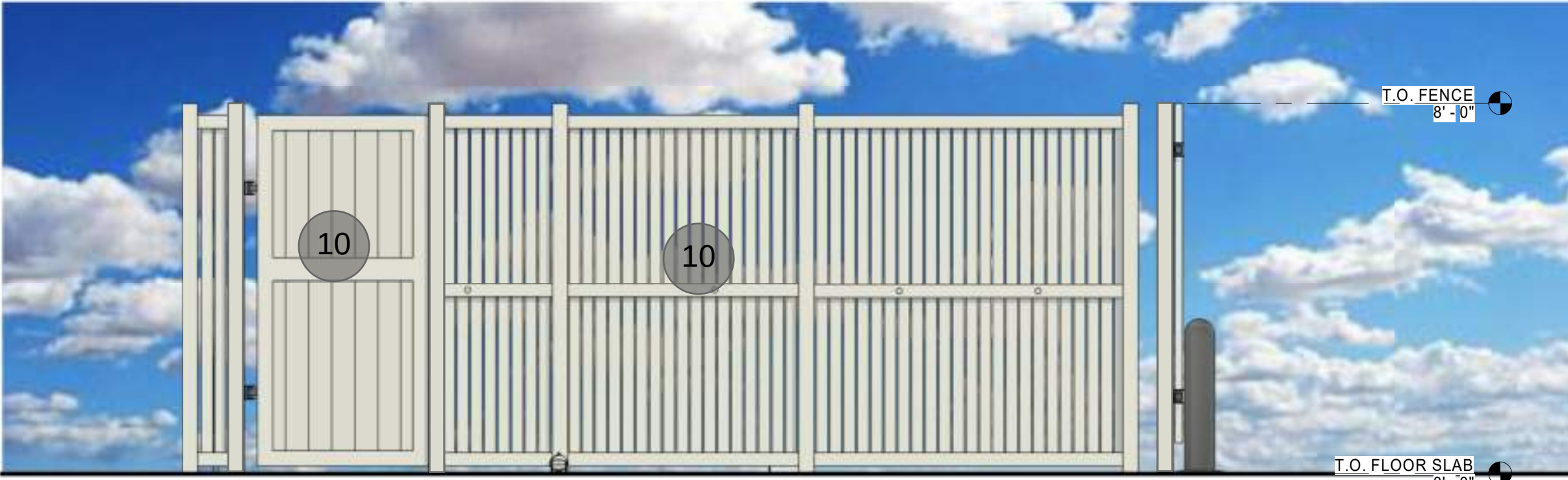
1a BRICK-1

7b METAL: WHITE

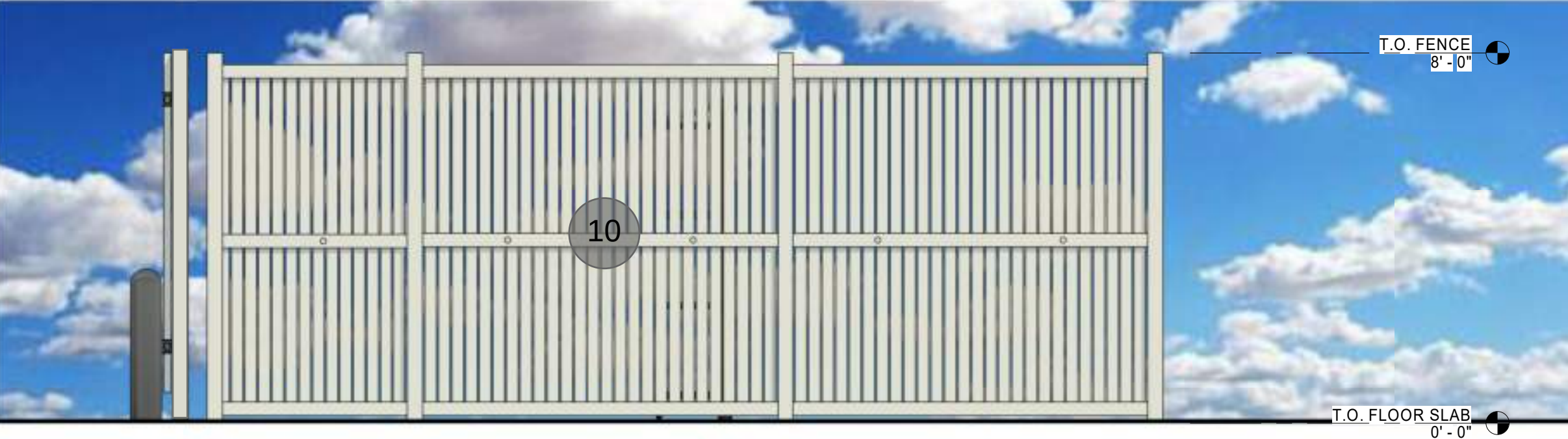
4b ROOF: SLATE GREY

7b METAL: WHITE

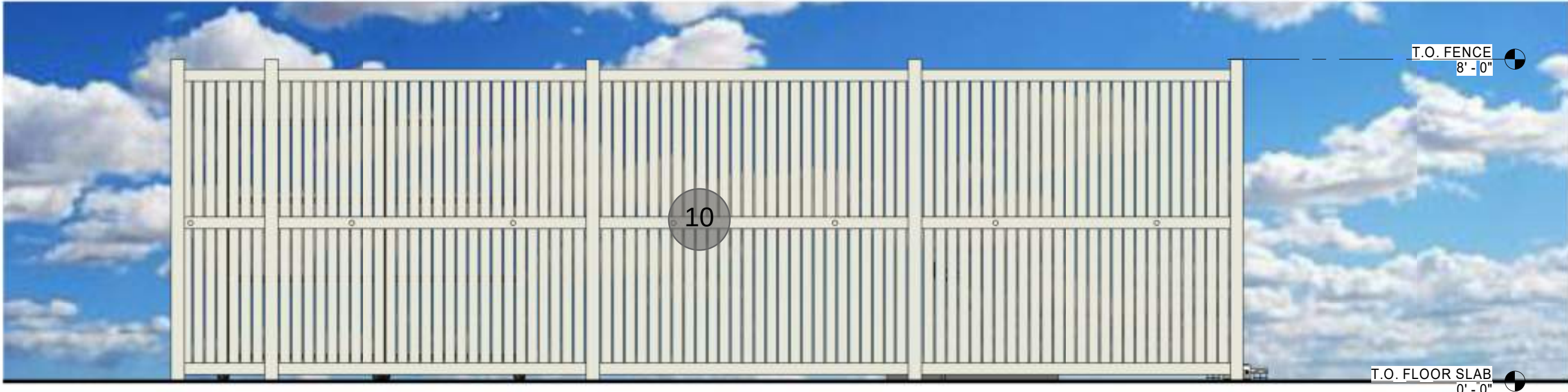
10 WHITE PVC FENCE



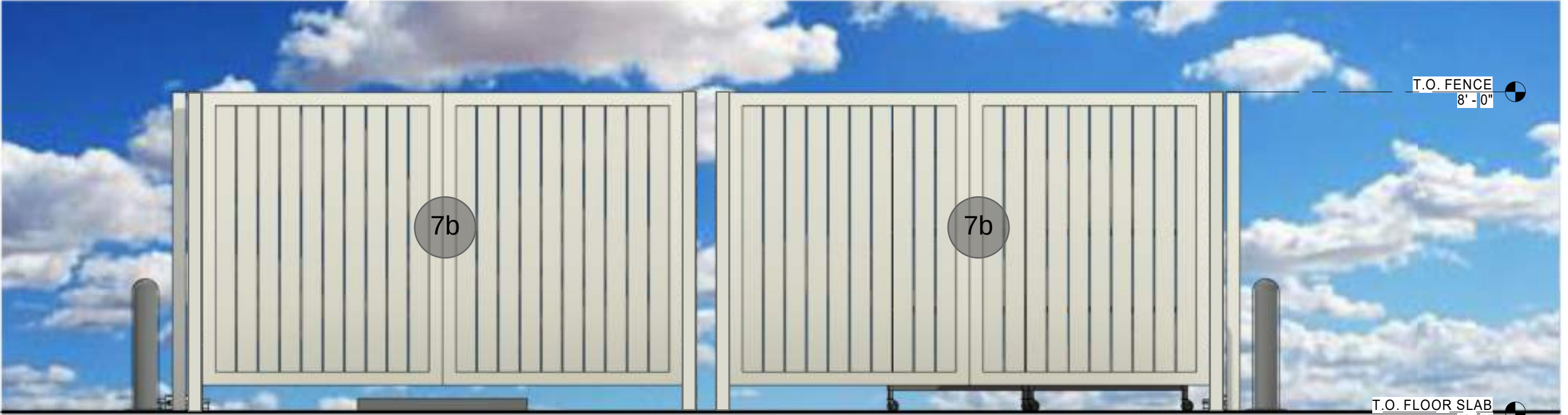
④ SIDE ELEVATION 1 - TRASH COMPOUND
3/8" = 1'-0"



⑤ SIDE ELEVATION 2 - TRASH COMPOUND
3/8" = 1'-0"



⑥ REAR ELEVATION - TRASH COMPOUND
3/8" = 1'-0"



⑧ FRONT ELEVATION
3/8" = 1'-0"

WAWA STRAIGHT 6 FUEL CANOPY & STANDARD - L- TRASH COMPOUND

794 Leesville Road
Lynchburg, VA

REZONING NARRATIVE

On behalf of the applicant, T.P.B. Enterprises, LLC, we are providing this narrative as supplemental information to support the attached rezoning application. This request is to rezone City of Lynchburg Tax Parcels 26604002, 26604004, and 26604005 (the Rezoned Area) from R-1 (Low Density Residential District), B-1 (Limited Business District), and B-3C (Community Business District with Conditions) to B-3C (Community Business District with Conditions). The proposed rezoning will allow for a new fuel center and convenience store to be developed on a portion of the property.

Existing Zoning: R-1 – Low Density Residential District (+/-1.538 acres)
 B-1 – Limited Business District (+/-0.915 acres)
 B-3C – Community Business District with Conditions (+/-2.462 acres)

4.915 acres total

Proposed Zoning: B-3C – Community Business District with Conditions
 +/-3.199 acres – ‘Area A’
 +/-1.716 acres – ‘Area B’

Proposed Use: Area A – Gasoline Station
 Area B – Greenhouse (sales of products grown on premises)

Existing Future Land Use Map: Neighborhood Commercial
Proposed Future Land Use Map: Community Commercial

Previous Zoning Actions

A previous zoning action in 1987 (Ordinance #O-87-230) affected a portion of the Rezoned Area. Approximately 3.53 acres was rezoned to B-3 with conditions to allow for the existing greenhouse business that is currently located on the property. It appears that this rezoning action included Tax Parcels 26604002 and 26604004. The conditions on the property restrict the use and allow for expansion of the business according to a site plan by Berkley Howell dated August 31, 1987. Based on discussions with the City of Lynchburg, it is understood that there is not a known copy of this site plan in the City’s records. In addition, the conditions also restricted the use of the one-story brick dwelling to either a residence or for use as part of the existing nursery business.

A subsequent zoning action in 1999 (Ordinance #O-99-188) rezoned approximately 0.76 acres from the 1999 zoning action from B-3C to B-1. This rezoning affected the southeast portion of Tax Parcel 26604004 and allowed the existing brick building to be used for commercial B-1 use. This rezoning action effectively negated the second condition from the 1999 zoning action regarding the use of the brick building on the site.

The proposed rezoning request will rezone all three Tax Parcels to B-3 with conditions to allow for the proposed gasoline station and convenience store. The existing proffered conditions will be repealed from the portion of the property that they affect, and new proffered conditions are proposed.

For the purposes of the proffered conditions, the site has been divided into Area A and Area B, which align with the future re-subdivision of the property. Area A represents the future parcel for the gasoline station/c-store and Area B represents the future parcel for the existing greenhouse/nursery business. The proposed proffered conditions for Area A restrict the uses that can be developed in this area and also provide a larger building and parking setback from the adjacent residential zoning to the north. The proposed proffered conditions restrict the use in this area and also guide the development of the new private access drive.

Existing Conditions

Tax Parcel 26604005 is currently undeveloped. There is an existing vacant commercial building and small parking area located on Tax Parcel 26604004. Tax Parcel 26604002 consists of an existing greenhouse and other improvements associated with this business including two small buildings, a small parking area, and an access drive across the front of the parcel.

The Rezoned Area is bounded to the west by Greenview Drive with Lynchburg City Church beyond. It is bounded to the south by Leesville Road with commercial property beyond. The Rezoned Area is bounded on the north and east by existing single-family residential homes. It is bounded on the west by existing single-family residential homes.

The intersection of Leesville Road and Greenview Drive and Airport Road is signalized and serves traffic to and from Route 460 located approximately 0.4 miles to the southeast. There is an existing full access entrance from Leesville Road serving the greenhouse business.

Concept Plan

A Zoning Exhibit (Exhibit B) is included with this rezoning application that outlines the rezoning request and also shows the current vision for the property. Improvements shown on this plan include a fuel canopy with 12 fueling positions as well as a convenience store of approximately 6,400 s.f. Other exterior improvements that are shown on the Concept plan include parking improvements, underground fuel tanks, drive-thru for the convenience store, and exterior dumpsters will screening.

Proposed entrance locations and types are shown on the Concept Plan as discussed with the Traffic Division staff. A right-in, right-out, left-in entrance is proposed from Greenview Drive and will serve as the primary entrance into the fuel center. A right-in, right-out, left-out entrance is proposed from Leesville Road. The existing greenhouse business will remain in its current location. The proposed entrance from Leesville will loop around behind the greenhouse business and enter at the rear of the convenience store as a secondary entrance.

The proposed improvements are pulled up close to Greenview Drive and Leesville Road to maximize visibility and provide easier access into and out of the site. This maximizes the separation from the existing residential located to the north, allowing for maximum buffering opportunities. A vegetated buffer will be provided between the proposed secondary entrance on Leesville Road and the adjacent residential property to the east. The existing greenhouses will also serve as a transition between the proposed fuel center and the existing residential property.

Buffers will be provided adjacent to residential zoning as required by the Zoning Ordinance. Buffer yards will be provided through the preservation of existing vegetation, through the planting of new trees and shrubs, or a combination of these in order to maximize the effectiveness of the buffers. Details of the proposed buffer plantings will be determined during the design process and will be subject to approval by the City of Lynchburg Zoning Division.

Access & Transportation

Two new vehicular access points are proposed with this project. A right-in, right-out, left-in entrance is proposed from Greenview Drive. The existing southbound left turn lane will be modified to allow for the proposed left turn lane into the site at this location. New right and left turn lanes will be installed to serve this entrance. A right-in, right-out, left-out entrance is proposed from Leesville Road. As discussed with the Traffic Division, new concrete medians will be installed at this location on Leesville Road in order to restrict left turns into the site. The proposed entrance locations and movements have been designed to

provide maximum separation from the existing signal and to ensure that conflict points are minimized to the extent practical.

A Traffic Study was performed for this project to evaluate impacts of the project on the existing signalized intersection and the surrounding network. As shown in the Traffic Study, traffic from the proposed project will cause very minimal increases in delay at the signal and the roadway network and intersections will function at acceptable levels of service. The City of Lynchburg Traffic Division has reviewed the Study and has approved the proposed entrance locations and configurations as shown on the Concept Plan.

Public Services

According to City of Lynchburg GIS, there is an existing 12" public waterline located along the western side of Greenview Drive. There is an existing 10" public waterline located along the north side of Leesville Road and an existing 24" public waterline located in the northbound lanes of Leesville Road. This project will be served by public water and will mostly likely connect to the existing 10" waterline in Leesville Road.

According to City of Lynchburg GIS, there is no existing public sanitary sewer located along the frontage of the site. There is an existing public sewer main located approximately 630 feet northwest of the property near the intersection of Greenview Drive and East Overbrook Road. It is expected that the public sanitary sewer main will be extended along Greenview Drive from its current location to serve the project.

Stormwater Management

The property generally drains from east to west away from Leesville Road toward an existing drainage low located along the western property line. The project will include a stormwater management facility on-site to control the release rate of stormwater runoff from the site. The project will be designed in accordance with all local and state stormwater management requirements, including quantity and quality requirements.

Comprehensive Development Plan / Future Land Use Map

The City of Lynchburg's Comprehensive Plan currently identifies the Future Land Use of this property as Neighborhood Commercial. The proposed B-3 zoning is more compatible with a Community Commercial Future Land Use designation. As part of this request, we are also requesting that the Future Land Use Map (FLUM) designation be revised from Neighborhood Commercial to Community Commercial. The proposed fuel center and convenience store uses are consistent with many of the characteristics of the Neighborhood Commercial land use designation. The Neighborhood Commercial land use designation is described as consisting primarily of office, retail, personal service, and restaurant uses that are scaled to be compatible with and serve their immediate neighborhood. The proposed use includes a retail and restaurant component as part of the services offered, which is consistent with the Neighborhood Commercial designation. The Community Commercial land use designation is appropriate for these parcels due to their location at a major intersection, proximity to Route 460, and also because about half of this property is already zoned B-3. The Community Commercial designation is more appropriate for B-3 property than the existing Neighborhood Commercial designation.

The proposed B-3C rezoning is also consistent with the existing B-3 zoning that already exists on a portion of this property. This corner is much more conducive to commercial development than the current R-1 zoning that exists for Tax Parcel 26604005.

The proposed commercial zoning designation will allow this property that has remained vacant for many years to realize its potential. The proposed commercial development will fit well within the context of this corridor that has seen significant growth in recent years. This growth has included the widening of Greenview Drive, as well as significant residential and commercial development along Greenview Drive.

The proposed rezoning request will further the goals of the City of Lynchburg Comprehensive Plan by allowing for development of a vacant property in an appropriate location of the City. The development of this project in a strategic location at this gateway into the City will serve nearby residents, while also providing much-needed services that will attract others into Lynchburg. The proposed request is consistent with many of the goals and initiatives of the Comprehensive Plan:

- “Establish appropriate access management strategies and internal circulation patterns along commercial corridors to improve public safety and the long-term viability of these corridors.” By working with multiple property owners, the applicant is able to provide a plan that maximized separation from the existing signalized intersection and provides for appropriate movements into and out of the site to effectively balance site access with public safety.
- “Minimize land use conflicts between commercial, industrial and residential developments.” The proposed development focuses improvements close to the signalized intersection and maximizes the buffer between the development and the adjacent residential zoning to the north. On the east side, the existing greenhouse/nursery use will provide a transition between the proposed development and the existing residential zoning. Appropriate buffering will be provided with development.
- “When addressing compatibility and connectivity between adjacent land uses, ensure that building orientation, parking locations, parking design, lighting, walkways and other building and site design factors provide safe and convenient access to sites for drivers, pedestrians, bicyclists and transit riders.” The proposed site design provides safe and convenient access to and from the site for a variety of users.
- “Preserve and incorporate existing mature vegetation and trees into site designs to the greatest practical.” The site design will preserve the existing vegetation on the north and east sides to the extent practical. New plantings will be provided where necessary to supplement the existing vegetation. In addition, internal landscaping will be provided along street frontages and internal to the site as required by the City of Lynchburg Zoning Ordinance.
- “Encourage the development of built environments that support the integration of healthy and active living in day-to-day life and foster human interaction.” The development of this site which currently consists of a vacant residential parcel and vacant commercial building will provide an active use on this important corner of Greenview Drive and Leesville Road.

This project will also further the Economic Development initiatives of the City of Lynchburg by providing an additional business to this growing area of Lynchburg that can serve the nearby residents and community along these two important corridors. This use will also serve vehicles from Route 460 that are coming into Lynchburg.

Summary

In summary, we respectfully request approval of this rezoning request. This project is consistent with the goals and initiatives of the City of Lynchburg and will serve an area of need along the Greenview Drive corridor. This request will allow for vacant property to be developed with an active commercial use along an important corner that serves as a gateway into the City of Lynchburg.

TRAFFIC STUDY
FOR
LEESVILLE ROAD C-STORE

in

City of Lynchburg, Virginia
T.M. #26604002, 26604004, & 26604005

Leesville Road & Greenview Drive

Date: July 24, 2025
Revised: November 4, 2025
Revised: January 6, 2026

~Job No. 04240044.00~



1208 Corporate Circle
Roanoke, VA 24018
540.772.9580
Fax: 540.772.8050



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1. Introduction

Thomas Builders of Virginia, Inc., contract purchaser, is proposing to develop approximately 4.9 acres of land located at the intersection of Leesville Road and Greenview Drive in the City of Lynchburg (see Appendix A for vicinity map). The proposed development will include a new +/- 6,400 s.f. C-store with 12 fueling positions located along the frontage of Greenview Drive. There is an existing Garden Center currently located at the site. The existing entrance to the Garden Center is expected to remain and this traffic will continue to function as it does today.

The site is located at the northwest corner of the intersection of Leesville Road and Greenview Drive. The property is described as City of Lynchburg Tax Parcels #26604002, 26604004, and 26604005. The site is zoned B-3(c) – Community Business Conditional District, R1 – Low Density RSF District, and B1 – Limited Business District. There is an existing building that appears to have been previously used as an office or similar use but is currently vacant. This building and associated parking will be removed to allow for the proposed development. There is also an existing Garden Center on the property that will remain. The existing entrance serving this business will remain as well.

The property will be rezoned to B-3 – Community Business District to allow for the proposed development. The proposed c-store development includes the following proposed access points:

- Right-In, Right-Out, Left-Out Entrance on Leesville Road
- Right-In, Right-Out, Left-In Entrance on Greenview Drive

As discussed with the City of Lynchburg and VDOT, the intersection of Leesville Road and Greenview Drive will be analyzed for level of service and queue lengths as they relate to the proposed development. In addition, the proposed entrance locations will also be analyzed to ensure that they will function appropriately for the development.

