

WORK SESSION AGENDA

- I. Welcome** *Stephanie T. Reed, Mayor*
- II. Work Session Agenda Overview** *Wynter C. Benda, City Manager*
- III. Work Session Agenda Items** *Wynter C. Benda, City Manager*
- IV. Business Item Briefing(s)**
 - IV.1.** City-Wide Youth Curfew
 - IV.2.** Rezoning: IN-2, Institutional District 2 and IN-2C, Institutional District 2 (Conditional) - Centra Health Medical Campus
 - IV.3.** Conditional Use Permit (CUP) - Residential/Commercial Mixed-Use - 5900 and 5906 Fort Avenue
 - IV.4.** Draft Annual Action Plan - Community Development Block Grant and HOME Program
 - IV.5.** Virginia Department of Health Drinking Water State Revolving Fund FY 2022 Bipartisan Infrastructure Law Lead Service Line Inventory Funding
 - IV.6.** ANCH LLC Franchise Ordinance
- V. Roll Call**
- VI. Closed Session**
 - VI.7.** Consideration of a closed session, to discuss the procedures and results of a City adult protective services investigation and court proceeding, pursuant to Sec(s). 2.2-3711(A)(4), -(A)(8), and -(A)(16) of the Code of Virginia, 1950, as amended.
 - VI.8.** Consideration of a closed meeting to discuss and consider information relating to a proposal for a City highway/road project submitted pursuant to the City via the Public-Private Transportation Act of 1995, pursuant to §§ 2.2-3705.6(11) and 2.2-3711(6) of the Code of Virginia, 1950, as amended.
 - VI.9.** Consideration of a closed meeting to discuss appointments for vacancies to the Lynchburg Regional Airport Commission, pursuant to Section 2.2-3711(A)(1) of the Code of Virginia, 1950, as amended.

AGENDA ITEM SUMMARY

MEETING DATE

May 23, 2023

PRESENTED BY

Wynter C. Benda, City Manager

AGENDA ITEM # IV.1

City-Wide Youth Curfew (Ordinance #O-23-055)

RECOMMENDATION

Discuss the attached Proposed City-Wide Youth Curfew Ordinance.

SUMMARY

The City Council requested City staff return a curfew ordinance for review and discussion. Pursuant to the authority described under Sec. 