Leesville Road is a four-lane, undivided minor arterial roadway that primarily provides access between Greenview Drive and Timberlake Road in this area of Lynchburg. Leesville Road reduces to two lanes to the west of Greenview Drive. The posted speed on this roadway is 45 mph at this location.

Greenview Drive is a four-lane, divided minor arterial roadway that provides access between the Route 460 interchange and Timberlake Road. The posted speed on this roadway is 35 mph at this location.

Three scenarios will be considered: 2025 Existing Condition, 2027 Background Condition, and 2027 Buildout Condition to determine the effects of the proposed development on the levels of service at the existing intersections.

Level of service (LOS) for signalized and unsignalized intersections is evaluated based on control delay per vehicle and the driver's perception of those conditions. Control delay is the portion of the total delay attributed to the control at the intersection. Table 1 depicts the LOS scale with corresponding control delay per vehicle, with LOS "A" representing the best operating conditions and LOS "F" representing the worst.

Level of Service Criteria for Signalized Intersections (HCM)	
Level Of Service	Avg. Control Delay (Sec./Veh)
A	≤ 10
B	$> 10 - 20$
C	$> 20 - 35$
D	$> 35 - 55$
E	$> 55 - 80$
F	≥ 80

Table 1: LOS Criteria for Signalized Intersections (HCM)

Level of Service Criteria for Unsignalized Intersections (HCM)	
Level Of Service	Avg. Control Delay (Sec./Veh)
A	≤ 10
B	$> 10 - 15$
C	$> 15 - 25$
D	$> 25 - 35$
E	$> 35 - 50$
F	≥ 50

Table 2: LOS Criteria for Unsignalized Intersections (HCM)

The *Synchro 11* and *SimTraffic 11* softwares were used for all modeling and analysis. *Synchro 11* was utilized to calculate the expected delay and the *SimTraffic 11* software was utilized to determine all queue lengths. This procedure was used for all scenarios to provide a consistent analysis for comparison purposes.

This study was undertaken by Balzer and Associates, Inc. to:

- determine the total number of vehicle trips generated by the potential development to be added to the adjacent street network;
- determine the impacts to level of service and queue lengths at the existing intersections as a result of the proposed development;
- determine if any roadway or intersection improvements are warranted as a result of the proposed development;
- and to determine turn lane requirements at the proposed entrances to the site.

2. Analysis of Existing/Background Conditions

The site is partially developed in the current condition. There is an existing building that appears to have been previously used as an office or similar use but is currently vacant. This building and associated parking will be removed as part of this project. There is also an existing Garden Center use on the property that will remain. The development is proposed to have a new, right-in, right-out, left-out entrance on Leesville Road and a new, right-in, right-out, left-in entrance on Greenview Drive. The existing entrance to the Garden Center will remain.

In addition to VDOT published traffic count data, manual traffic counts were performed at the study intersection. The counts were performed on Tuesday, May 20, 2025 from 7:00 AM – 9:00 AM and 4:00 PM – 6:00 PM to capture the AM and PM peak hours. All turning and through movements were counted to facilitate analysis of the intersections. The manual traffic count data is provided in Appendix B.

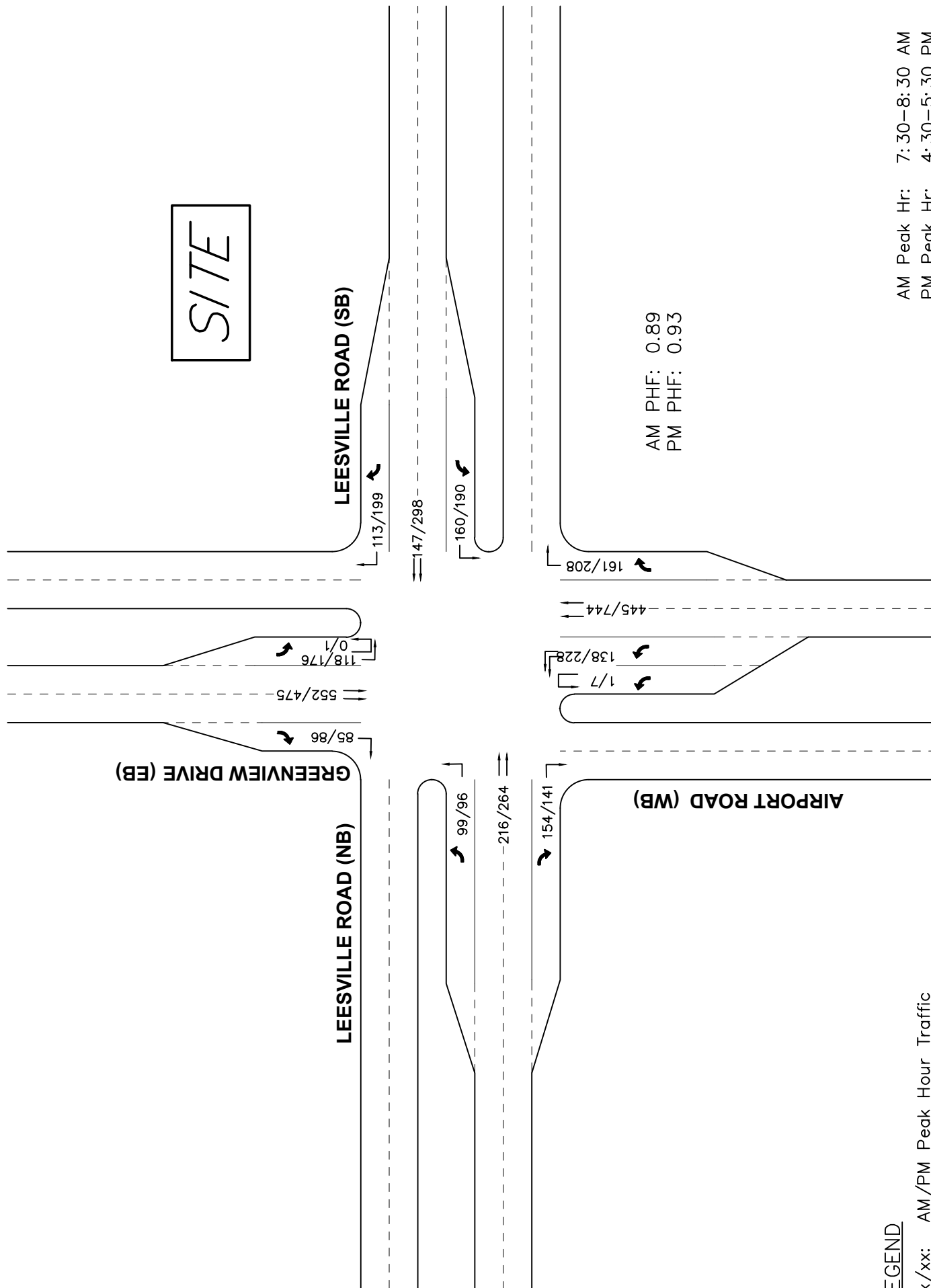
As shown in the traffic count data, the AM peak hour was determined to be 7:30 AM – 8:30 AM and the PM peak hour was determined to be 4:30 PM – 5:30 PM and this time period and associated data was utilized for the analysis.

Figure 1 graphically depicts the existing peak hour traffic volumes and Figure 2 shows the heavy vehicle percentages obtained from the counts. A 2% growth factor was applied to bring the 2025 volumes to the buildout year of 2027. Figure 3 graphically depicts the Background traffic with the 2% growth factor applied.

In addition to the background traffic growth, there is also an approved development by Life Point Health that is currently under construction near the intersection of Leesville Road and Compson Way to the northeast of the proposed c-store project. A Traffic Impact Study Draft Report dated July 28, 2023 was provided by the City of Lynchburg for this project. Applicable vehicle trips from this study were accounted for and distributed to the existing intersection in the Background condition. These trips are shown graphically in Figure 3A.

The *Synchro 11* and *SimTraffic 11* softwares were used to analyze delays, level of service, and queue lengths for background weekday AM and PM peak hours. The Background Condition levels of service, delays, and queue lengths are shown in Table 3. The *Synchro 11* and *SimTraffic 11* results are included in Appendix D.

FIGURE 1: 2025 EXISTING TURNING MOVEMENTS



LEGEND

xx/xx: AM/PM Peak Hour Traffic

AM Peak Hr: 7:30–8:30 AM
PM Peak Hr: 4:30–5:30 PM

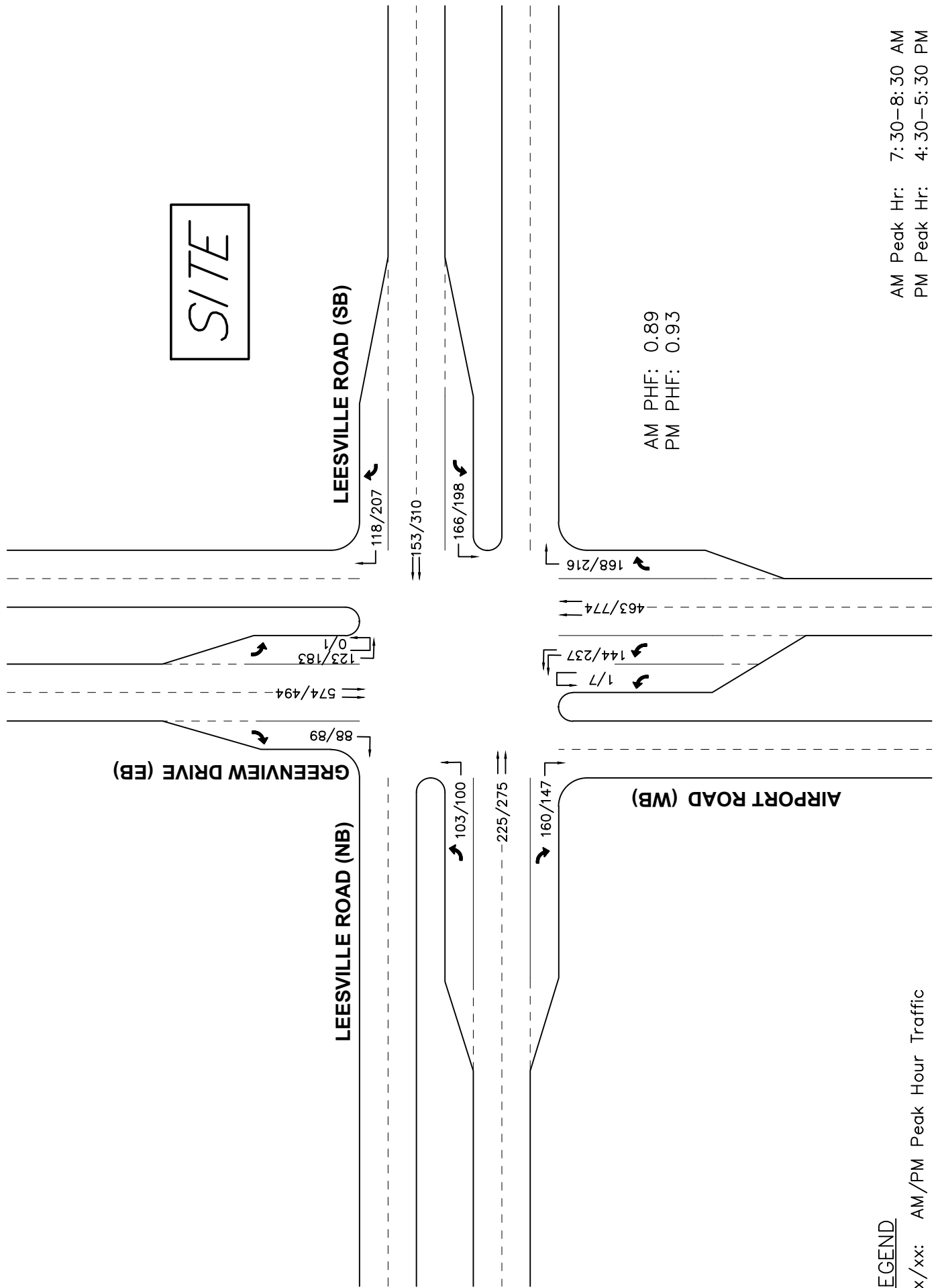
Table 3 - 2025 Existing Condition
Leesville Road C-Store - City of Lynchburg, VA
Intersection Level of Service and Queuing Analysis

Intersection	Control	Approach	Available Storage (ft)	Levels of Service	Levels of Service	Average Queues (ft)	Max Queues (ft)	Average Queues (ft)	Max Queues (ft)
				AM	PM	AM	AM	PM	PM
1. Leesville Rd & Greenview Dr & Airport Rd	Signal	EBL	530	D (44.3)	D (45.3)	70	149	109	205
		EBT	--	C (30.4)	C (24.4)	149	246	130	217
		EBR	280	C (25.9)	C (22.1)	13	42	16	54
		WBL	600	D (40.0)	D (41.5)	79	162	122	214
		WBT	--	C (30.7)	C (29.9)	124	212	191	312
		WBR	260	C (30.0)	C (26.7)	29	63	46	204
		NBL	340	C (26.8)	D (46.4)	61	141	75	169
		NBT	--	C (26.5)	D (37.8)	87	161	110	183
		NBR	250	C (28.4)	D (42.1)	42	98	43	92
		SBL	360	D (42.3)	D (45.3)	107	201	131	235
		SBT	--	C (35.0)	C (32.9)	65	130	103	181
		SBR	350	D (40.5)	D (39.1)	33	70	57	118
		Overall		C (32.4)	C (33.9)				

Notes:

- (1) Levels of service are as reported by Synchro.
- (2) Numbers in parentheses () represent control delay in seconds per vehicle as reported by Synchro.
- (3) Queues are average and maximum queue lengths as reported by SimTraffic with 10 recording intervals of 60 minutes.

FIGURE 3: 2027 PROJECTED TURNING MOVEMENTS



AM Peak Hr: 7:30-8:30 AM
PM Peak Hr: 4:30-5:30 PM

FIGURE 3A: LIFE POINT HEALTH PROJECTED TURNING MOVEMENTS

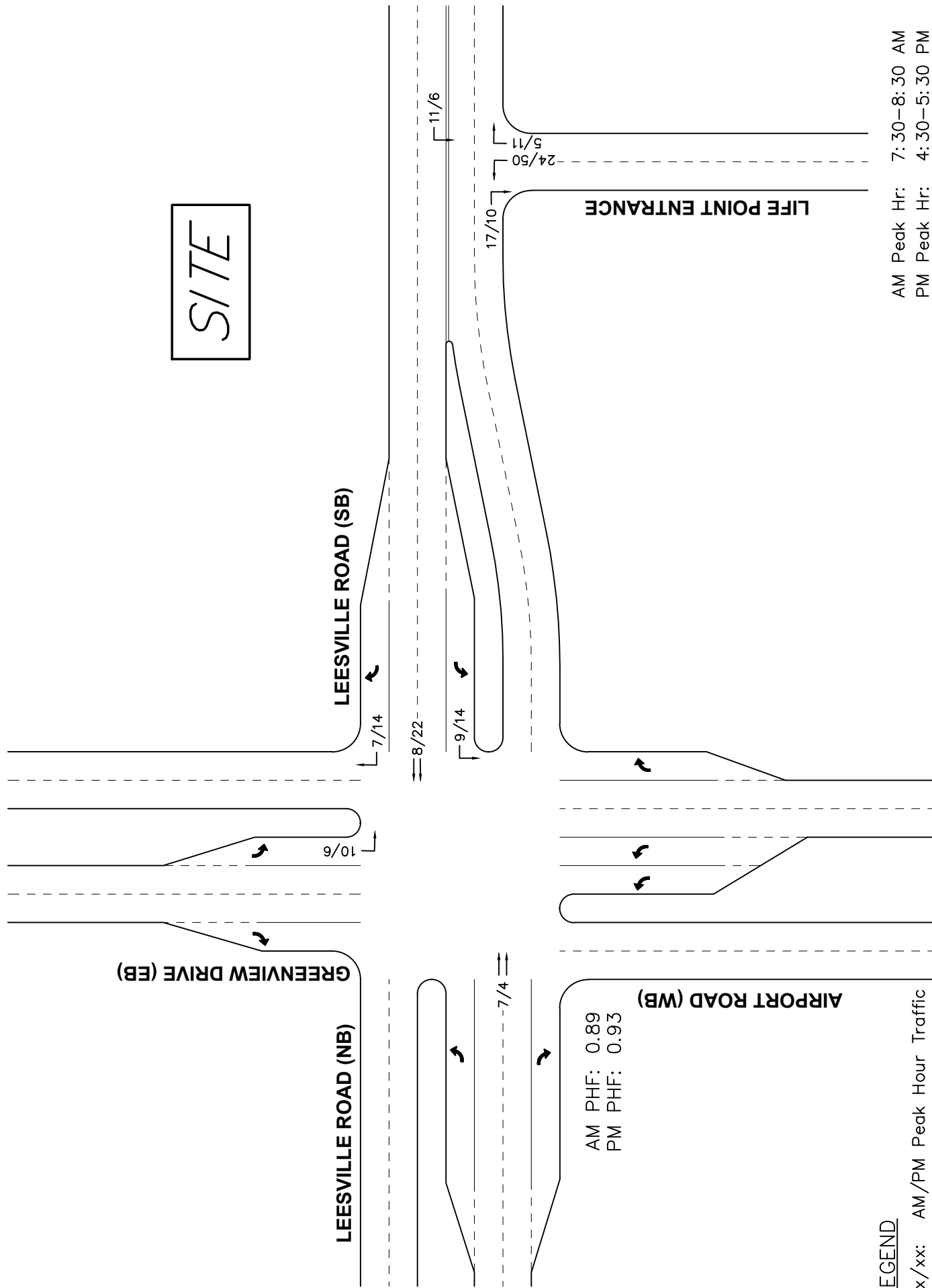


Table 4 - 2027 Background Condition

**Leesville Road C-Store - City of Lynchburg, VA
Intersection Level of Service and Queuing Analysis**

Intersection	Control	Approach	Available Storage (ft)	Levels of Service	Levels of Service	Average Queues (ft)	Max Queues (ft)	Average Queues (ft)	Max Queues (ft)
				AM	PM	AM	AM	PM	PM
1. Leesville Rd & Greenview Dr & Airport Rd	Signal	EBL	530	D (44.2)	D (50.8)	86	184	127	244
		EBT	--	C (30.7)	C (25.8)	159	261	137	224
		EBR	280	C (26.2)	C (23.3)	15	67	17	57
		WBL	600	D (40.4)	D (44.8)	78	143	136	225
		WBT	--	C (31.7)	C (32.8)	136	239	204	328
		WBR	260	C (31.0)	C (28.7)	30	70	51	242
		NBL	340	C (27.4)	D (50.1)	65	144	77	177
		NBT	--	C (27.1)	D (40.9)	93	173	118	184
		NBR	250	C (29.0)	D (45.6)	44	102	45	105
		SBL	360	D (42.5)	D (53.3)	119	234	146	267
		SBT	--	C (35.0)	C (34.8)	71	141	117	193
		SBR	350	D (40.7)	D (44.4)	36	76	66	163
		Overall		C (33.0)	D (37.2)				

Notes:

- (1) Levels of service are as reported by Synchro.
- (2) Numbers in parentheses () represent control delay in seconds per vehicle as reported by Synchro.
- (3) Queues are average and maximum queue lengths as reported by SimTraffic with 10 recording intervals of 60 minutes.

3. Trip Generation

Trip generation for this study was based on the proposed use shown on the Concept Plan. The policies and procedures found in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*, were employed to determine the potential site generated traffic volumes for the proposed development for the average weekday and AM and PM peak hours. Trip generation calculations were performed using the average rates provided in the ITE manual because equations were not available for this specific use. Table 5 shows the potential site-generated traffic for this development.

			Trip Generation						
Land Use			AM Peak Hour			PM Peak Hour			Weekday
Proposed Development	ITE Code	Independent Variable	Enter	Exit	Total	Enter	Exit	Total	Total
Convenience Store/ Gas Station	945	12 Fueling Positions	190	189	379	161	162	323	4,149

Table 5: Site-Generated Traffic

Pass-by trip reductions consider site trips drawn from the existing traffic stream on an adjacent street, recognizing that trips drawn to a site would otherwise already traverse the adjacent street regardless of existence of the site. Pass-by reductions have been applied for this site in accordance with the ITE Trip Generation Handbook, 3rd Edition. The reduction for average weekday traffic was assumed based on the AM and PM values and based on engineering judgement, since this reduction was not given in the ITE handbook. The pass-by reductions that were used for the trip generation calculations are shown below. Table 6 shows the pass-by adjustments for this development.

Convenience Store / Gas Station – ITE Code 945

AM Peak Hr = 62% Reduction

PM Peak Hr = 56% Reduction

Weekday = 60% Reduction (Assumed)

			Trip Generation						
Land Use			AM Peak Hour			PM Peak Hour			Weekday
Proposed Development	ITE Code	Independent Variable	Enter	Exit	Total	Enter	Exit	Total	Total
Convenience Store/ Gas Station	945	12 Fueling Positions	-118	-117	-235	-90	-91	-181	-2,489

Table 6: Pass-By Trip Adjustments

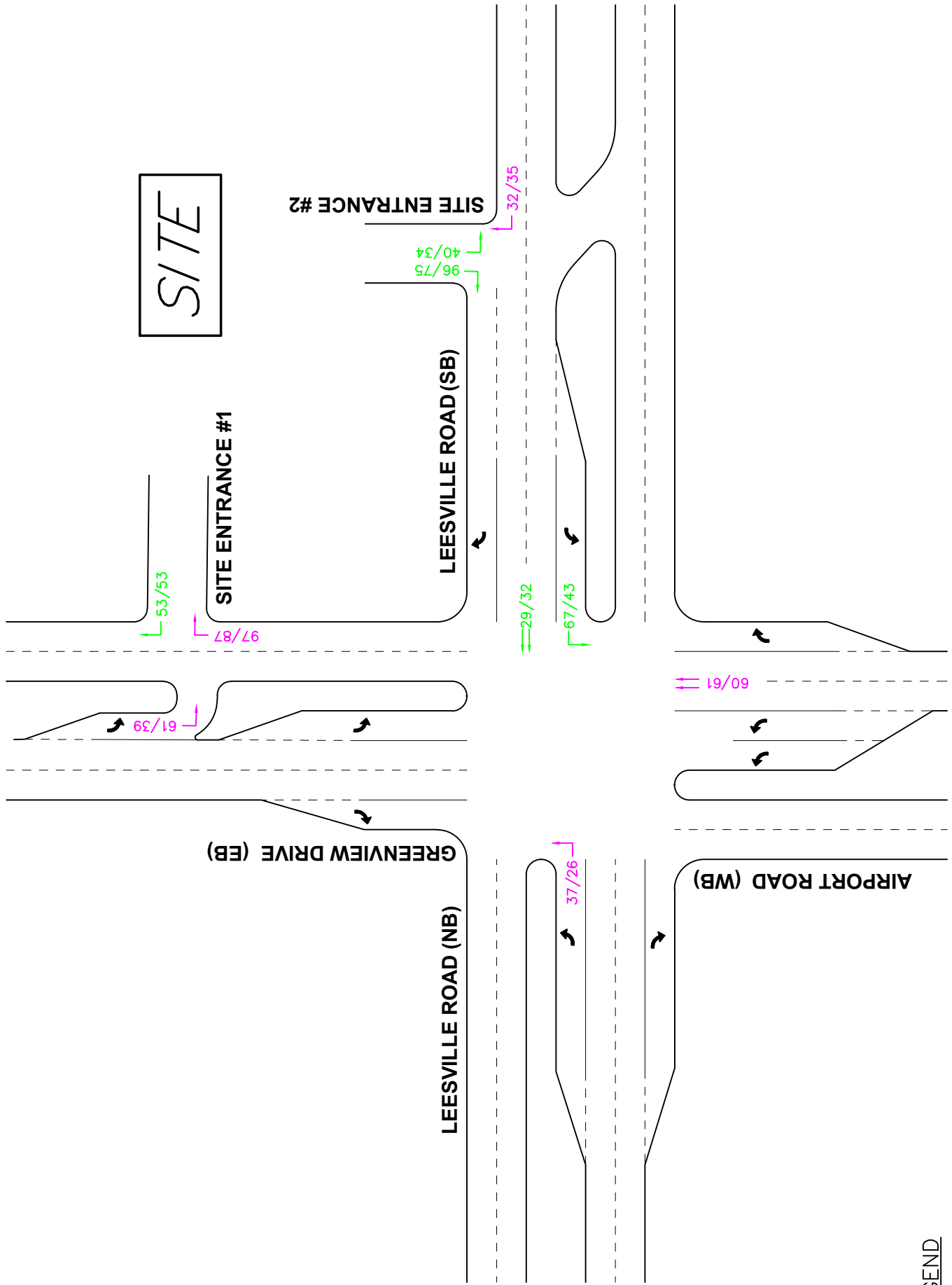
4. Site Traffic Distribution and Assignment

The distribution of potential site generated traffic was completed by observing the directional splits from the traffic data and by applying engineering judgement based on knowledge of the proposed use, as well as the surrounding area. The directional percentages were then applied to the site-generated traffic to determine the ingress/egress movements for each entrance and in each direction.

This development is proposed to have one right-in, right-out, left-out entrance on Leesville Road and one right-in, right-out, left-in entrance on Greenview Drive. After distribution of trips to the roadway, trips were distributed at each intersection based on existing traffic patterns and engineering judgement. Traffic assignment for the site-generated traffic is shown graphically in Figure 4.

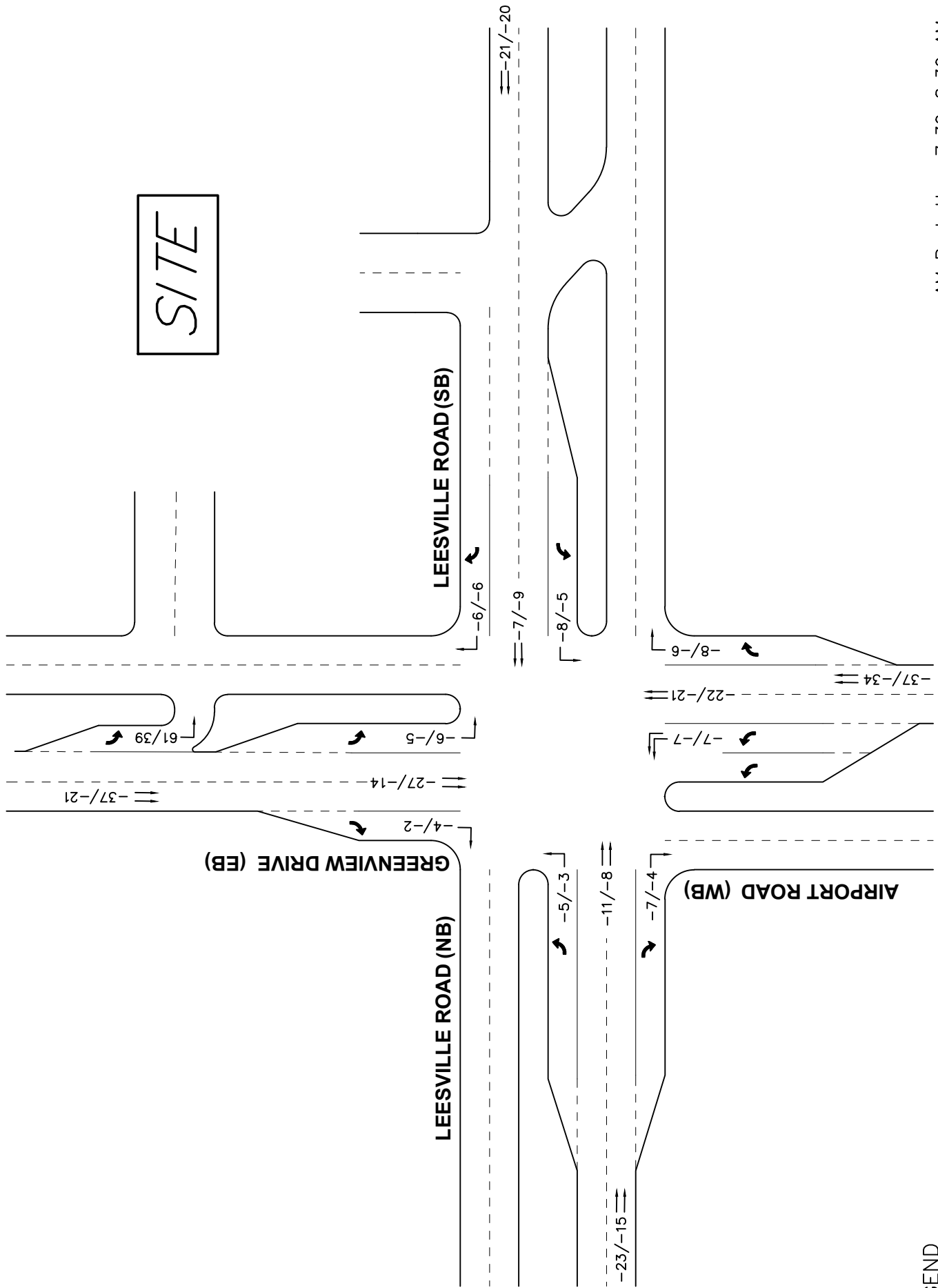
The pass-by trips were distributed similarly to the development trips. The pass-by trips will reduce the number of trips added to the surrounding roadway network but will not reduce the number of turning movements into and out of the development. The pass-by trips are shown graphically in Figure 5.

FIGURE 4: SITE—GENERATED TURNING MOVEMENTS



LEGEND
 xx/xx: AM/PM Entering Traffic
 xx/xx: AM/PM Exiting Traffic

FIGURE 5: PASS-BY VOLUMES



LEGEND

xx/xx: AM/PM Peak Hour Traffic

AM Peak Hr: 7:30-8:30 AM
PM Peak Hr: 4:30-5:30 PM

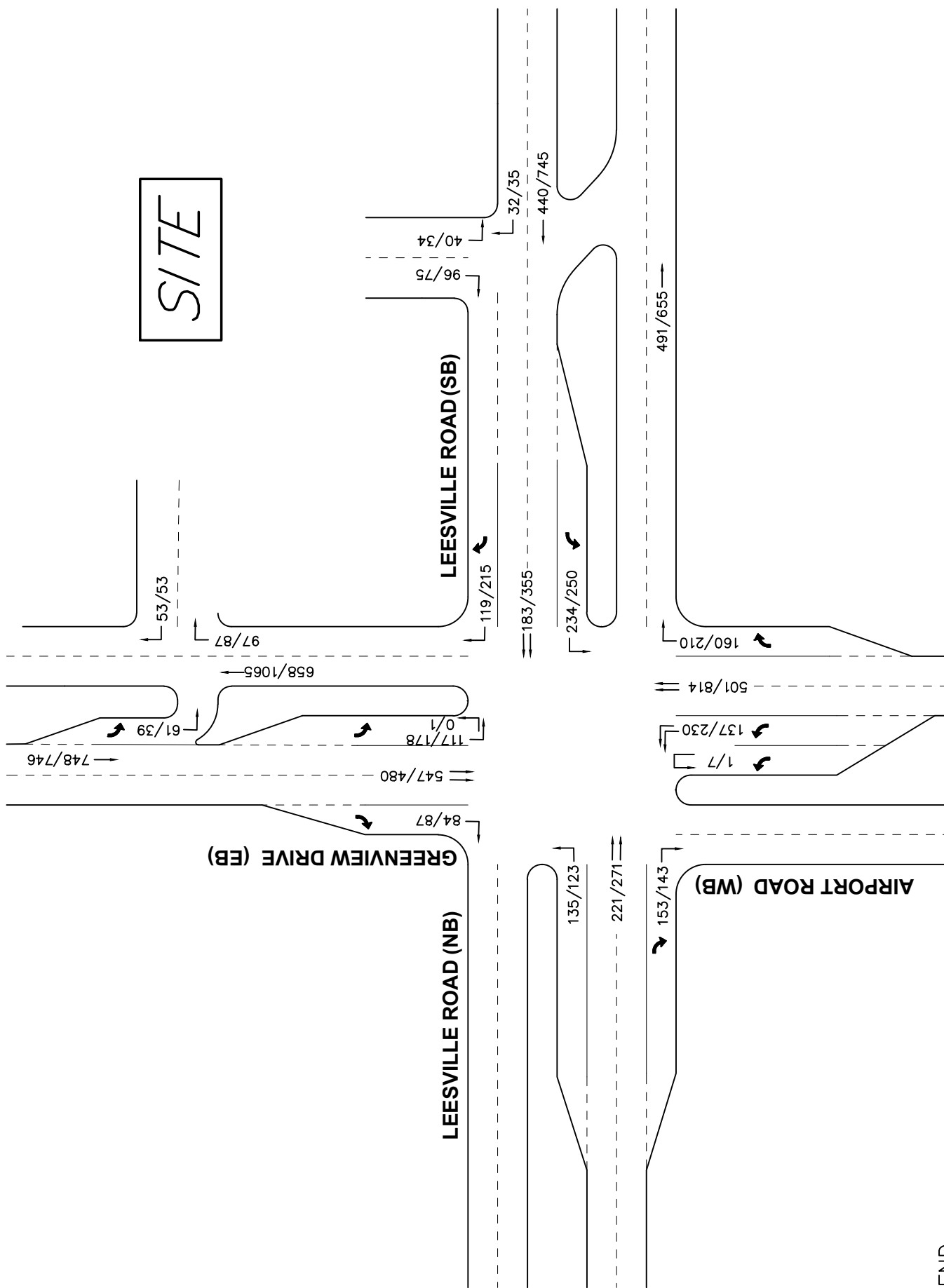
5. Analysis of Future Conditions With Development

The buildout traffic was calculated by adding the projected Background traffic (Figure 3) to the site-generated traffic (Figure 4) and the pass-by reductions (Figure 5). The Buildout traffic for the study intersections and the new access points is shown in Figure 6. The intersections were then modeled and evaluated using *Synchro* and *SimTraffic* software. Peak hour factors were revised to 0.92 where appropriate, in accordance with the procedures outlined in the TOSAM. Table 7 provides a summary of the levels of service, delays, and queue lengths for the buildout condition. The *Synchro 11* and *SimTraffic 11* output can be found in Appendix D.

As shown in the model data, the existing intersection, as well as the proposed access points, will function at an acceptable level of service with the proposed development. Overall level of service letter grades remain the same for the intersection of Leesville Road and Greenview Drive and minimal impacts to delay are anticipated as it relates to this development.

The concept plan indicates a proposed left turn lane into the development at the Greenview Drive access point. Based on the VDOT Road Design Manual, a 100' turn lane and 100' taper are warranted in this location. Based on queue lengths from the SimTraffic analysis, the 100' turn lane storage proposed will exceed the maximum queue lengths of 61' in the AM peak hour and 58' in the PM peak hour. The development of this left turn lane will reduce the length of the existing left turn lane at the signal for vehicles making a left turn from Greenview Drive to Leesville Road. It is anticipated that a minimum of 250' turn lane and 50' taper can be maintained in this location, which exceeds the maximum queue lengths of 168' in the AM peak hour and 226' in the PM peak hour.

FIGURE 6: 2027 BUILDOUT TURNING MOVEMENTS



LEGEND

xx/xx: AM/PM Peak Hour Traffic

AM Peak Hr: 7:30-8:30 AM
PM Peak Hr: 4:30-5:30 PM

Table 7 - 2027 Buildout Condition
Leesville Road C-Store - City of Lynchburg, VA
Intersection Level of Service and Queuing Analysis

Intersection	Control	Approach	Available Storage (ft)	Levels of Service	Levels of Service	Average Queues (ft)	Max Queues (ft)	Average Queues (ft)	Max Queues (ft)
				AM	PM	AM	AM	PM	PM
1. Leesville Rd & Greenview Dr & Airport Rd	Signal	EBL	300	D (44.7)	D (53.8)	75	152	125	234
		EBT	--	C (30.0)	C (26.8)	158	259	144	252
		EBR	280	C (25.9)	C (24.3)	18	48	18	52
		WBL	600	D (40.2)	D (47.5)	82	171	132	211
		WBT	--	C (31.3)	D (35.2)	132	224	218	369
		WBR	260	C (29.7)	C (29.4)	30	69	60	260
		NBL	340	C (28.1)	D (52.6)	83	169	94	196
		NBT	--	C (29.4)	D (43.5)	92	161	115	191
		NBR	250	C (31.8)	D (48.5)	45	88	43	84
		SBL	360	D (44.1)	E (62.1)	147	290	179	300
		SBT	--	D (35.3)	D (36.7)	75	155	128	254
		SBR	350	D (40.0)	D (44.4)	35	79	65	144
		Overall		C (33.4)	D (39.8)				
2. Greenview Dr & Site Entrance #1	Stop	EBL	100	A (9.9)	B (12.1)	21	61	17	61
		SBR	--	B (11.7)	B (14.8)	22	56	26	70
3. Leesville Rd & Site Entrance #2	Stop	EBLR	--	B (13.6)	C (19.4)	43	89	42	82

Notes:

- (1) Levels of service are as reported by Synchro.
- (2) Numbers in parentheses () represent control delay in seconds per vehicle as reported by Synchro.
- (3) Queues are average and maximum queue lengths as reported by SimTraffic with 10 recording intervals of 60 minutes.

6. Turn Lane Warrants

Turn lane warrants were performed for the new entrances on Leesville Road and Greenview Drive. Both entrances were evaluated in the Buildout condition. The analysis to determine turn lane requirements was completed by following the procedures and methodologies found in the *VDOT Road Design Manual, Volume I, Appendix F*. Traffic volumes are shown in Figure 6.

Right-Turn Lane at New Site Entrance on Leesville Road

AM Peak Hour Analysis:

- 32 Vehicles per Hour Turning Right into site from Leesville Road
- Approach Volume = 472 VPH Leesville Road
- Right Turn Lane Requirement, as per *VDOT Road Design Manual, Appendix F: **Taper Warranted*** (please see Appendix C).

PM Peak Hour Analysis:

- 35 Vehicles per Hour Turning Right into site from Leesville Road
- Approach Volume = 780 VPH Leesville Road
- Right Turn Lane Requirement, as per *VDOT Road Design Manual, Appendix F: **Taper Warranted*** (please see Appendix C).

Right-Turn Lane at New Site Entrance on Greenview Drive

AM Peak Hour Analysis:

- 97 Vehicles per Hour Turning Right into site from Greenview Drive
- Approach Volume = 755 VPH Greenview Drive
- Right Turn Lane Requirement, as per *VDOT Road Design Manual, Appendix F: **Taper Warranted*** (please see Appendix C).

PM Peak Hour Analysis:

- 87 Vehicles per Hour Turning Right into site from Greenview Drive
- Approach Volume = 1,152 VPH Greenview Drive
- Right Turn Lane Requirement, as per *VDOT Road Design Manual, Appendix F: **Turn Lane & Taper Warranted*** (please see Appendix C).

Left-Turn Lane at New Site Entrance on Greenview Drive

AM Peak Hour Analysis:

- 61 Vehicles per Hour Turning Left into site from Greenview Drive
- Opposing Volume = 755 VPH Greenview Drive

- Left Turn Lane Requirement, as per *VDOT Road Design Manual, Appendix F*:
100' Turn Lane Warranted (please see Appendix C).

PM Peak Hour Analysis:

- 39 Vehicles per Hour Turning Left into site from Greenview Drive
- Opposing Volume = 1,152 VPH Greenview Drive

- Left Turn Lane Requirement, as per *VDOT Road Design Manual, Appendix F*:
100' Turn Lane Warranted (please see Appendix C).

7. Conclusions

Based on the data collected, the assumptions made, and the potential site generated traffic, the results of the analysis are:

- The proposed development will increase traffic on the adjacent roadway network.
- The roadway network and study intersections appear to function at an acceptable level of service in the Buildout condition with minimal increases in delay.
- A right-turn lane and taper is warranted at the proposed entrance on Greenview Drive. Based on the speed limit of 35 mph and being in an urban location, this should be a 100' turn lane with 100' taper.
- A left-turn lane and taper is warranted at the proposed entrance on Greenview Drive. Based on turn lane warrants chart and the speed limit and urban location, this should be a 100' turn lane with 100' taper.
- A right-turn taper is warranted at the proposed entrance on Leesville Road. However, due to right-of-way constraints, it does not appear that it is feasible to construct a turn lane in this location within the existing right-of-way. The entrance would need to be shifted to the south closer to the signalized intersection in order to construct a taper in this location. It is not recommended that the entrance be moved closer to the signal as it is considered more important to maximize the separation from the signal than to provide a taper in this location. As discussed with the City, a modified taper and increased radius will be provided in this location to facilitate this turning movement and minimize impacts to through traffic.

Appendix A

Vicinity Map



Appendix B

Existing Traffic Data

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Leesville Road
and: Airport Road - Greenview Drive
Location: Lynchburg, Virginia

Counted by: VCU
Date: May 20, 2025
Weather: Sunny/Warm
Entered by: SN

Tuesday

Star Rating: -



TIME	TRAFFIC FROM NORTH on: Leesville Road					TRAFFIC FROM SOUTH on: Leesville Road					TRAFFIC FROM EAST on: Airport Road					TRAFFIC FROM WEST on: Greenview Drive					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
7:00 - 7:15	15	23	31	0	69	34	35	15	0	84	34	60	19	0	113	7	91	16	0	114	380
7:15 - 7:30	23	33	29	0	85	35	50	28	0	113	43	91	30	0	164	3	118	19	0	140	502
7:30 - 7:45	20	33	44	0	97	47	64	28	0	139	53	106	30	0	189	15	157	28	0	200	625
7:45 - 8:00	33	40	53	0	126	41	59	35	0	135	48	108	36	0	192	22	164	35	0	221	674
8:00 - 8:15	32	32	28	0	92	35	45	20	0	100	37	116	35	1	189	22	122	33	0	177	558
8:15 - 8:30	28	42	35	0	105	31	48	16	0	95	23	115	37	0	175	26	109	22	0	157	532
8:30 - 8:45	17	24	24	0	65	55	67	44	0	166	22	94	44	1	161	16	87	29	0	132	524
8:45 - 9:00	18	29	26	0	73	47	46	25	0	118	32	87	34	0	153	14	99	38	0	151	495
2 Hr Totals	186	256	270	0	712	325	414	211	0	950	292	777	265	2	1336	125	947	220	0	1292	4290
1 Hr Totals																					
7:00 - 8:00	91	129	157	0	377	157	208	106	0	471	178	365	115	0	658	47	530	98	0	675	2181
7:15 - 8:15	108	138	154	0	400	158	218	111	0	487	181	421	131	1	734	62	561	115	0	738	2359
7:30 - 8:30	113	147	160	0	420	154	216	99	0	469	161	445	138	1	745	85	552	118	0	755	2389
7:45 - 8:45	110	138	140	0	388	162	219	115	0	496	130	433	152	2	717	86	482	119	0	687	2288
8:00 - 9:00	95	127	113	0	335	168	206	105	0	479	114	412	150	2	678	78	417	122	0	617	2109
PEAK HOUR																					
7:30 - 8:30	113	147	160	0	420	154	216	99	0	469	161	445	138	1	745	85	552	118	0	755	2389
PM																					
4:00 - 4:15	47	55	41	0	143	37	66	30	0	133	46	172	53	2	273	19	93	52	0	164	713
4:15 - 4:30	48	70	39	0	157	43	62	16	0	121	41	162	69	2	274	22	94	46	0	162	714
4:30 - 4:45	51	57	44	0	152	34	58	27	0	119	59	166	52	3	280	15	119	37	1	172	723
4:45 - 5:00	35	77	38	0	150	42	74	25	0	141	57	194	63	2	316	22	92	37	0	151	758
5:00 - 5:15	58	78	55	0	191	35	58	20	0	113	44	199	52	0	295	25	123	52	0	200	799
5:15 - 5:30	55	86	53	0	194	30	74	24	0	128	48	185	61	2	296	24	141	50	0	215	833
5:30 - 5:45	53	62	52	0	167	30	65	27	0	122	50	132	52	0	234	20	119	53	1	193	716
5:45 - 6:00	30	48	21	0	99	35	65	16	0	116	39	132	53	0	224	18	97	42	1	158	597
2 Hr Totals	377	533	343	0	1253	286	522	185	0	993	384	1342	455	11	2192	165	878	369	3	1415	5853
1 Hr Totals																					
4:00 - 5:00	181	259	162	0	602	156	260	98	0	514	203	694	237	9	1143	78	398	172	1	649	2908
4:15 - 5:15	192	282	176	0	650	154	252	88	0	494	201	721	236	7	1165	84	428	172	1	685	2994
4:30 - 5:30	199	298	190	0	687	141	264	96	0	501	208	744	228	7	1187	86	475	176	1	738	3113
4:45 - 5:45	201	303	198	0	702	137	271	96	0	504	199	710	228	4	1141	91	475	192	1	759	3106
5:00 - 6:00	196	274	181	0	651	130	262	87	0	479	181	648	218	2	1049	87	480	197	2	766	2945
PEAK HOUR																					
4:30 - 5:30	199	298	190	0	687	141	264	96	0	501	208	744	228	7	1187	86	475	176	1	738	3113

PHF= 0.89

PHF= 0.93

HEAVY TRUCKS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Leesville Road
and: Airport Road - Greenview Drive
Location: Lynchburg, Virginia

Counted by: VCU
Date: May 20, 2025
Weather: Sunny/Warm
Entered by: SN

Tuesday

Star Rating: 4



TIME	TRAFFIC FROM NORTH on: Leesville Road					TRAFFIC FROM SOUTH on: Leesville Road					TRAFFIC FROM EAST on: Airport Road					TRAFFIC FROM WEST on: Greenview Drive					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
7:00 - 7:15	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3
7:15 - 7:30	0	1	0	0	1	0	0	1	0	1	1	1	0	0	2	0	1	1	0	2	6
7:30 - 7:45	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	2
8:00 - 8:15	0	0	0	0	0	0	3	1	0	4	0	1	0	0	1	0	1	0	0	1	6
8:15 - 8:30	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	2	0	0	2	5
8:30 - 8:45	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
2 Hr Totals	0	2	2	0	4	2	3	2	0	7	2	6	2	0	10	0	4	2	0	6	27
1 Hr Totals																					
7:00 - 8:00	0	2	1	0	3	0	0	1	0	1	2	2	2	0	6	0	1	2	0	3	13
7:15 - 8:15	0	2	0	0	2	0	3	2	0	5	1	2	2	0	5	0	2	2	0	4	16
7:30 - 8:30	0	1	0	0	1	1	3	1	0	5	0	3	2	0	5	0	3	1	0	4	15
7:45 - 8:45	0	0	1	0	1	2	3	1	0	6	0	3	1	0	4	0	3	1	0	4	15
8:00 - 9:00	0	0	1	0	1	2	3	1	0	6	0	4	0	0	4	0	3	0	0	3	14
PEAK HOUR																					
7:30 - 8:30	0	1	0	0	1	1	3	1	0	5	0	3	2	0	5	0	3	1	0	4	15
HV %	0%	1%	0%	0%		1%	1%	1%	0%		0%	1%	1%	0%		0%	1%	1%	0%		
PM																					
4:00 - 4:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:15 - 4:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4:30 - 4:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
4:45 - 5:00	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
5:00 - 5:15	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	2	1	0	3	5
5:15 - 5:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:30 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
2 Hr Totals	0	1	1	0	2	2	0	0	0	2	1	4	1	0	6	0	5	1	0	6	16
1 Hr Totals																					
4:00 - 5:00	0	1	0	0	1	1	0	0	0	1	1	3	0	0	4	0	1	0	0	1	7
4:15 - 5:15	0	1	1	0	2	2	0	0	0	2	1	2	0	0	3	0	3	1	0	4	11
4:30 - 5:30	0	0	1	0	1	2	0	0	0	2	1	2	0	0	3	0	3	1	0	4	10
4:45 - 5:45	0	0	1	0	1	2	0	0	0	2	0	2	0	0	2	0	3	1	0	4	9
5:00 - 6:00	0	0	1	0	1	1	0	0	0	1	0	1	1	0	2	0	4	1	0	5	9
PEAK HOUR																					
4:30 - 5:30	0	0	1	0	1	2	0	0	0	2	1	2	0	0	3	0	3	1	0	4	10
HV %	0%	0%	1%	0%		1%	0%	0%	0%		0%	0%	0%	0%		0%	1%	1%	0%		

Appendix C

VDOT Turn Lane Warrants

RIGHT TURN LANE WARRANT - LEESVILLE ROAD @ SITE ENTRANCE

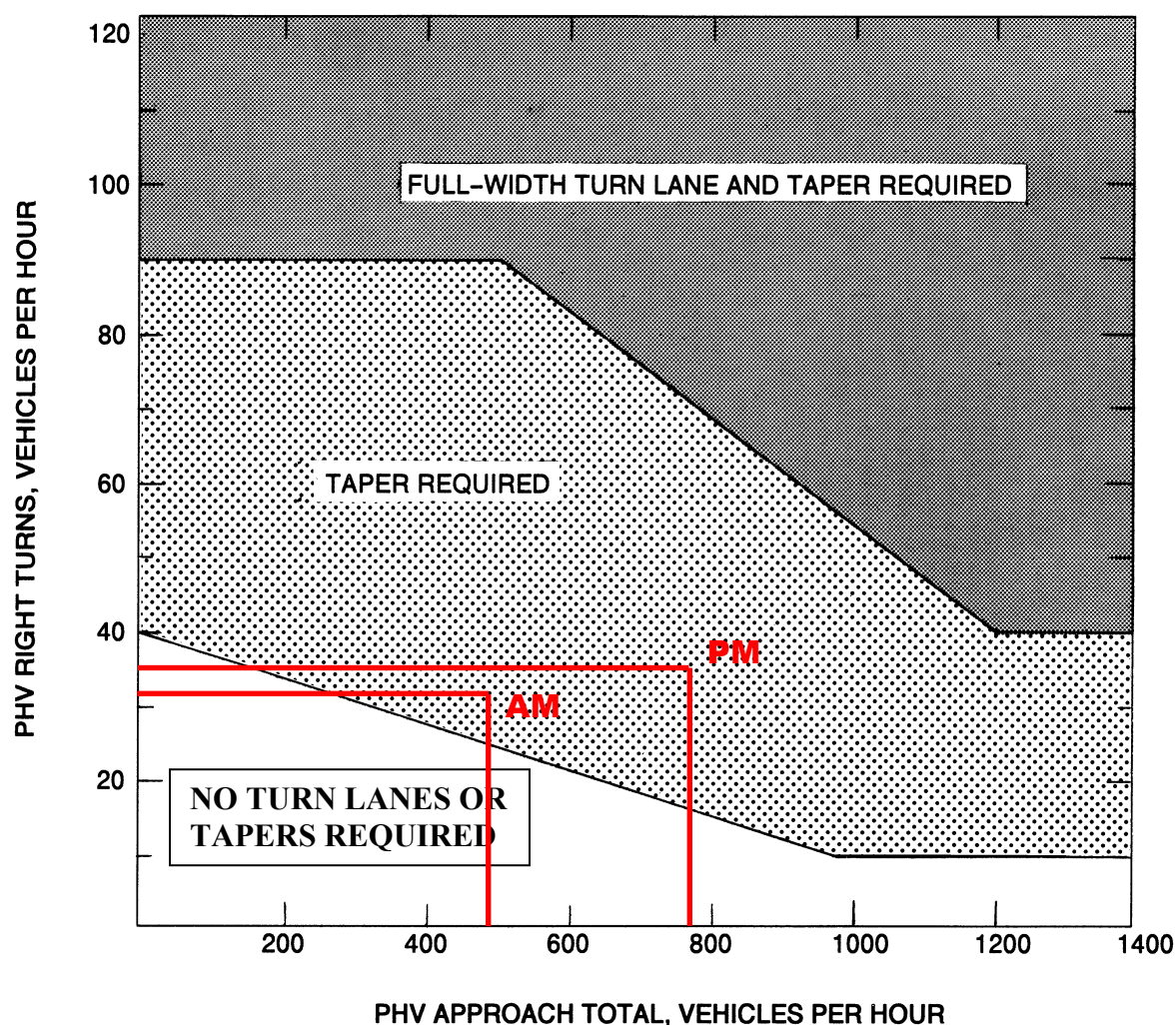


FIGURE 3-27 WARRANTS FOR RIGHT TURN TREATMENT (4-LANE HIGHWAY)

Appropriate Radius required at all Intersections and Entrances (Commercial or Private).

LEGEND

PHV- - Peak Hour Volume (also Design Hourly Volume equivalent)

Adjustment for Right Turns

If PHV is not known use formula: $PHV = ADT \times K \times D$

K = the percent of AADT occurring in the peak hour

D = the percent of traffic in the peak direction of flow

Note: An average of 11% for K x D will suffice.

When right turn facilities are warranted, see [Figure 3-1](#) for design criteria.*

* Rev. 1/15

RIGHT TURN LANE WARRANT - GREENVIEW DRIVE @ SITE ENTRANCE

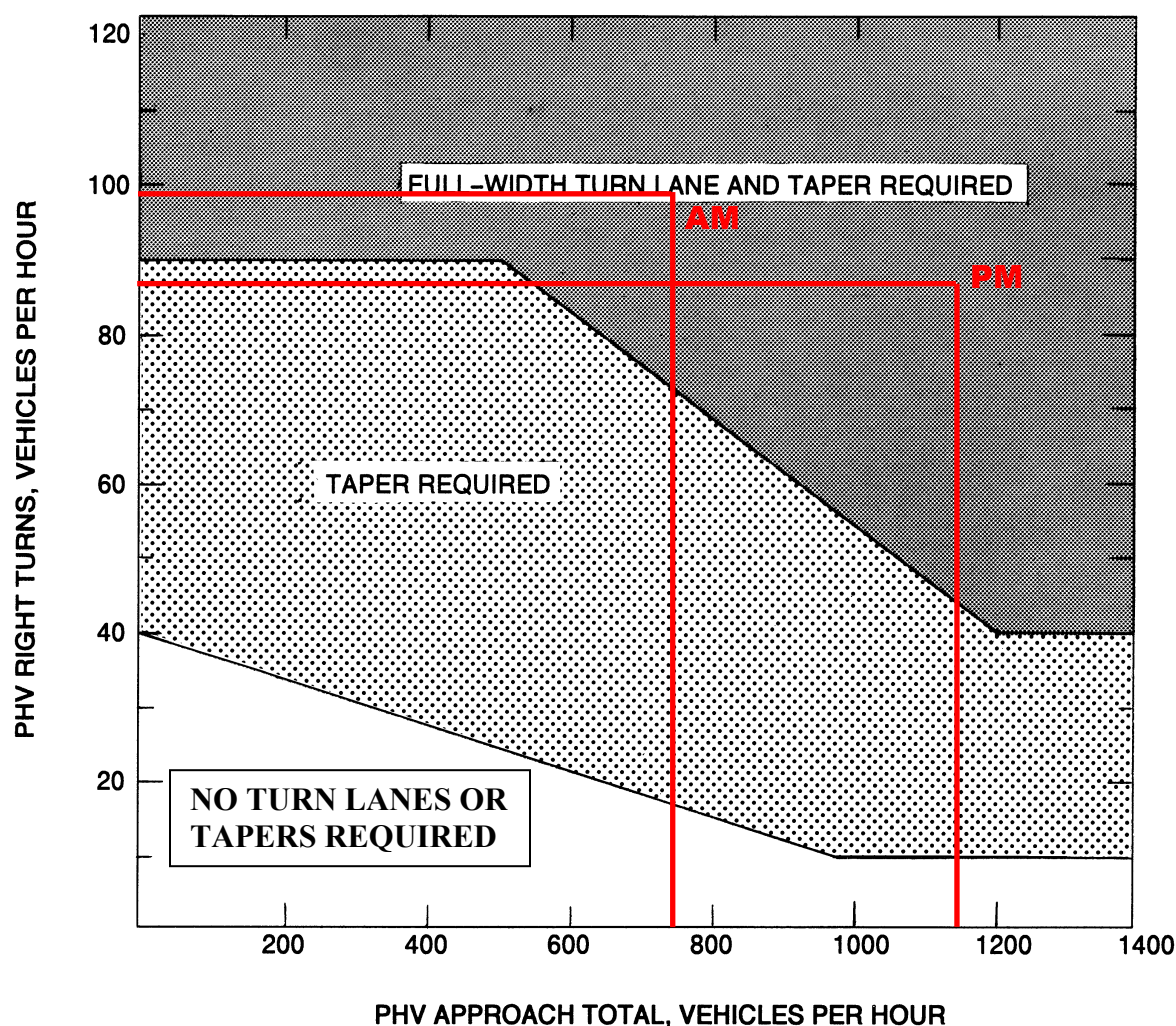


FIGURE 3-27 WARRANTS FOR RIGHT TURN TREATMENT (4-LANE HIGHWAY)

Appropriate Radius required at all Intersections and Entrances (Commercial or Private).

LEGEND

PHV- - Peak Hour Volume (also Design Hourly Volume equivalent)

Adjustment for Right Turns

If PHV is not known use formula: $PHV = ADT \times K \times D$

K = the percent of AADT occurring in the peak hour

D = the percent of traffic in the peak direction of flow

Note: An average of 11% for K x D will suffice.

When right turn facilities are warranted, see [Figure 3-1](#) for design criteria.*

* Rev. 1/15

LEFT TURN LANE WARRANT - GREENVIEW DRIVE @ SITE ENTRANCE

Warrants for Left Turn Storage Lanes on Four-Lane Highways

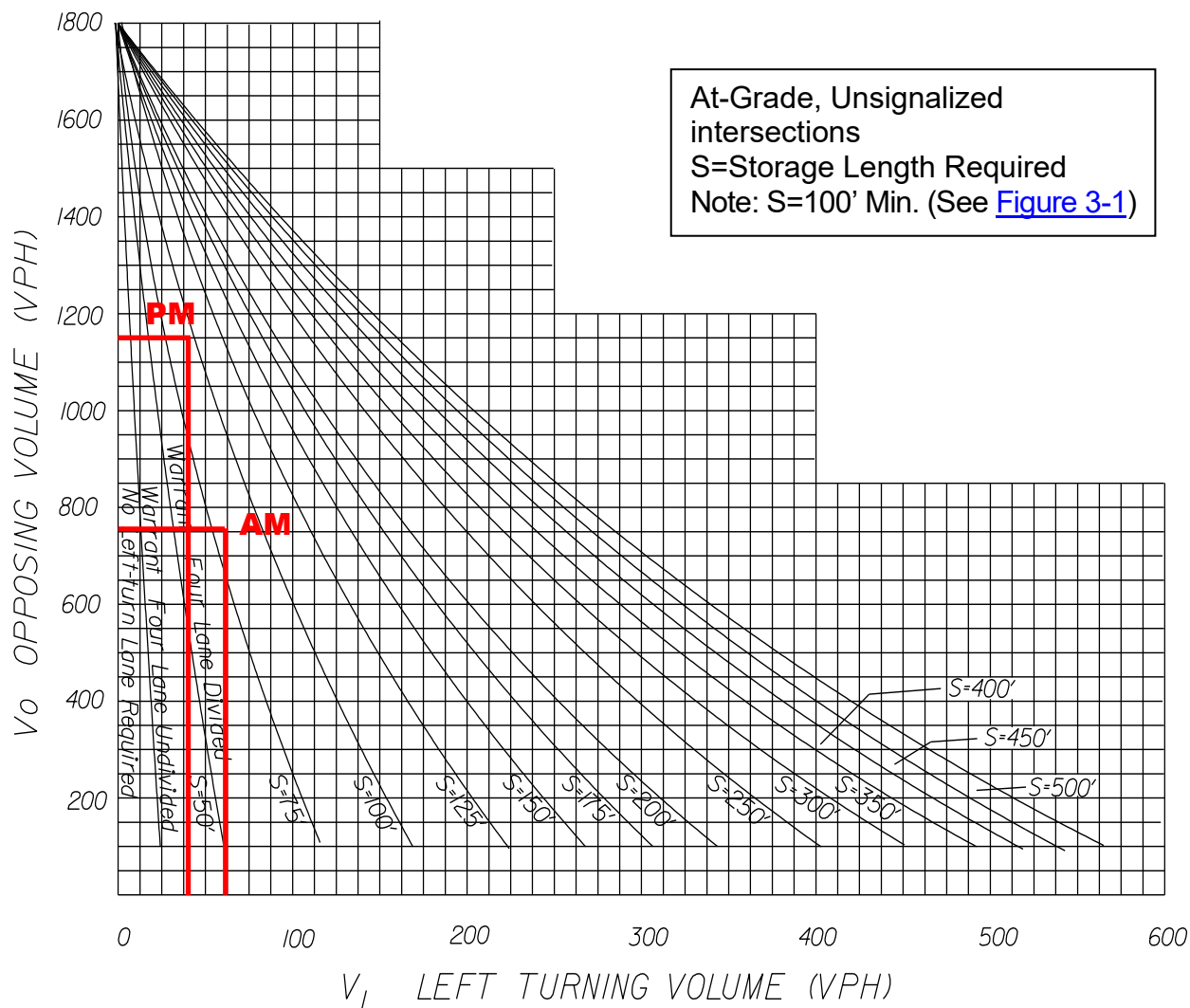


FIGURE 3-3 WARRANTS FOR LEFT TURN STORAGE LANES ON FOUR LANE HIGHWAYS

[Figure 3-3](#) was derived from *Highway Research Report No. 211*.

Opposing volume and left turning volume in vehicles per hour (VPH) are used for left turn storage lane warrants on four-lane highways.

For plan detail requirements when curb and/or gutter are used, see VDOT's [Road Design Manual, Section 2E.3](#) on the VDOT web site:

<http://www.virginiadot.org/business/locdes/rdmanual-index.asp>.

Appendix D

Synchro 11 & SimTraffic 11 Intersection Analysis Data

HCM 2010 Signalized Intersection Summary

3: Leesville Rd & Airport Rd/Greenview Dr

07/15/2025

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	118	552	85	139	445	161	99	216	154	160	147	113
Future Volume (veh/h)	118	552	85	139	445	161	99	216	154	160	147	113
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1881	1881	1881	1900	1881	1900
Adj Flow Rate, veh/h	133	620	96	156	500	181	111	243	173	180	165	127
Adj No. of Lanes	1	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	1	1	0	1	1	0	1	1	1	0	1	0
Cap, veh/h	170	849	384	248	765	346	433	823	368	222	398	180
Arrive On Green	0.09	0.24	0.24	0.07	0.21	0.21	0.24	0.23	0.23	0.12	0.11	0.11
Sat Flow, veh/h	1792	3574	1615	3476	3574	1615	1792	3574	1599	1810	3574	1615
Grp Volume(v), veh/h	133	620	96	156	500	181	111	243	173	180	165	127
Grp Sat Flow(s),veh/h/ln	1792	1787	1615	1738	1787	1615	1792	1787	1599	1810	1787	1615
Q Serve(g_s), s	6.0	13.3	4.0	3.6	10.6	8.2	4.1	4.6	7.7	8.0	3.6	6.3
Cycle Q Clear(g_c), s	6.0	13.3	4.0	3.6	10.6	8.2	4.1	4.6	7.7	8.0	3.6	6.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	170	849	384	248	765	346	433	823	368	222	398	180
V/C Ratio(X)	0.78	0.73	0.25	0.63	0.65	0.52	0.26	0.30	0.47	0.81	0.41	0.71
Avail Cap(c_a), veh/h	433	1726	780	1259	1726	780	433	863	386	437	863	390
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.6	29.1	25.6	37.4	29.7	28.8	25.4	26.3	27.5	35.4	34.3	35.5
Incr Delay (d2), s/veh	7.6	1.2	0.3	2.6	1.0	1.2	1.4	0.2	0.9	6.9	0.7	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	6.7	1.8	1.8	5.3	3.8	2.2	2.3	3.5	4.4	1.8	3.1
LnGrp Delay(d),s/veh	44.3	30.4	25.9	40.0	30.7	30.0	26.8	26.5	28.4	42.3	35.0	40.5
LnGrp LOS	D	C	C	D	C	C	C	C	C	D	C	D
Approach Vol, veh/h		849			837			527			472	
Approach Delay, s/veh		32.0			32.3			27.2			39.2	
Approach LOS		C			C			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.9	26.7	27.0	16.2	14.9	24.7	17.2	26.1				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	30.0	40.0	20.0	20.0	20.0	40.0	20.0	20.0				
Max Q Clear Time (g_c+I1), s	5.6	15.3	6.1	8.3	8.0	12.6	10.0	9.7				
Green Ext Time (p_c), s	0.5	4.4	0.2	0.9	0.2	3.9	0.3	1.4				
Intersection Summary												
HCM 2010 Ctrl Delay			32.4									
HCM 2010 LOS			C									

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	7:15	7:15	7:15	7:15	7:15	7:15	7:15
End Time	8:30	8:30	8:30	8:30	8:30	8:30	8:30
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	2413	2390	2367	2410	2385	2401	2419
Vehs Exited	2406	2373	2352	2398	2402	2386	2402
Starting Vehs	44	45	46	36	57	38	30
Ending Vehs	51	62	61	48	40	53	47
Travel Distance (mi)	770	771	754	775	771	772	779
Travel Time (hr)	46.3	44.5	44.4	45.9	46.1	45.7	45.2
Total Delay (hr)	22.0	20.4	20.7	21.5	21.9	21.4	20.7
Total Stops	1762	1710	1734	1764	1775	1767	1751
Fuel Used (gal)	34.0	33.0	33.3	33.7	34.0	33.9	33.8

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	7:15	7:15	7:15	7:15
End Time	8:30	8:30	8:30	8:30
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	2405	2367	2384	2395
Vehs Exited	2401	2366	2382	2386
Starting Vehs	36	35	41	41
Ending Vehs	40	36	43	48
Travel Distance (mi)	778	767	767	770
Travel Time (hr)	45.7	44.8	45.6	45.4
Total Delay (hr)	21.3	20.8	21.5	21.2
Total Stops	1737	1721	1735	1747
Fuel Used (gal)	34.1	33.3	33.5	33.7

Interval #0 Information Seeding

Start Time	7:15
End Time	7:30
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	568	545	561	586	556	559	580
Vehs Exited	544	552	572	587	569	542	568
Starting Vehs	44	45	46	36	57	38	30
Ending Vehs	68	38	35	35	44	55	42
Travel Distance (mi)	180	177	181	188	182	176	185
Travel Time (hr)	10.8	9.8	10.3	11.2	10.7	10.5	10.8
Total Delay (hr)	5.2	4.3	4.6	5.3	5.0	5.0	5.0
Total Stops	425	364	426	422	425	403	413
Fuel Used (gal)	8.0	7.5	8.0	8.2	8.1	7.7	8.0

Interval #1 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	609	565	569	569
Vehs Exited	591	570	554	565
Starting Vehs	36	35	41	41
Ending Vehs	54	30	56	48
Travel Distance (mi)	193	184	181	183
Travel Time (hr)	11.4	10.7	10.8	10.7
Total Delay (hr)	5.3	5.0	5.1	5.0
Total Stops	436	420	421	415
Fuel Used (gal)	8.6	8.1	7.8	8.0

Interval #2 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	674	681	634	681	725	648	704
Vehs Exited	691	676	626	663	712	653	686
Starting Vehs	68	38	35	35	44	55	42
Ending Vehs	51	43	43	53	57	50	60
Travel Distance (mi)	218	219	204	216	232	213	223
Travel Time (hr)	13.3	13.3	12.2	13.2	14.2	13.0	13.1
Total Delay (hr)	6.4	6.4	5.8	6.4	6.9	6.3	6.1
Total Stops	496	521	471	497	522	486	503
Fuel Used (gal)	9.7	9.4	9.0	9.4	10.4	9.4	9.6

Interval #2 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	666	654	657	673
Vehs Exited	668	634	659	667
Starting Vehs	54	30	56	48
Ending Vehs	52	50	54	51
Travel Distance (mi)	214	208	206	215
Travel Time (hr)	13.0	12.0	12.4	13.0
Total Delay (hr)	6.3	5.4	5.9	6.2
Total Stops	486	460	470	490
Fuel Used (gal)	9.5	8.9	9.1	9.4

Interval #3 Information Recording

Start Time	8:00
End Time	8:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	587	568	604	542	545	581	573
Vehs Exited	583	563	609	553	557	592	587
Starting Vehs	51	43	43	53	57	50	60
Ending Vehs	55	48	38	42	45	39	46
Travel Distance (mi)	186	183	192	180	176	188	187
Travel Time (hr)	11.3	10.5	11.4	10.5	10.6	10.7	10.9
Total Delay (hr)	5.5	4.7	5.4	4.8	5.1	4.8	5.0
Total Stops	437	403	451	415	411	416	437
Fuel Used (gal)	8.2	7.9	8.5	8.0	7.7	8.1	8.3

Interval #3 Information Recording

Start Time	8:00
End Time	8:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	550	562	575	569
Vehs Exited	555	569	587	575
Starting Vehs	52	50	54	51
Ending Vehs	47	43	42	45
Travel Distance (mi)	180	183	189	184
Travel Time (hr)	10.5	10.8	11.4	10.9
Total Delay (hr)	4.9	5.0	5.4	5.0
Total Stops	401	401	432	420
Fuel Used (gal)	7.9	8.0	8.3	8.1

Interval #4 Information Recording

Start Time	8:15
End Time	8:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	584	596	568	601	559	613	562
Vehs Exited	588	582	545	595	564	599	561
Starting Vehs	55	48	38	42	45	39	46
Ending Vehs	51	62	61	48	40	53	47
Travel Distance (mi)	186	191	177	192	181	194	184
Travel Time (hr)	10.9	11.0	10.5	11.1	10.6	11.4	10.4
Total Delay (hr)	5.0	5.0	4.9	5.1	4.9	5.3	4.7
Total Stops	404	422	386	430	417	462	398
Fuel Used (gal)	8.1	8.2	7.8	8.1	7.9	8.7	8.0

Interval #4 Information Recording

Start Time	8:15
End Time	8:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	580	586	583	583
Vehs Exited	587	593	582	580
Starting Vehs	47	43	42	45
Ending Vehs	40	36	43	48
Travel Distance (mi)	190	191	190	188
Travel Time (hr)	10.9	11.3	11.1	10.9
Total Delay (hr)	4.9	5.3	5.1	5.0
Total Stops	414	440	412	419
Fuel Used (gal)	8.1	8.3	8.3	8.1

Queuing and Blocking Report
2025 Existing AM Peak Hr

07/15/2025

Intersection: 3: Leesville Rd & Airport Rd/Greenview Dr

Movement	SE	SE	SE	SE	NW	NW	NW	NW	NW	NE	NE	NE
Directions Served	UL	T	T	R	UL	L	T	T	R	L	T	T
Maximum Queue (ft)	149	246	205	42	108	162	212	184	63	141	161	131
Average Queue (ft)	70	149	111	13	12	79	124	82	29	61	87	42
95th Queue (ft)	129	223	194	32	58	135	194	159	53	117	145	99
Link Distance (ft)		609	609				652	652			869	869
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	530			280	600	600			260	340		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 3: Leesville Rd & Airport Rd/Greenview Dr

Movement	NE	SW	SW	SW	SW
Directions Served	R	L	T	T	R
Maximum Queue (ft)	98	201	130	91	70
Average Queue (ft)	42	107	65	37	33
95th Queue (ft)	75	178	111	78	57
Link Distance (ft)			1247	1247	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	250	360		350	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Network Summary

Network wide Queuing Penalty: 0

HCM 2010 Signalized Intersection Summary

3: Leesville Rd & Airport Rd/Greenview Dr

07/15/2025

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	177	475	86	235	744	208	96	264	141	190	298	199
Future Volume (veh/h)	177	475	86	235	744	208	96	264	141	190	298	199
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1900	1900	1900	1900	1900	1881	1881	1900	1900
Adj Flow Rate, veh/h	190	511	92	253	800	224	103	284	152	204	320	214
Adj No. of Lanes	1	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	0	0	0	0	0	0	1	1	0	0
Cap, veh/h	230	1138	514	355	1052	470	144	470	208	244	673	301
Arrive On Green	0.13	0.32	0.32	0.10	0.29	0.29	0.08	0.13	0.13	0.14	0.19	0.19
Sat Flow, veh/h	1792	3574	1615	3510	3610	1615	1810	3610	1599	1792	3610	1615
Grp Volume(v), veh/h	190	511	92	253	800	224	103	284	152	204	320	214
Grp Sat Flow(s),veh/h/ln	1792	1787	1615	1755	1805	1615	1810	1805	1599	1792	1805	1615
Q Serve(g_s), s	9.2	10.1	3.7	6.2	18.0	10.2	4.9	6.6	8.1	9.9	7.1	11.1
Cycle Q Clear(g_c), s	9.2	10.1	3.7	6.2	18.0	10.2	4.9	6.6	8.1	9.9	7.1	11.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	230	1138	514	355	1052	470	144	470	208	244	673	301
V/C Ratio(X)	0.83	0.45	0.18	0.71	0.76	0.48	0.71	0.60	0.73	0.84	0.48	0.71
Avail Cap(c_a), veh/h	402	1604	725	1182	1620	725	406	810	359	402	810	362
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	24.1	21.9	38.8	28.8	26.0	40.0	36.6	37.3	37.5	32.4	34.0
Incr Delay (d2), s/veh	7.4	0.3	0.2	2.7	1.2	0.7	6.4	1.3	4.9	7.8	0.5	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	5.0	1.7	3.2	9.1	4.6	2.7	3.4	3.9	5.4	3.6	5.3
LnGrp Delay(d),s/veh	45.3	24.4	22.1	41.5	29.9	26.7	46.4	37.8	42.1	45.3	32.9	39.1
LnGrp LOS	D	C	C	D	C	C	D	D	D	D	C	D
Approach Vol, veh/h	793				1277				539			
Approach Delay, s/veh	29.2				31.6				40.7			
Approach LOS	C				C				D			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	35.4	14.1	23.6	18.4	33.0	19.1	18.6				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	30.0	40.0	20.0	20.0	20.0	40.0	20.0	20.0				
Max Q Clear Time (g_c+I1), s	8.2	12.1	6.9	13.1	11.2	20.0	11.9	10.1				
Green Ext Time (p_c), s	0.8	3.7	0.2	1.5	0.3	6.0	0.3	1.5				
Intersection Summary												
HCM 2010 Ctrl Delay	33.9											
HCM 2010 LOS	C											

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	4:15	4:15	4:15	4:15	4:15	4:15	4:15
End Time	5:30	5:30	5:30	5:30	5:30	5:30	5:30
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	3100	3094	3049	3119	3016	3135	3129
Vehs Exited	3123	3085	3038	3095	3014	3128	3129
Starting Vehs	81	65	59	61	77	56	60
Ending Vehs	58	74	70	85	79	63	60
Travel Distance (mi)	1016	1007	996	1020	986	1023	1024
Travel Time (hr)	63.3	62.1	59.9	62.7	61.6	62.9	62.7
Total Delay (hr)	31.5	30.6	28.7	30.6	30.8	30.8	30.6
Total Stops	2340	2283	2231	2325	2235	2302	2312
Fuel Used (gal)	44.7	44.0	43.1	44.6	43.3	44.6	44.5

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	4:15	4:15	4:15	4:15
End Time	5:30	5:30	5:30	5:30
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	3073	3112	3046	3087
Vehs Exited	3088	3116	3038	3085
Starting Vehs	72	70	65	69
Ending Vehs	57	66	73	66
Travel Distance (mi)	1008	1016	991	1009
Travel Time (hr)	61.4	63.8	61.7	62.2
Total Delay (hr)	29.9	31.9	30.7	30.6
Total Stops	2264	2323	2244	2285
Fuel Used (gal)	44.0	44.9	43.8	44.1

Interval #0 Information Seeding

Start Time	4:15
End Time	4:30
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	745	750	729	761	742	751	755
Vehs Exited	769	756	709	756	761	747	766
Starting Vehs	81	65	59	61	77	56	60
Ending Vehs	57	59	79	66	58	60	49
Travel Distance (mi)	245	251	239	251	244	245	248
Travel Time (hr)	15.0	15.4	14.1	15.2	15.0	15.1	15.3
Total Delay (hr)	7.3	7.5	6.6	7.4	7.3	7.5	7.5
Total Stops	569	574	530	573	544	554	550
Fuel Used (gal)	10.8	11.0	10.3	11.0	10.7	10.7	10.9

Interval #1 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	759	764	728	750
Vehs Exited	776	783	736	755
Starting Vehs	72	70	65	69
Ending Vehs	55	51	57	59
Travel Distance (mi)	253	253	238	247
Travel Time (hr)	15.8	15.5	15.1	15.2
Total Delay (hr)	7.9	7.6	7.6	7.4
Total Stops	574	577	525	557
Fuel Used (gal)	11.2	11.1	10.5	10.8

Interval #2 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	757	745	749	723	740	761	768
Vehs Exited	753	767	757	750	749	767	746
Starting Vehs	57	59	79	66	58	60	49
Ending Vehs	61	37	71	39	49	54	71
Travel Distance (mi)	247	244	247	243	245	249	249
Travel Time (hr)	14.7	14.6	14.7	14.7	15.0	15.6	15.2
Total Delay (hr)	7.0	7.0	6.9	7.0	7.4	7.8	7.3
Total Stops	530	532	524	536	545	566	568
Fuel Used (gal)	10.8	10.6	10.8	10.4	10.7	11.0	10.8

Interval #2 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	725	758	749	748
Vehs Exited	733	756	734	752
Starting Vehs	55	51	57	59
Ending Vehs	47	53	72	55
Travel Distance (mi)	237	247	241	245
Travel Time (hr)	13.9	15.5	14.9	14.9
Total Delay (hr)	6.5	7.7	7.4	7.2
Total Stops	530	556	552	543
Fuel Used (gal)	10.2	10.8	10.6	10.7

Interval #3 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	770	746	746	752	729	769	758
Vehs Exited	756	717	766	727	737	768	773
Starting Vehs	61	37	71	39	49	54	71
Ending Vehs	75	66	51	64	41	55	56
Travel Distance (mi)	254	238	246	239	240	253	251
Travel Time (hr)	16.3	15.1	14.5	14.3	15.2	15.6	15.3
Total Delay (hr)	8.3	7.6	6.8	6.8	7.8	7.7	7.5
Total Stops	593	578	550	543	551	584	563
Fuel Used (gal)	11.2	10.5	10.5	10.5	10.5	11.0	10.9

Interval #3 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	757	783	754	757
Vehs Exited	730	766	761	750
Starting Vehs	47	53	72	55
Ending Vehs	74	70	65	62
Travel Distance (mi)	242	253	248	246
Travel Time (hr)	14.2	16.2	15.2	15.2
Total Delay (hr)	6.6	8.3	7.5	7.5
Total Stops	532	592	560	565
Fuel Used (gal)	10.3	11.3	11.0	10.8

Interval #4 Information Recording

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	828	853	825	883	805	854	848
Vehs Exited	845	845	806	862	767	846	844
Starting Vehs	75	66	51	64	41	55	56
Ending Vehs	58	74	70	85	79	63	60
Travel Distance (mi)	270	274	264	287	257	277	276
Travel Time (hr)	17.2	17.0	16.5	18.5	16.3	16.5	16.9
Total Delay (hr)	8.8	8.4	8.4	9.4	8.3	7.8	8.2
Total Stops	648	599	627	673	595	598	631
Fuel Used (gal)	12.0	11.9	11.5	12.7	11.4	11.9	11.9

Interval #4 Information Recording

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	832	807	815	834
Vehs Exited	849	811	807	829
Starting Vehs	74	70	65	62
Ending Vehs	57	66	73	66
Travel Distance (mi)	276	263	264	271
Travel Time (hr)	17.5	16.6	16.5	17.0
Total Delay (hr)	8.8	8.4	8.2	8.5
Total Stops	628	598	607	618
Fuel Used (gal)	12.2	11.7	11.7	11.9

Queuing and Blocking Report
2025 Existing PM Peak Hr

07/15/2025

Intersection: 3: Leesville Rd & Airport Rd/Greenview Dr

Movement	SE	SE	SE	SE	NW	NW	NW	NW	NW	NE	NE	NE
Directions Served	UL	T	T	R	UL	L	T	T	R	L	T	T
Maximum Queue (ft)	205	217	195	54	175	214	312	285	204	169	183	159
Average Queue (ft)	109	130	97	16	57	122	191	166	46	75	110	64
95th Queue (ft)	184	201	176	37	154	191	281	252	122	137	171	135
Link Distance (ft)		609	609				652	652			869	869
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	530			280	600	600			260	340		
Storage Blk Time (%)								0	0			
Queuing Penalty (veh)								1	0			

Intersection: 3: Leesville Rd & Airport Rd/Greenview Dr

Movement	NE	SW	SW	SW	SW
Directions Served	R	L	T	T	R
Maximum Queue (ft)	92	235	181	160	118
Average Queue (ft)	43	131	103	75	57
95th Queue (ft)	76	209	166	140	101
Link Distance (ft)			1247	1247	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	250	360		350	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Network Summary

Network wide Queuing Penalty: 1

HCM 2010 Signalized Intersection Summary

3: Leesville Rd & Airport Rd/Greenview Dr

11/04/2025

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	133	574	88	145	463	168	103	232	160	175	161	125
Future Volume (veh/h)	133	574	88	145	463	168	103	232	160	175	161	125
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1881	1881	1881	1900	1881	1900
Adj Flow Rate, veh/h	145	624	96	158	503	183	112	252	174	190	175	136
Adj No. of Lanes	1	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	0	1	1	0	1	1	1	0	1	0
Cap, veh/h	183	851	384	250	742	335	428	813	364	232	418	189
Arrive On Green	0.10	0.24	0.24	0.07	0.21	0.21	0.24	0.23	0.23	0.13	0.12	0.12
Sat Flow, veh/h	1792	3574	1615	3476	3574	1615	1792	3574	1599	1810	3574	1615
Grp Volume(v), veh/h	145	624	96	158	503	183	112	252	174	190	175	136
Grp Sat Flow(s),veh/h/ln	1792	1787	1615	1738	1787	1615	1792	1787	1599	1810	1787	1615
Q Serve(g_s), s	6.6	13.5	4.0	3.7	10.9	8.5	4.3	4.9	7.9	8.6	3.8	6.8
Cycle Q Clear(g_c), s	6.6	13.5	4.0	3.7	10.9	8.5	4.3	4.9	7.9	8.6	3.8	6.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	183	851	384	250	742	335	428	813	364	232	418	189
V/C Ratio(X)	0.79	0.73	0.25	0.63	0.68	0.55	0.26	0.31	0.48	0.82	0.42	0.72
Avail Cap(c_a), veh/h	428	1707	771	1245	1707	771	428	854	382	432	854	386
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.7	29.5	25.9	37.8	30.6	29.7	25.9	26.9	28.0	35.5	34.3	35.7
Incr Delay (d2), s/veh	7.4	1.2	0.3	2.6	1.1	1.4	1.5	0.2	1.0	6.9	0.7	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	6.8	1.8	1.9	5.5	3.9	2.3	2.4	3.6	4.7	1.9	3.3
LnGrp Delay(d),s/veh	44.2	30.7	26.2	40.4	31.7	31.0	27.4	27.1	29.0	42.5	35.0	40.7
LnGrp LOS	D	C	C	D	C	C	C	C	C	D	C	D
Approach Vol, veh/h		865			844			538			501	
Approach Delay, s/veh		32.5			33.2			27.8			39.4	
Approach LOS		C			C			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	26.9	27.0	16.8	15.6	24.4	17.8	26.0				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	30.0	40.0	20.0	20.0	20.0	40.0	20.0	20.0				
Max Q Clear Time (g_c+I1), s	5.7	15.5	6.3	8.8	8.6	12.9	10.6	9.9				
Green Ext Time (p_c), s	0.5	4.4	0.2	1.0	0.3	3.9	0.3	1.4				
Intersection Summary												
HCM 2010 Ctrl Delay			33.0									
HCM 2010 LOS			C									

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	7:15	7:15	7:15	7:15	7:15	7:15	7:15
End Time	8:30	8:30	8:30	8:30	8:30	8:30	8:30
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	2532	2636	2494	2478	2538	2551	2477
Vehs Exited	2522	2635	2481	2465	2562	2552	2467
Starting Vehs	45	66	45	33	60	51	43
Ending Vehs	55	67	58	46	36	50	53
Travel Distance (mi)	822	849	803	795	824	827	803
Travel Time (hr)	49.8	52.1	47.8	48.1	50.8	49.5	46.9
Total Delay (hr)	23.9	25.4	22.7	23.1	25.0	23.5	21.6
Total Stops	1904	1969	1854	1836	1928	1874	1814
Fuel Used (gal)	36.3	37.4	35.2	35.0	36.6	36.4	34.8

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	7:15	7:15	7:15	7:15
End Time	8:30	8:30	8:30	8:30
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	2583	2516	2490	2531
Vehs Exited	2566	2530	2496	2527
Starting Vehs	33	50	53	47
Ending Vehs	50	36	47	49
Travel Distance (mi)	831	816	811	818
Travel Time (hr)	49.5	48.6	48.5	49.2
Total Delay (hr)	23.5	22.9	23.1	23.5
Total Stops	1922	1828	1859	1879
Fuel Used (gal)	36.4	35.7	35.6	35.9

Interval #0 Information Seeding

Start Time	7:15
End Time	7:30
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	
No data recorded this interval.	

SimTraffic Simulation Summary
2027 Background AM Peak Hr

11/04/2025

Interval #1 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	606	636	590	622	609	581	648
Vehs Exited	605	646	600	618	614	591	642
Starting Vehs	45	66	45	33	60	51	43
Ending Vehs	46	56	35	37	55	41	49
Travel Distance (mi)	198	204	192	199	196	187	211
Travel Time (hr)	11.4	12.1	10.9	12.1	12.0	10.8	12.3
Total Delay (hr)	5.2	5.7	4.9	5.9	5.9	5.0	5.7
Total Stops	441	451	435	455	474	423	489
Fuel Used (gal)	8.6	8.8	8.3	8.8	8.7	8.1	9.1

Interval #1 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	614	660	592	615
Vehs Exited	612	661	598	619
Starting Vehs	33	50	53	47
Ending Vehs	35	49	47	46
Travel Distance (mi)	196	212	193	199
Travel Time (hr)	11.2	12.9	11.5	11.7
Total Delay (hr)	5.1	6.3	5.4	5.5
Total Stops	451	476	446	452
Fuel Used (gal)	8.5	9.3	8.4	8.7

Interval #2 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	697	702	671	686	740	698	659
Vehs Exited	696	704	663	664	738	688	633
Starting Vehs	46	56	35	37	55	41	49
Ending Vehs	47	54	43	59	57	51	75
Travel Distance (mi)	224	229	215	218	239	224	209
Travel Time (hr)	13.8	13.9	13.5	13.6	15.5	13.9	12.4
Total Delay (hr)	6.8	6.7	6.7	6.8	8.0	6.8	5.8
Total Stops	536	513	493	507	551	520	492
Fuel Used (gal)	9.9	10.0	9.7	9.6	10.8	10.0	9.2

Interval #2 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	683	659	645	685
Vehs Exited	664	662	645	676
Starting Vehs	35	49	47	46
Ending Vehs	54	46	47	53
Travel Distance (mi)	217	217	209	220
Travel Time (hr)	13.0	12.5	12.2	13.4
Total Delay (hr)	6.2	5.7	5.7	6.5
Total Stops	518	459	480	506
Fuel Used (gal)	9.6	9.4	9.1	9.7

Interval #3 Information Recording

Start Time	8:00
End Time	8:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	591	640	615	598	590	623	596
Vehs Exited	598	653	594	615	593	622	626
Starting Vehs	47	54	43	59	57	51	75
Ending Vehs	40	41	64	42	54	52	45
Travel Distance (mi)	192	209	198	195	194	202	195
Travel Time (hr)	11.6	13.0	11.4	11.7	11.8	12.1	11.5
Total Delay (hr)	5.5	6.4	5.2	5.6	5.8	5.8	5.3
Total Stops	437	491	458	456	444	469	425
Fuel Used (gal)	8.4	9.3	8.6	8.6	8.6	8.9	8.5

Interval #3 Information Recording

Start Time	8:00
End Time	8:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	608	599	618	607
Vehs Exited	600	605	612	612
Starting Vehs	54	46	47	53
Ending Vehs	62	40	53	51
Travel Distance (mi)	197	192	202	198
Travel Time (hr)	11.8	11.5	12.3	11.9
Total Delay (hr)	5.7	5.5	6.0	5.7
Total Stops	454	456	449	453
Fuel Used (gal)	8.8	8.5	9.0	8.7

Interval #4 Information Recording

Start Time	8:15
End Time	8:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	638	658	618	572	599	649	574
Vehs Exited	623	632	624	568	617	651	566
Starting Vehs	40	41	64	42	54	52	45
Ending Vehs	55	67	58	46	36	50	53
Travel Distance (mi)	207	207	198	183	194	214	188
Travel Time (hr)	13.0	13.1	12.1	10.6	11.4	12.6	10.8
Total Delay (hr)	6.5	6.6	5.9	4.9	5.4	5.9	4.9
Total Stops	490	514	468	418	459	462	408
Fuel Used (gal)	9.4	9.2	8.7	8.0	8.5	9.4	8.1

Interval #4 Information Recording

Start Time	8:15
End Time	8:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	678	598	635	622
Vehs Exited	690	602	641	622
Starting Vehs	62	40	53	51
Ending Vehs	50	36	47	49
Travel Distance (mi)	220	196	207	201
Travel Time (hr)	13.4	11.6	12.5	12.1
Total Delay (hr)	6.4	5.4	6.0	5.8
Total Stops	499	437	484	464
Fuel Used (gal)	9.6	8.5	9.1	8.8

Queuing and Blocking Report
2027 Background AM Peak Hr

11/04/2025

Intersection: 3: Leesville Rd & Airport Rd/Greenview Dr

Movement	SE	SE	SE	SE	NW	NW	NW	NW	NW	NE	NE	NE
Directions Served	UL	T	T	R	UL	L	T	T	R	L	T	T
Maximum Queue (ft)	184	261	225	67	110	143	239	193	70	144	173	141
Average Queue (ft)	86	159	121	15	15	78	136	97	30	65	93	52
95th Queue (ft)	156	245	210	46	61	134	209	178	57	121	152	116
Link Distance (ft)		609	609				652	652			869	869
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	530			280	600	600			260	340		
Storage Blk Time (%)			0	0				0				
Queuing Penalty (veh)			0	0				0				

Intersection: 3: Leesville Rd & Airport Rd/Greenview Dr

Movement	NE	SW	SW	SW	SW
Directions Served	R	L	T	T	R
Maximum Queue (ft)	102	234	141	108	76
Average Queue (ft)	44	119	71	39	36
95th Queue (ft)	79	200	120	81	62
Link Distance (ft)			1247	1247	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	250	360		350	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Network Summary

Network wide Queuing Penalty: 0

HCM 2010 Signalized Intersection Summary

3: Leesville Rd & Airport Rd/Greenview Dr

11/04/2025

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	190	494	89	244	774	216	100	279	147	212	332	221
Future Volume (veh/h)	190	494	89	244	774	216	100	279	147	212	332	221
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1900	1900	1900	1900	1900	1881	1881	1900	1900
Adj Flow Rate, veh/h	204	531	96	262	832	232	108	300	158	228	357	238
Adj No. of Lanes	1	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	0	0	0	0	0	0	1	1	0	0
Cap, veh/h	241	1169	528	357	1062	475	147	474	210	265	716	320
Arrive On Green	0.13	0.33	0.33	0.10	0.29	0.29	0.08	0.13	0.13	0.15	0.20	0.20
Sat Flow, veh/h	1792	3574	1615	3510	3610	1615	1810	3610	1599	1792	3610	1615
Grp Volume(v), veh/h	204	531	96	262	832	232	108	300	158	228	357	238
Grp Sat Flow(s),veh/h/ln	1792	1787	1615	1755	1805	1615	1810	1805	1599	1792	1805	1615
Q Serve(g_s), s	10.7	11.3	4.1	7.0	20.3	11.4	5.6	7.6	9.1	11.9	8.4	13.3
Cycle Q Clear(g_c), s	10.7	11.3	4.1	7.0	20.3	11.4	5.6	7.6	9.1	11.9	8.4	13.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	241	1169	528	357	1062	475	147	474	210	265	716	320
V/C Ratio(X)	0.85	0.45	0.18	0.73	0.78	0.49	0.74	0.63	0.75	0.86	0.50	0.74
Avail Cap(c_a), veh/h	373	1490	673	1098	1505	673	377	753	333	373	753	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.5	25.5	23.1	41.8	31.0	27.9	43.1	39.5	40.2	39.9	34.2	36.2
Incr Delay (d2), s/veh	10.3	0.3	0.2	2.9	1.8	0.8	7.0	1.4	5.4	13.4	0.5	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	5.6	1.9	3.5	10.3	5.2	3.1	3.8	4.4	6.9	4.3	6.7
LnGrp Delay(d),s/veh	50.8	25.8	23.3	44.8	32.8	28.7	50.1	40.9	45.6	53.3	34.8	44.4
LnGrp LOS	D	C	C	D	C	C	D	D	D	D	C	D
Approach Vol, veh/h		831			1326			566			823	
Approach Delay, s/veh		31.6			34.5			44.0			42.7	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.8	38.4	14.8	26.0	19.9	35.2	21.2	19.6				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	30.0	40.0	20.0	20.0	20.0	40.0	20.0	20.0				
Max Q Clear Time (g_c+I1), s	9.0	13.3	7.6	15.3	12.7	22.3	13.9	11.1				
Green Ext Time (p_c), s	0.8	3.8	0.2	1.3	0.3	6.0	0.3	1.5				
Intersection Summary												
HCM 2010 Ctrl Delay				37.2								
HCM 2010 LOS				D								

SimTraffic Simulation Summary
2027 Background PM Peak Hr

11/04/2025

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	4:15	4:15	4:15	4:15	4:15	4:15	4:15
End Time	5:30	5:30	5:30	5:30	5:30	5:30	5:30
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	3299	3287	3312	3280	3233	3320	3310
Vehs Exited	3276	3268	3302	3260	3243	3325	3321
Starting Vehs	59	54	73	60	77	80	87
Ending Vehs	82	73	83	80	67	75	76
Travel Distance (mi)	1082	1077	1080	1072	1061	1092	1091
Travel Time (hr)	68.9	68.4	67.6	67.2	67.8	69.3	68.6
Total Delay (hr)	35.1	34.7	33.8	33.5	34.7	35.1	34.3
Total Stops	2491	2462	2444	2439	2441	2477	2546
Fuel Used (gal)	47.7	47.4	47.4	47.3	47.0	48.0	47.9

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	4:15	4:15	4:15	4:15
End Time	5:30	5:30	5:30	5:30
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	3253	3309	3161	3277
Vehs Exited	3245	3300	3142	3268
Starting Vehs	59	64	59	70
Ending Vehs	67	73	78	76
Travel Distance (mi)	1069	1088	1034	1075
Travel Time (hr)	67.1	69.2	66.1	68.0
Total Delay (hr)	33.7	35.3	33.6	34.4
Total Stops	2451	2518	2379	2465
Fuel Used (gal)	47.2	48.0	45.8	47.4

Interval #0 Information Seeding

Start Time	4:15
End Time	4:30
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	800	809	820	809	764	813	796
Vehs Exited	790	811	829	797	779	831	827
Starting Vehs	59	54	73	60	77	80	87
Ending Vehs	69	52	64	72	62	62	56
Travel Distance (mi)	261	270	269	264	253	267	264
Travel Time (hr)	16.2	16.7	17.2	16.4	15.8	17.4	16.6
Total Delay (hr)	8.0	8.3	8.7	8.1	8.0	9.0	8.4
Total Stops	606	611	610	606	575	600	620
Fuel Used (gal)	11.5	12.0	12.1	11.6	11.2	11.8	11.7

Interval #1 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	782	821	754	796
Vehs Exited	787	833	759	804
Starting Vehs	59	64	59	70
Ending Vehs	54	52	54	59
Travel Distance (mi)	260	275	248	263
Travel Time (hr)	16.1	17.5	15.6	16.6
Total Delay (hr)	8.0	8.9	7.8	8.3
Total Stops	584	617	536	597
Fuel Used (gal)	11.5	12.1	10.7	11.6

Interval #2 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	797	772	800	777	832	803	794
Vehs Exited	799	780	792	798	819	800	783
Starting Vehs	69	52	64	72	62	62	56
Ending Vehs	67	44	72	51	75	65	67
Travel Distance (mi)	261	254	261	261	271	270	262
Travel Time (hr)	16.4	15.9	16.5	16.3	17.7	17.3	16.1
Total Delay (hr)	8.3	8.0	8.3	8.1	9.2	8.8	7.8
Total Stops	602	576	584	578	642	621	615
Fuel Used (gal)	11.5	11.2	11.6	11.5	12.2	11.9	11.4

Interval #2 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	768	798	737	787
Vehs Exited	767	793	722	785
Starting Vehs	54	52	54	59
Ending Vehs	55	57	69	62
Travel Distance (mi)	253	261	241	260
Travel Time (hr)	15.5	16.4	15.0	16.3
Total Delay (hr)	7.6	8.2	7.5	8.2
Total Stops	562	585	550	594
Fuel Used (gal)	11.1	11.3	10.7	11.4

Interval #3 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	791	805	805	780	783	820	832
Vehs Exited	804	778	831	781	802	816	829
Starting Vehs	67	44	72	51	75	65	67
Ending Vehs	54	71	46	50	56	69	70
Travel Distance (mi)	265	259	263	254	261	267	273
Travel Time (hr)	17.0	16.7	15.8	15.6	16.6	16.4	17.1
Total Delay (hr)	8.8	8.6	7.6	7.7	8.5	8.1	8.5
Total Stops	595	589	586	568	603	597	621
Fuel Used (gal)	11.7	11.3	11.3	11.2	11.4	11.6	11.9

Interval #3 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	811	815	783	804
Vehs Exited	802	812	793	805
Starting Vehs	55	57	69	62
Ending Vehs	64	60	59	61
Travel Distance (mi)	265	266	256	263
Travel Time (hr)	16.7	16.9	16.2	16.5
Total Delay (hr)	8.5	8.6	8.2	8.3
Total Stops	624	635	607	602
Fuel Used (gal)	11.7	11.8	11.4	11.5

Interval #4 Information Recording

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	911	901	887	914	854	884	888
Vehs Exited	883	899	850	884	843	878	882
Starting Vehs	54	71	46	50	56	69	70
Ending Vehs	82	73	83	80	67	75	76
Travel Distance (mi)	294	293	286	293	277	288	292
Travel Time (hr)	19.3	19.1	18.1	18.9	17.7	18.1	18.7
Total Delay (hr)	10.1	9.9	9.2	9.7	9.1	9.1	9.6
Total Stops	688	686	664	687	621	659	690
Fuel Used (gal)	13.0	12.9	12.4	13.0	12.2	12.7	12.9

Interval #4 Information Recording

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	892	875	887	889
Vehs Exited	889	862	868	874
Starting Vehs	64	60	59	61
Ending Vehs	67	73	78	76
Travel Distance (mi)	291	286	289	289
Travel Time (hr)	18.7	18.4	19.3	18.7
Total Delay (hr)	9.6	9.5	10.2	9.6
Total Stops	681	681	686	672
Fuel Used (gal)	12.9	12.8	13.0	12.8

Queuing and Blocking Report
2027 Background PM Peak Hr

11/04/2025

Intersection: 3: Leesville Rd & Airport Rd/Greenview Dr

Movement	SE	SE	SE	SE	NW	NW	NW	NW	NW	NE	NE	NE
Directions Served	UL	T	T	R	UL	L	T	T	R	L	T	T
Maximum Queue (ft)	244	224	197	57	181	225	328	323	242	177	184	158
Average Queue (ft)	127	137	105	17	72	136	204	182	51	77	118	72
95th Queue (ft)	217	212	184	40	177	207	292	278	139	141	176	145
Link Distance (ft)		609	609				652	652			869	869
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	530			280	600	600			260	340		
Storage Blk Time (%)								1	0			
Queuing Penalty (veh)								2	0			

Intersection: 3: Leesville Rd & Airport Rd/Greenview Dr

Movement	NE	SW	SW	SW	SW
Directions Served	R	L	T	T	R
Maximum Queue (ft)	105	267	193	174	163
Average Queue (ft)	45	146	117	88	66
95th Queue (ft)	82	235	175	157	122
Link Distance (ft)			1247	1247	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	250	360		350	
Storage Blk Time (%)		0			
Queuing Penalty (veh)		0			

Network Summary

Network wide Queuing Penalty: 3

HCM 2010 Signalized Intersection Summary

3: Leesville Rd & Airport Rd/Greenview Dr

11/04/2025

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	117	547	84	138	501	160	135	221	153	234	183	119
Future Volume (veh/h)	117	547	84	138	501	160	135	221	153	234	183	119
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1881	1881	1881	1900	1881	1900
Adj Flow Rate, veh/h	127	595	91	150	545	174	147	240	166	254	199	129
Adj No. of Lanes	1	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	0	1	1	0	1	1	1	0	1	0
Cap, veh/h	163	848	383	241	771	348	432	683	305	298	409	185
Arrive On Green	0.09	0.24	0.24	0.07	0.22	0.22	0.24	0.19	0.19	0.16	0.11	0.11
Sat Flow, veh/h	1792	3574	1615	3476	3574	1615	1792	3574	1599	1810	3574	1615
Grp Volume(v), veh/h	127	595	91	150	545	174	147	240	166	254	199	129
Grp Sat Flow(s),veh/h/ln	1792	1787	1615	1738	1787	1615	1792	1787	1599	1810	1787	1615
Q Serve(g_s), s	5.7	12.6	3.8	3.5	11.7	7.9	5.6	4.8	7.8	11.3	4.3	6.4
Cycle Q Clear(g_c), s	5.7	12.6	3.8	3.5	11.7	7.9	5.6	4.8	7.8	11.3	4.3	6.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	163	848	383	241	771	348	432	683	305	298	409	185
V/C Ratio(X)	0.78	0.70	0.24	0.62	0.71	0.50	0.34	0.35	0.54	0.85	0.49	0.70
Avail Cap(c_a), veh/h	432	1725	779	1258	1725	779	432	862	386	437	862	390
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.9	28.9	25.5	37.5	30.1	28.6	26.0	29.1	30.3	33.7	34.4	35.3
Incr Delay (d2), s/veh	7.8	1.1	0.3	2.6	1.2	1.1	2.1	0.3	1.5	10.4	0.9	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	6.3	1.7	1.8	5.9	3.6	3.0	2.4	3.5	6.5	2.2	3.1
LnGrp Delay(d),s/veh	44.7	30.0	25.9	40.2	31.3	29.7	28.1	29.4	31.8	44.1	35.3	40.0
LnGrp LOS	D	C	C	D	C	C	C	C	C	D	D	D
Approach Vol, veh/h		813			869			553			582	
Approach Delay, s/veh		31.8			32.5			29.8			40.2	
Approach LOS		C			C			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.7	26.7	27.0	16.5	14.5	24.9	20.6	22.8				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	30.0	40.0	20.0	20.0	20.0	40.0	20.0	20.0				
Max Q Clear Time (g_c+I1), s	5.5	14.6	7.6	8.4	7.7	13.7	13.3	9.8				
Green Ext Time (p_c), s	0.4	4.2	0.3	1.1	0.2	4.2	0.4	1.3				
Intersection Summary												
HCM 2010 Ctrl Delay			33.4									
HCM 2010 LOS			C									

Intersection						
Int Delay, s/veh	0.7					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	61	748	658	97	0	53
Future Vol, veh/h	61	748	658	97	0	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	66	813	715	105	0	58

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	820	0	-	0	410
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	3.32
Pot Cap-1 Maneuver	805	-	-	0	591
Stage 1	-	-	-	0	-
Stage 2	-	-	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	805	-	-	-	591
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	SE	NW	SW
HCM Control Delay, s	0.7	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1
Capacity (veh/h)	-	-	805	- 591
HCM Lane V/C Ratio	-	-	0.082	- 0.097
HCM Control Delay (s)	-	-	9.9	- 11.7
HCM Lane LOS	-	-	A	- B
HCM 95th %tile Q(veh)	-	-	0.3	- 0.3

Intersection						
Int Delay, s/veh	1.7					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	40	96	0	491	416	32
Future Vol, veh/h	40	96	0	491	416	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	104	0	534	452	35

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	737	244	0
Stage 1	470	-	-
Stage 2	267	-	-
Critical Hdwy	6.84	6.94	-
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	-
Pot Cap-1 Maneuver	354	757	0
Stage 1	595	-	0
Stage 2	754	-	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	354	757	-
Mov Cap-2 Maneuver	354	-	-
Stage 1	595	-	-
Stage 2	754	-	-

Approach	SE	NE	SW
HCM Control Delay, s	13.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NET SELn1	SWT	SWR
Capacity (veh/h)	- 567	-	-
HCM Lane V/C Ratio	- 0.261	-	-
HCM Control Delay (s)	- 13.6	-	-
HCM Lane LOS	- B	-	-
HCM 95th %tile Q(veh)	- 1	-	-

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	7:15	7:15	7:15	7:15	7:15	7:15	7:15
End Time	8:30	8:30	8:30	8:30	8:30	8:30	8:30
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	2874	2874	2848	2767	2657	2904	2830
Vehs Exited	2884	2874	2856	2760	2645	2898	2830
Starting Vehs	41	42	44	53	44	48	56
Ending Vehs	31	42	36	60	56	54	56
Travel Distance (mi)	866	859	850	833	797	871	850
Travel Time (hr)	53.8	53.0	53.4	51.4	49.3	55.3	51.7
Total Delay (hr)	25.9	25.2	25.9	24.3	23.5	27.1	24.1
Total Stops	2196	2200	2240	2174	2076	2255	2166
Fuel Used (gal)	38.4	37.7	38.1	36.6	35.3	38.8	37.5

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	7:15	7:15	7:15	7:15
End Time	8:30	8:30	8:30	8:30
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	2788	2857	2807	2820
Vehs Exited	2769	2876	2789	2819
Starting Vehs	40	53	30	46
Ending Vehs	59	34	48	45
Travel Distance (mi)	842	856	841	846
Travel Time (hr)	50.8	53.0	52.0	52.4
Total Delay (hr)	23.6	25.1	24.8	24.9
Total Stops	2148	2260	2155	2188
Fuel Used (gal)	37.0	37.9	37.2	37.4

Interval #0 Information Seeding

Start Time	7:15
End Time	7:30
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	752	740	707	649	630	661	709
Vehs Exited	743	733	703	643	625	656	727
Starting Vehs	41	42	44	53	44	48	56
Ending Vehs	50	49	48	59	49	53	38
Travel Distance (mi)	226	221	210	197	190	198	217
Travel Time (hr)	14.1	13.6	12.6	11.8	11.5	12.3	13.2
Total Delay (hr)	6.8	6.5	5.8	5.4	5.3	5.9	6.1
Total Stops	566	552	523	500	499	523	550
Fuel Used (gal)	10.0	9.8	9.3	8.5	8.2	8.7	9.7

Interval #1 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	677	733	712	696
Vehs Exited	673	735	686	692
Starting Vehs	40	53	30	46
Ending Vehs	44	51	56	49
Travel Distance (mi)	206	218	211	209
Travel Time (hr)	12.4	13.3	13.1	12.8
Total Delay (hr)	5.7	6.2	6.2	6.0
Total Stops	517	568	548	532
Fuel Used (gal)	8.9	9.6	9.3	9.2

Interval #2 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	784	768	744	769	760	790	752
Vehs Exited	776	752	722	774	739	784	737
Starting Vehs	50	49	48	59	49	53	38
Ending Vehs	58	65	70	54	70	59	53
Travel Distance (mi)	234	223	221	232	227	234	223
Travel Time (hr)	15.0	14.0	14.8	14.4	14.8	16.0	14.0
Total Delay (hr)	7.4	6.8	7.7	6.8	7.5	8.4	6.7
Total Stops	613	605	603	589	614	632	598
Fuel Used (gal)	10.3	9.9	10.0	10.1	10.3	10.7	9.8

Interval #2 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	760	752	752	763
Vehs Exited	745	748	750	751
Starting Vehs	44	51	56	49
Ending Vehs	59	55	58	58
Travel Distance (mi)	229	223	222	227
Travel Time (hr)	13.6	14.6	13.8	14.5
Total Delay (hr)	6.2	7.3	6.6	7.2
Total Stops	593	625	547	601
Fuel Used (gal)	10.0	10.0	9.8	10.1

Interval #3 Information Recording

Start Time	8:00
End Time	8:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	673	628	686	671	630	706	665
Vehs Exited	685	643	713	685	659	725	664
Starting Vehs	58	65	70	54	70	59	53
Ending Vehs	46	50	43	40	41	40	54
Travel Distance (mi)	207	194	205	204	193	217	198
Travel Time (hr)	12.7	11.7	12.6	12.7	11.6	13.2	11.7
Total Delay (hr)	6.1	5.4	5.9	6.1	5.3	6.2	5.3
Total Stops	526	489	558	541	491	533	492
Fuel Used (gal)	9.3	8.4	9.2	9.1	8.6	9.5	8.7

Interval #3 Information Recording

Start Time	8:00
End Time	8:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	663	729	679	675
Vehs Exited	666	722	683	684
Starting Vehs	59	55	58	58
Ending Vehs	56	62	54	47
Travel Distance (mi)	201	218	206	204
Travel Time (hr)	12.5	13.3	12.5	12.5
Total Delay (hr)	6.0	6.1	5.9	5.8
Total Stops	516	567	527	523
Fuel Used (gal)	9.1	9.5	9.1	9.1

Interval #4 Information Recording

Start Time	8:15
End Time	8:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	665	738	711	678	637	747	704
Vehs Exited	680	746	718	658	622	733	702
Starting Vehs	46	50	43	40	41	40	54
Ending Vehs	31	42	36	60	56	54	56
Travel Distance (mi)	199	221	214	201	188	222	212
Travel Time (hr)	12.0	13.7	13.3	12.5	11.3	13.7	12.8
Total Delay (hr)	5.6	6.5	6.4	6.0	5.2	6.5	5.9
Total Stops	491	554	556	544	472	567	526
Fuel Used (gal)	8.8	9.7	9.6	8.9	8.2	9.8	9.3

Interval #4 Information Recording

Start Time	8:15
End Time	8:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	688	643	664	686
Vehs Exited	685	671	670	687
Starting Vehs	56	62	54	47
Ending Vehs	59	34	48	45
Travel Distance (mi)	207	197	203	206
Travel Time (hr)	12.4	11.8	12.6	12.6
Total Delay (hr)	5.7	5.3	6.1	5.9
Total Stops	522	500	533	525
Fuel Used (gal)	9.0	8.7	9.0	9.1

Queuing and Blocking Report
2027 Buildout AM Peak Hr

11/04/2025

Intersection: 3: Leesville Rd & Airport Rd/Greenview Dr

Movement	SE	SE	SE	SE	NW	NW	NW	NW	NW	NE	NE	NE
Directions Served	UL	T	T	R	UL	L	T	T	R	L	T	T
Maximum Queue (ft)	152	259	224	48	139	171	224	198	69	169	161	136
Average Queue (ft)	75	158	119	18	19	82	132	107	30	83	92	53
95th Queue (ft)	131	235	195	38	76	145	203	183	56	145	148	107
Link Distance (ft)		304	304				652	652			869	869
Upstream Blk Time (%)		0										
Queuing Penalty (veh)		0										
Storage Bay Dist (ft)	300			280	600	600			260	340		
Storage Blk Time (%)		0	0									
Queuing Penalty (veh)		0	0									

Intersection: 3: Leesville Rd & Airport Rd/Greenview Dr

Movement	NE	SW	SW	SW	SW
Directions Served	R	L	T	T	R
Maximum Queue (ft)	88	290	155	122	79
Average Queue (ft)	45	147	75	49	35
95th Queue (ft)	77	242	130	105	62
Link Distance (ft)			520	520	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	250	360		350	
Storage Blk Time (%)		0			
Queuing Penalty (veh)		0			

Intersection: 6: Greenview Dr & Site Entrance #1

Movement	SE	SE	NW	NW	SW
Directions Served	L	T	T	TR	R
Maximum Queue (ft)	61	5	12	22	56
Average Queue (ft)	21	0	0	1	22
95th Queue (ft)	52	6	8	10	44
Link Distance (ft)		251	304	304	276
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	150				
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 8: Leesville Rd & Site Entrance #2

Movement	SE
Directions Served	LR
Maximum Queue (ft)	89
Average Queue (ft)	43
95th Queue (ft)	74
Link Distance (ft)	297
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

HCM 2010 Signalized Intersection Summary

3: Leesville Rd & Airport Rd/Greenview Dr

11/04/2025

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	179	480	87	237	814	210	123	271	143	250	355	215
Future Volume (veh/h)	179	480	87	237	814	210	123	271	143	250	355	215
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1900	1900	1900	1900	1900	1881	1881	1900	1900
Adj Flow Rate, veh/h	192	516	94	255	875	226	132	291	154	269	382	231
Adj No. of Lanes	1	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	0	0	0	0	0	0	1	1	0	0
Cap, veh/h	227	1179	533	345	1087	486	169	457	202	302	730	326
Arrive On Green	0.13	0.33	0.33	0.10	0.30	0.30	0.09	0.13	0.13	0.17	0.20	0.20
Sat Flow, veh/h	1792	3574	1615	3510	3610	1615	1810	3610	1599	1792	3610	1615
Grp Volume(v), veh/h	192	516	94	255	875	226	132	291	154	269	382	231
Grp Sat Flow(s),veh/h/ln	1792	1787	1615	1755	1805	1615	1810	1805	1599	1792	1805	1615
Q Serve(g_s), s	10.6	11.4	4.2	7.1	22.6	11.5	7.2	7.7	9.4	14.9	9.6	13.5
Cycle Q Clear(g_c), s	10.6	11.4	4.2	7.1	22.6	11.5	7.2	7.7	9.4	14.9	9.6	13.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	227	1179	533	345	1087	486	169	457	202	302	730	326
V/C Ratio(X)	0.85	0.44	0.18	0.74	0.80	0.46	0.78	0.64	0.76	0.89	0.52	0.71
Avail Cap(c_a), veh/h	354	1413	639	1041	1427	639	358	714	316	354	730	326
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.2	26.6	24.1	44.4	32.6	28.7	44.9	42.0	42.7	41.1	36.0	37.6
Incr Delay (d2), s/veh	10.6	0.3	0.2	3.1	2.6	0.7	7.7	1.5	5.8	21.0	0.7	6.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	5.7	1.9	3.6	11.7	5.2	4.0	4.0	4.5	9.1	4.8	6.7
LnGrp Delay(d),s/veh	53.8	26.8	24.3	47.5	35.2	29.4	52.6	43.5	48.5	62.1	36.7	44.4
LnGrp LOS	D	C	C	D	D	C	D	D	D	E	D	D
Approach Vol, veh/h		802			1356			577			882	
Approach Delay, s/veh		33.0			36.6			46.9			46.5	
Approach LOS		C			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.9	40.4	16.4	27.4	19.8	37.5	24.1	19.8				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	30.0	40.0	20.0	20.0	20.0	40.0	20.0	20.0				
Max Q Clear Time (g_c+I1), s	9.1	13.4	9.2	15.5	12.6	24.6	16.9	11.4				
Green Ext Time (p_c), s	0.8	3.7	0.2	1.3	0.3	5.8	0.2	1.4				
Intersection Summary												
HCM 2010 Ctrl Delay				39.8								
HCM 2010 LOS				D								

Intersection						
Int Delay, s/veh	0.6					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	39	746	1065	87	0	53
Future Vol, veh/h	39	746	1065	87	0	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	811	1158	95	0	58
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	1253	0	-	0	-	627
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	551	-	-	-	0	426
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	551	-	-	-	-	426
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	SE	NW		SW		
HCM Control Delay, s	0.6	0		14.8		
HCM LOS	B					
Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1		
Capacity (veh/h)	-	-	551	-	426	
HCM Lane V/C Ratio	-	-	0.077	-	0.135	
HCM Control Delay (s)	-	-	12.1	-	14.8	
HCM Lane LOS	-	-	B	-	B	
HCM 95th %tile Q(veh)	-	-	0.2	-	0.5	

HCM 2010 TWSC
8: Leesville Rd & Site Entrance #2

11/04/2025

Intersection

Int Delay, s/veh 1.4

Movement SEL SER NEL NET SWT SWR

Lane Configurations 

Traffic Vol, veh/h 34 75 0 655 695 35

Future Vol, veh/h 34 75 0 655 695 35

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 37 82 0 712 755 38

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 1130 397 - 0 - 0

Stage 1 774 - - - - -

Stage 2 356 - - - - -

Critical Hdwy 6.84 6.94 - - - -

Critical Hdwy Stg 1 5.84 - - - - -

Critical Hdwy Stg 2 5.84 - - - - -

Follow-up Hdwy 3.52 3.32 - - - -

Pot Cap-1 Maneuver 197 602 0 - - -

Stage 1 415 - 0 - - -

Stage 2 680 - 0 - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 197 602 - - - -

Mov Cap-2 Maneuver 197 - - - - -

Stage 1 415 - - - - -

Stage 2 680 - - - - -

Approach SE NE SW

HCM Control Delay, s 19.4 0 0

HCM LOS C

Minor Lane/Major Mvmt NET SELn1 SWT SWR

Capacity (veh/h) - 367 - -

HCM Lane V/C Ratio - 0.323 - -

HCM Control Delay (s) - 19.4 - -

HCM Lane LOS - C - -

HCM 95th %tile Q(veh) - 1.4 - -

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	4:15	4:15	4:15	4:15	4:15	4:15	4:15
End Time	5:30	5:30	5:30	5:30	5:30	5:30	5:30
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	3604	3675	3487	3527	3495	3619	3577
Vehs Exited	3609	3664	3453	3506	3458	3609	3560
Starting Vehs	84	65	69	64	57	64	71
Ending Vehs	79	76	103	85	94	74	88
Travel Distance (mi)	1108	1129	1059	1088	1069	1107	1092
Travel Time (hr)	72.1	71.9	66.9	68.5	67.2	71.3	69.6
Total Delay (hr)	40.2	39.5	36.6	37.3	36.5	39.5	38.4
Total Stops	2856	2856	2740	2771	2690	2815	2787
Fuel Used (gal)	54.9	55.7	51.9	53.5	52.8	55.1	54.1

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	4:15	4:15	4:15	4:15
End Time	5:30	5:30	5:30	5:30
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	3587	3576	3485	3564
Vehs Exited	3590	3581	3482	3551
Starting Vehs	86	77	50	66
Ending Vehs	83	72	53	81
Travel Distance (mi)	1096	1090	1063	1090
Travel Time (hr)	69.9	68.6	66.6	69.3
Total Delay (hr)	38.4	37.2	36.1	38.0
Total Stops	2846	2796	2695	2783
Fuel Used (gal)	54.1	53.6	52.3	53.8

Interval #0 Information Seeding

Start Time	4:15
End Time	4:30
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	851	886	844	866	858	802	892
Vehs Exited	887	877	859	867	836	804	867
Starting Vehs	84	65	69	64	57	64	71
Ending Vehs	48	74	54	63	79	62	96
Travel Distance (mi)	267	268	260	268	258	243	265
Travel Time (hr)	17.1	16.8	16.1	16.4	16.1	14.4	17.4
Total Delay (hr)	9.5	9.1	8.7	8.7	8.6	7.4	9.8
Total Stops	706	666	660	672	661	583	723
Fuel Used (gal)	13.6	13.2	12.6	13.1	12.7	11.8	13.3

Interval #1 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	854	840	868	858
Vehs Exited	860	859	857	858
Starting Vehs	86	77	50	66
Ending Vehs	80	58	61	65
Travel Distance (mi)	261	256	265	261
Travel Time (hr)	16.6	16.0	16.5	16.3
Total Delay (hr)	9.0	8.6	8.9	8.8
Total Stops	704	654	690	672
Fuel Used (gal)	13.0	12.7	13.0	12.9

Interval #2 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	856	915	824	848	856	927	837
Vehs Exited	845	910	819	846	876	901	874
Starting Vehs	48	74	54	63	79	62	96
Ending Vehs	59	79	59	65	59	88	59
Travel Distance (mi)	261	284	249	259	267	277	263
Travel Time (hr)	16.4	17.8	15.4	16.1	16.9	18.1	16.7
Total Delay (hr)	8.9	9.7	8.2	8.7	9.3	10.2	9.2
Total Stops	649	703	625	639	639	724	661
Fuel Used (gal)	12.8	14.1	12.2	12.7	13.1	13.8	13.1

Interval #2 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	867	901	849	867
Vehs Exited	887	885	848	869
Starting Vehs	80	58	61	65
Ending Vehs	60	74	62	66
Travel Distance (mi)	264	271	254	265
Travel Time (hr)	16.5	16.2	16.3	16.7
Total Delay (hr)	8.9	8.4	9.0	9.0
Total Stops	675	678	660	665
Fuel Used (gal)	13.0	12.9	12.7	13.0

Interval #3 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	903	861	837	894	835	914	876
Vehs Exited	897	869	841	897	838	926	868
Starting Vehs	59	79	59	65	59	88	59
Ending Vehs	65	71	55	62	56	76	67
Travel Distance (mi)	273	266	257	279	255	286	266
Travel Time (hr)	18.2	17.0	15.7	18.2	15.7	18.9	16.9
Total Delay (hr)	10.2	9.3	8.4	10.3	8.4	10.6	9.3
Total Stops	734	700	638	714	639	747	679
Fuel Used (gal)	13.4	13.2	12.5	13.8	12.6	14.3	13.1

Interval #3 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	891	892	850	875
Vehs Exited	870	893	839	873
Starting Vehs	60	74	62	66
Ending Vehs	81	73	73	66
Travel Distance (mi)	271	270	256	268
Travel Time (hr)	17.2	17.0	15.8	17.1
Total Delay (hr)	9.5	9.3	8.4	9.4
Total Stops	703	690	647	689
Fuel Used (gal)	13.3	13.4	12.6	13.2

Interval #4 Information Recording

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	994	1013	982	919	946	976	972
Vehs Exited	980	1008	934	896	908	978	951
Starting Vehs	65	71	55	62	56	76	67
Ending Vehs	79	76	103	85	94	74	88
Travel Distance (mi)	307	310	293	282	288	301	298
Travel Time (hr)	20.3	20.2	19.8	17.7	18.4	19.9	18.7
Total Delay (hr)	11.6	11.4	11.4	9.6	10.2	11.3	10.2
Total Stops	767	787	817	746	751	761	724
Fuel Used (gal)	15.2	15.3	14.6	13.8	14.4	15.2	14.5

Interval #4 Information Recording

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	975	943	918	965
Vehs Exited	973	944	938	951
Starting Vehs	81	73	73	66
Ending Vehs	83	72	53	81
Travel Distance (mi)	300	293	288	296
Travel Time (hr)	19.6	19.3	18.0	19.2
Total Delay (hr)	10.9	10.9	9.7	10.7
Total Stops	764	774	698	758
Fuel Used (gal)	14.8	14.5	13.9	14.6

Queuing and Blocking Report
2027 Buildout PM Peak Hr

11/04/2025

Intersection: 3: Leesville Rd & Airport Rd/Greenview Dr

Movement	SE	SE	SE	SE	NW	NW	NW	NW	NW	NE	NE	NE
Directions Served	UL	T	T	R	UL	L	T	T	R	L	T	T
Maximum Queue (ft)	234	252	196	52	182	211	353	369	260	196	191	168
Average Queue (ft)	125	144	106	18	68	132	218	205	60	94	115	78
95th Queue (ft)	208	219	173	41	171	197	304	305	174	163	180	151
Link Distance (ft)		304	304				652	652			869	869
Upstream Blk Time (%)	0	0										
Queuing Penalty (veh)	0	0										
Storage Bay Dist (ft)	300			280	600	600			260	340		
Storage Blk Time (%)	0	0						2	0			
Queuing Penalty (veh)	0	0						4	1			

Intersection: 3: Leesville Rd & Airport Rd/Greenview Dr

Movement	NE	SW	SW	SW	SW
Directions Served	R	L	T	T	R
Maximum Queue (ft)	84	300	254	198	144
Average Queue (ft)	43	179	128	102	65
95th Queue (ft)	72	279	199	168	115
Link Distance (ft)			520	520	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	250	360			350
Storage Blk Time (%)		0	0		
Queuing Penalty (veh)		0	0		

Intersection: 6: Greenview Dr & Site Entrance #1

Movement	SE	SE	NW	SW
Directions Served	L	T	TR	R
Maximum Queue (ft)	61	14	2	70
Average Queue (ft)	17	1	0	26
95th Queue (ft)	48	10	2	54
Link Distance (ft)		251	304	276
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Leesville Rd & Site Entrance #2

Movement	SE
Directions Served	LR
Maximum Queue (ft)	82
Average Queue (ft)	42
95th Queue (ft)	71
Link Distance (ft)	297
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 6

Appendix E

Concept Plan

SITE & ZONING SUMMARY:

OWNER: GARNER INVESTMENTS LLC
OWNER ADDRESS: 1079 DEERMONT PL
FOREST, VA 24551-2340
SITE ADDRESS: 794 LEESVILLE RD
LYNCHBURG, VA 24502
TAX MAP NUMBER: 26604002
EXISTING LOT SIZE: 1.768 AC.
EXISTING ZONING: B-3(C): COMMUNITY BUSINESS CONDITIONAL
PROPOSED ZONING: B-3(C): COMMUNITY BUSINESS CONDITIONAL

OWNER: S & S PROPERTIES OF LYNCHBURG LLC
OWNER ADDRESS: 107 TRINITY CT
LYNCHBURG, VA 24502-5264
SITE ADDRESS: 1516 GREENVIEW DR
LYNCHBURG, VA 24502
TAX MAP NUMBER: 26604005
EXISTING LOT SIZE: 1.538 AC.
EXISTING ZONING: R-1: LOW DENSITY RSF
PROPOSED ZONING: B-3(C): COMMUNITY BUSINESS CONDITIONAL

OWNER: S & S PROPERTIES OF LYNCHBURG LLC
OWNER ADDRESS: 107 TRINITY CT
LYNCHBURG, VA 24502-5264
SITE ADDRESS: 798 LEESVILLE RD
LYNCHBURG, VA 24502
TAX MAP NUMBER: 26604004
EXISTING LOT SIZE: 1.610 AC.
EXISTING ZONING: B-1: LIMITED BUSINESS
B-3(C): COMMUNITY BUSINESS CONDITIONAL
PROPOSED ZONING: B-3(C): COMMUNITY BUSINESS CONDITIONAL

ZONING REQUIREMENTS (B-3):

MINIMUM AVERAGE LOT AREA: 6000 SF PER ESTABLISHMENT
MINIMUM LOT WIDTH: 0' SUBJECT TO COMPLIANCE WITH ACCESS SEPARATION STANDARDS
MINIMUM FRONTAGE: NONE
SETBACKS:
FRONT: 40' (ADJACENT TO R-1; SEC. 35.2-61.3.J)
SIDE: 50' (ADJACENT TO R-1; SEC. 35.2-61.3.J)
REAR: 50' (ADJACENT TO R-1; SEC. 35.2-61.3.J)
MAXIMUM HEIGHT: 40'
MAXIMUM FLOOR AREA RATIO: NONE
MAXIMUM IMPERVIOUS SURFACE: NONE
MINIMUM PARKING REQUIREMENT: NONE
MINIMUM TREE CANOPY: 10%

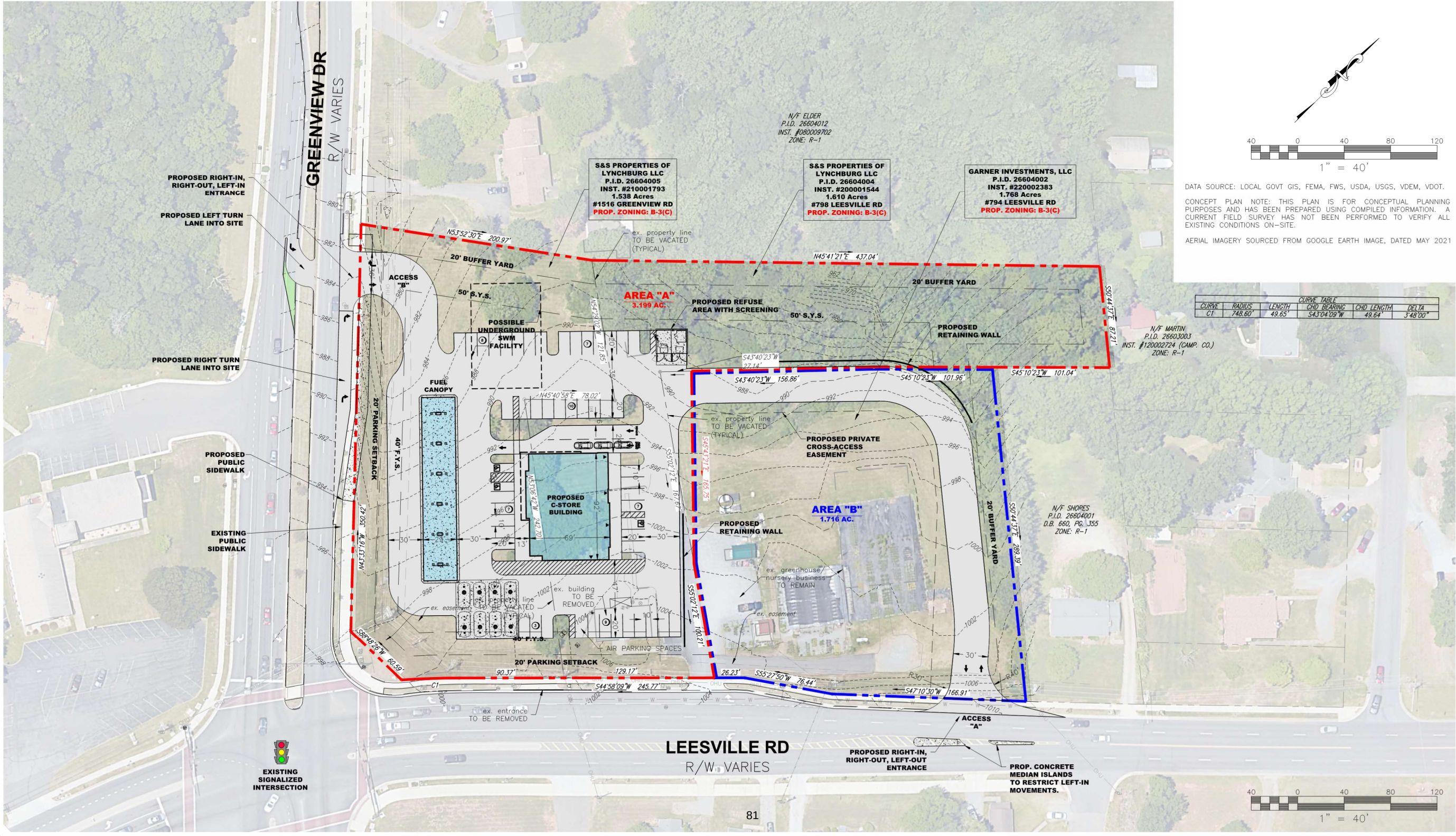


BALZER & ASSOCIATES
a Westwoodps Company

Roanoke / Richmond
New River Valley
Shenandoah Valley
balzer.cc | westwoodps.com

1208 Corporate Circle
Roanoke, VA 24018
540.772.9580

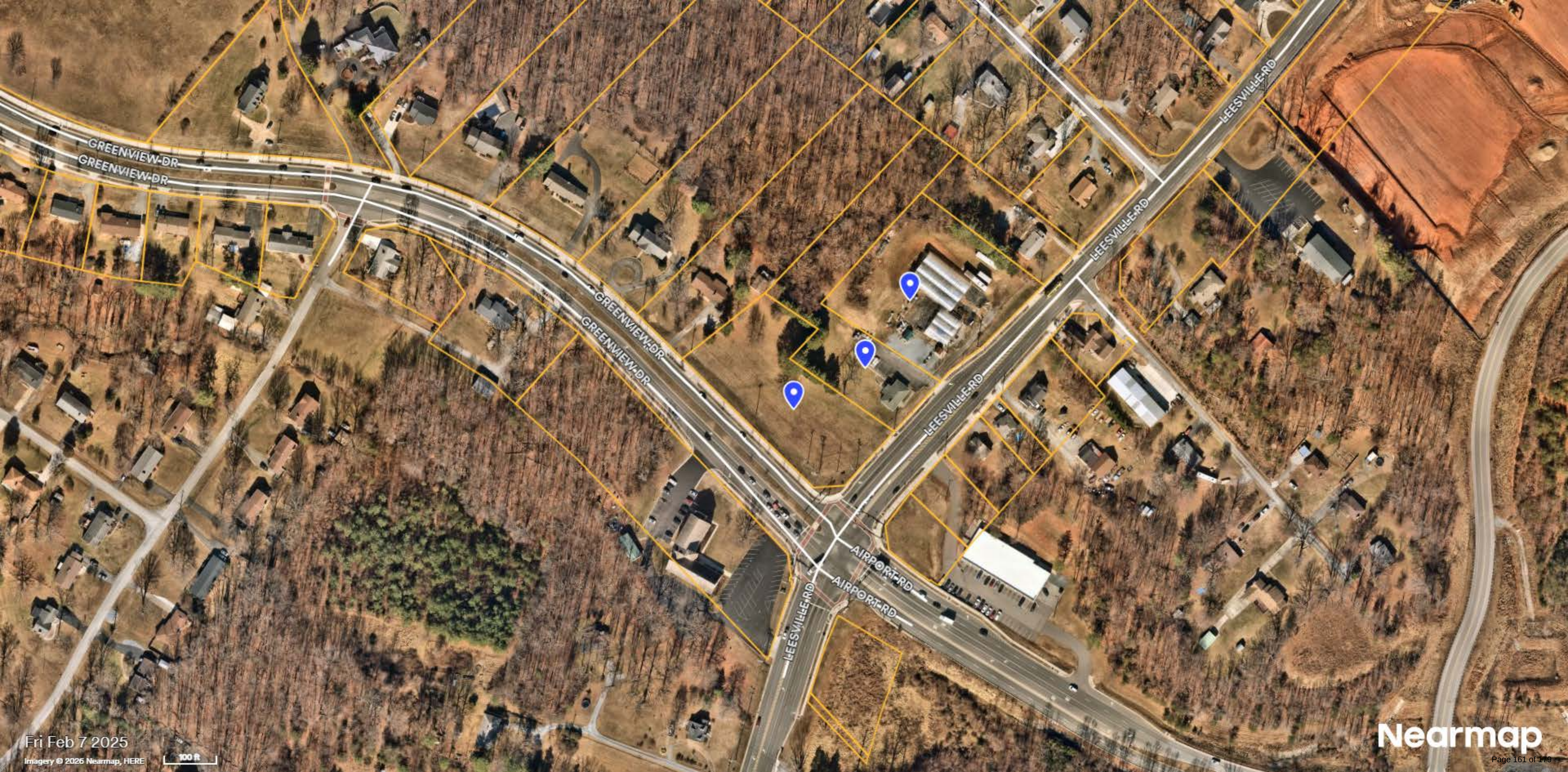
PRELIMINARY
NOT FOR CONSTRUCTION



LEESVILLE ROAD C-STORE

PROPOSED ZONING EXHIBIT

DRAWN BY: KAM
DESIGNED BY: KAM
CHECKED BY: CPB
DATE: 12/22/2025
SCALE: 1" = 40'
REVISIONS:



Fri Feb 7 2025

Imagery © 2026 Nearmap, HERE

100 ft

Nearmap

Page 161 of 179

**Rezoning and FLUM Amendment
1516 Greenview Drive & 794, 798 Leesville Road
January 14, 2026**

PLEASE PRINT CLEARLY

[illegible]

From: Chriss Mitchell
To: [Planning](#)
Subject: January 14 Meeting
Date: Monday, January 12, 2026 4:27:39 PM

I am writing about the proposed fuel center and convenience store at 1516 Greenview Dr. I live in Windsor Hills and am dismayed with all the permits for apartments/townhomes that have been approved on Leesville Rd. There is also the Centra Health project. All of this construction is adding additional traffic on Leesville and Timberlake Rd. Certain times of the day it has gotten harder to make a left out of Windsor Hills and Timberlake Rd is crazy. We also contend with more cut thru traffic.

I am writing to ask (beg is probably more appropriate) that you deny this proposed project. We do not need another fuel/convenience store when there are already two on Leesville Rd, especially in what I consider a residential neighborhood. This side of town has been inundated with construction projects and it needs to stop. What is wrong with maintaining some green space?

Thank you for your time and consideration. Please just say no!

Chriss Mitchell

[Sent from AOL on Android](#)

City of Lynchburg, Virginia Resolution No. _____ A
RESOLUTION REAFFIRMING THE CITY OF
LYNCHBURG AS A SECOND AMENDMENT
SANCTUARY CITY AND RECOGNIZING
CONSTITUTIONALLY PROTECTED CIVIC
VOLUNTEERISM

WHEREAS, the Second Amendment to the Constitution of the United States provides that “a well regulated Militia, being necessary to the security of a free State, the right of the people to keep and bear Arms, shall not be infringed”; and

WHEREAS, Article I, Section 13 of the Constitution of Virginia declares that “a well regulated militia, composed of the body of the people, trained to arms, is the proper, natural, and safe defense of a free state; therefore, the right of the people to keep and bear arms shall not be infringed”; and

WHEREAS, Article I, Section 1 of the Constitution of Virginia affirms that all persons possess inherent rights, including life, liberty, property, and safety; and

WHEREAS, Article I, Section 2 of the Constitution of Virginia provides that all political power is vested in and derived from the people, and that public officials are trustees and servants of the people at all times amenable to them; and

WHEREAS, the Supreme Court of the United States has affirmed that the Second Amendment protects an individual right to keep and bear arms, including in *District of Columbia v. Heller* (2008), *McDonald v. City of Chicago* (2010), and *New York State Rifle & Pistol Association v. Bruen* (2022); and

WHEREAS, in *Bruen*, the Supreme Court rejected interest-balancing or “means-end” tests and held that firearm regulations must be consistent with the Nation’s historical tradition of firearm regulation; and

WHEREAS, on January 10, 2023, the Lynchburg City Council formally adopted a resolution declaring the City of Lynchburg a Second Amendment Sanctuary City; and

WHEREAS, that action followed a historic public hearing held at E.C. Glass High School, the largest public hearing in the history of the City of Lynchburg, during which more than one thousand residents attended and remained past 2:00 a.m.; and

WHEREAS, at the time Lynchburg adopted its original resolution, the City joined more than 120 Virginia localities that had already adopted similar Second Amendment Sanctuary resolutions; and

WHEREAS, during the 2026 Session of the Virginia General Assembly, multiple gun-control bills have been introduced, including:

- HB 24 (Del. Helmer) restricting recognition of concealed handgun permits;
 - HB 21 (Del. Helmer) and SB 27 (Sen. Carroll Foy) expanding civil liability for firearm and accessory sellers;
 - HB 40 (Del. Simon) restricting unfinished frames and receivers;
 - HB 110 (Del. Laufer) penalizing visible firearms in unattended vehicles;
 - HB 19 (Del. McClure) expanding misdemeanor firearm disabilities;
 - SB 38 (Sen. Favola) and HB 93 (Del. Bennett-Parker) expanding firearm surrender requirements;
- and

WHEREAS, the City Council is concerned that such legislation may infringe upon the constitutional rights of law-abiding citizens.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LYNCHBURG, VIRGINIA:

1. The City of Lynchburg is reaffirmed as a Second Amendment Sanctuary City.
2. The Council affirms the right of all law-abiding citizens to keep and bear arms under the U.S. and Virginia Constitutions.

3. City funds, resources, or personnel shall not be knowingly used to enforce laws determined to be unconstitutional under the Second Amendment or Article I, Section 13 of the Virginia Constitution.
4. The City will oppose unconstitutional infringements through lawful means, including advocacy and litigation where appropriate.
5. The City expresses appreciation to residents who lawfully engage in civic organization, constitutional education, and community preparedness.
6. This Resolution shall take effect immediately upon adoption.

RESOLUTION:

#R-26-__

A RESOLUTION REAFFIRMING AND AGAIN
DECLARING THE CITY OF LYNCHBURG, VIRGINIA
A SECOND AMENDMENT SANCTUARY

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF LYNCHBURG, VIRGINIA: That the Lynchburg City Council reaffirms its adoption of Resolution #R-23-001 on January 10, 2023, and hereby again declares the City of Lynchburg, Virginia a "Second Amendment Sanctuary" on this ____ day of _____, 2026.

Adopted:

Certified:

Clerk of Council

A RESOLUTION TO DECLARE
THE CITY OF LYNCHBURG, VIRGINIA
A SECOND AMENDMENT SANCTUARY

WHEREAS, the Second Amendment of the United States Constitution provides “[a] well regulated Militia, being necessary to the security of a free state, the right of the people to keep and bear Arms, shall not be infringed.”; *and*

WHEREAS, Article I, Section 13, of the Virginia Constitution provides “[t]hat a well regulated militia, composed of the body of the people, trained to arms, is the proper, natural, and safe defense of a free state, therefore, the right of the people to keep and bear arms shall not be infringed . . .”; *and*

WHEREAS, Article I, Section 1, of the Virginia Constitution provides “[t]hat all men are by nature equally free and independent and have certain inherent rights, of which, when they enter into the state of society, they cannot, by any compact, deprive or divest their posterity; namely, the enjoyment of life and liberty, with the means of acquiring and possessing property, and pursuing and obtaining happiness and safety.”; *and*

WHEREAS, Article I, Section 2 of the Virginia Constitution reads “[t]hat all power is vested in, and consequently derived from, the people, that magistrates are their trustees and servants, and at all times amenable to them.”; *and*

WHEREAS, the United States Supreme Court, in *District of Columbia v. Heller*, 554 U.S. 570 (2008), guaranteed an individual’s right to possess firearms, unconnected with service in a militia, for traditionally lawful purposes, including self-defense within the home, and the United States Supreme Court, in *McDonald v. Chicago*, 561 U.S. 742 (2010), provided that an individual’s right to keep and bear arms under the Second Amendment applies not just to the federal government but to the states as well pursuant to the United States Constitution’s Fourteenth Amendment ‘due process clause’, and the United States Supreme Court in *New York State Rifle & Pistol Association, Inc. v. Bruen*, 597 U.S. ____ (2022), overturned the use of all “means-end” tests when interpreting a Second Amendment challenge and provided that if a government wishes to restrict firearm ownership, then it must “affirmatively prove that its firearms regulation is part of the historical tradition that delimits the outer bounds of the right to keep and bear arms.”; *and*

WHEREAS, certain legislation that has or may be introduced in the Virginia General Assembly, and certain legislation which has or may be introduced in the United States Congress could have the effect of infringing upon the rights of law-abiding citizens to keep and bear arms, as guaranteed by the Second Amendment to the United States Constitution and Article I, Section 13 of the Virginia Constitution; *and*

WHEREAS, the Council of the City of Lynchburg, Virginia is concerned about the passage of any bill containing language which could be interpreted as infringing upon the rights of the law-abiding citizens of Lynchburg, Virginia to keep and bear arms; *and*

WHEREAS, the Council of the City of Lynchburg, Virginia desires to express its deep commitment to the rights of all law-abiding citizens of Lynchburg, Virginia to keep and bear arms; *and*

WHEREAS, the Council of the City of Lynchburg, Virginia wishes to express opposition to any bill or law that would unconstitutionally restrict the rights of the law-abiding citizens of Lynchburg, Virginia to keep and bear arms; *and*

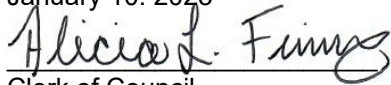
WHEREAS, the Council of the City of Lynchburg, Virginia desires to express its intent to stand as a Sanctuary City for Second Amendment rights and to oppose, within the limits of the Constitution of the United States of America and the Constitution of the Commonwealth of Virginia, any efforts to unconstitutionally restrict such rights, and to use such legal means at its disposal to protect the rights of the law-abiding citizens of Lynchburg, Virginia to keep and bear arms, including through legal action, the power to appropriate public funds, and the right to petition for redress of grievances.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Lynchburg, Virginia:

1. That the Council of the City of Lynchburg, Virginia hereby declares the City of Lynchburg, Virginia a "Second Amendment Sanctuary"; and
2. That the Council of the City of Lynchburg, Virginia hereby expresses its intent to uphold the Second Amendment rights of the law-abiding citizens of Lynchburg, Virginia; and
3. That the Council of the City of Lynchburg, Virginia hereby expresses its intent that public funds of the City not be used to restrict the Second Amendment rights of the law-abiding citizens of Lynchburg, Virginia or to aid federal or state agencies in the restriction of such rights; and
4. That the Council of the City of Lynchburg, Virginia hereby declares its intent to oppose any infringement on the rights of law-abiding citizens to keep and bear arms using such legal means as may be expedient, including, without limitation, court action; and
5. That this Resolution shall be effective upon its adoption.

Adopted: January 10, 2023

Certified:


Clerk of Council

RESOLUTION:

#R-26-__

WHEREAS, on Saturday, January 24, 2026, the Director of Emergency Management and City Manager for the City of Lynchburg, Virginia ("City") declared a local emergency in response to and in preparation of Winter Storm Fern; and,

WHEREAS, due to impending Winter Storm Fern and the weekend declaration, the Lynchburg City Council was unable to formally convene and formally consent to the said declaration; and,

WHEREAS, based on the foregoing, a confirmation by the Lynchburg City Council of the said declared emergency is required under § 44-146.21 of the Code of Virginia.

THEREFORE, BE IT RESOLVED BY THE COUNCIL OF CITY OF LYNCHBURG, VIRGINIA:

1. That the Declaration of Local Emergency made for the City, executed on January 24, 2026 by the Director of Emergency Management and City Manager of the City in response to and in preparation of Winter Storm Fern, is hereby confirmed and ratified.
2. That, given all emergency actions and other appropriate actions have been taken in response to the declared emergency, the declared emergency is now ended.
3. That this Resolution shall be effective upon its adoption.

Adopted: _____

Certified: _____
Clerk of Council

THE CITY OF LYNCHBURG
OFFICE OF THE CITY MANAGER

900 Church Street
Lynchburg, VA 24504

**DECLARATION OF LOCAL EMERGENCY
WINTER STORM FERN**

WHEREAS, the Governor of Virginia, on January 22, 2026, declared a State of Emergency for the Commonwealth of Virginia due to an impending severe winter storm, known as Winter Storm Fern, set to sweep across Virginia, including the City of Lynchburg ("City"), this weekend and early next week, and such storm is anticipated to bring notable amounts of snow, ice, and frigid temperatures; *and*

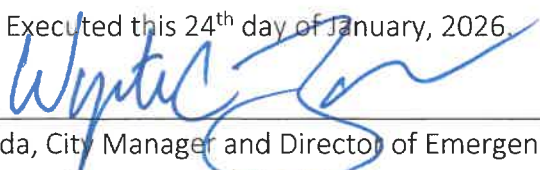
WHEREAS, Section 44-146.21 of the Code of Virginia outlines the processes and authorities specific to the declaration of local emergencies by Virginia localities and outlines the various powers and authorities specific to such emergencies once declared; *and*

WHEREAS, upon the declaration of a local emergency, a Virginia locality's Emergency Operations Plan ("Plan") goes into effect; *and*

WHEREAS, the effects of Winter Storm Fern upon the City are anticipated to constitute a "disaster" and/or "emergency" as defined under Section 44-146.16 of the Code of Virginia.

NOW, THEREFORE, the Director of Emergency Management for the City hereby declares a local emergency due to impending Winter Storm Fern. The City's Plan is in effect, and all City officers and employees with responsibilities thereunder shall adhere to the same and to applicable law. Further, all powers and authorities specific to the declaration of local emergencies described under Section 44-146.21 of the Code of Virginia are incorporated herein by reference.

Executed this 24th day of January, 2026.



Wynter C. Benda, City Manager and Director of Emergency Management
City of Lynchburg, Virginia

AGENDA ITEM SUMMARY**MEETING DATE**

January 29, 2026

PRESENTED BY

Stacy Garrett, Executive Director

AGENDA ITEM # V.7

Downtown Lynchburg Association Bright Nights on the Bluffwalk

RECOMMENDATION

Information Only

SUMMARY

Downtown Lynchburg Association will discuss data and the economic impact generated by the 2025 Bright Nights on the Bluffwalk, provide photos from the event, and share quotes from local stakeholders.

PRIOR ACTION(S)

N/A

FISCAL IMPACT

N/A

CONTACT(S)

Gregory Patrick, Deputy City Manager

ATTACHMENT(S)

1. 25BrightNightsontheBluffwalk (1)

REVIEWED BY

Gregory Patrick, Deputy City Manager

Date: January 22, 2026



Date: January 22, 2026

Bright Nights on the Bluffwalk

Downtown Lynchburg Association

November 23, 2025 - January 4, 2026





Bright Nights Block Party

November 23, 2025

6.8K

Event attendees

65%

Traveled from
outside the city limits

17%

Increase in
attendance
compared to 2024

Family Friendly event featuring the Craddock Tree Lighting Ceremony

65 artisan crafters

20 food vendors

LIVE entertainment



Community Support

“One of the busiest and best shopping day of the season.” Shay, Shay’s Unique Gifts

“During Bright Nights, Bootleggers welcomed 2,115 new guests, on the weekends. Numerous guests shared that they came downtown specifically to see the light displays and chose to dine with us as part of that experience, reinforcing the Bright Nights’ role in driving foot traffic, supporting local restaurants and strengthening the overall vitality of Downtown Lynchburg.” Anne, Parry Restaurant Group

“The Craddock Terry’s Tree lighting has been a tradition for over 15 years. The last few years with the addition of the Bright Nights it has become such a magical experience for our team and our hotel and restaurant guests. It’s beginning of the holiday season and showcases our amazing downtown. We are grateful to DLA, the City and all corporate sponsors for all they do to make this event such a success.” Michelle, Director of Sales and Catering, Craddock Terry Hotel





Economic Impact

November 23 - December 31, 2025

278,000 unique visitors to Downtown (up 54% from 2024)

24,000 unique visitors to the Bluffwalk (up 96% from 2024)

43% of visitors traveled from outside the City

Direct Business Sales: \$2.6 million

Total Business Sales: \$3.4 million

Local Taxes Total: \$151,300





Impact Example – The Virginian Hotel

“Bright Nights on the Bluffwalk has become a cornerstone of the holiday season in downtown Lynchburg. As a downtown hotel, we see firsthand how this six-week experience enhances our guests’ stays by encouraging them to explore the Bluffwalk, local shops, restaurants, and attractions in a truly festive setting. It creates an inviting sense of place that resonates not only with visitors, but also with our own friends and family who travel in to experience downtown during the holidays. Events like Bright Nights demonstrate the power of thoughtful, city-wide activation and partnership. They elevate downtown Lynchburg as a destination and add meaningful value to both residents and travelers, and we are incredibly grateful to see this vision brought to life each holiday season. We hope it will become a tradition for our community and visitors to enjoy for many years to come!” Shelley, Director of Sales and Marketing, The Virginian Hotel

Revenue Increase: \$87,000 (Hotel Only)



**Lynchburg Living Readers' Choice
"Best Event/Festival" Award Winner
Silver Award
Bright Nights on the Bluffwalk
Downtown Lynchburg**

"We just walked back to our Airbnb after dinner at Hueso Loco (so good) and viewed the Bright Lights one more time, as I never get tired of them. Downtown Lynchburg is vibrant and has such a good vibe. We are looking forward to making a move here!!", Terri L.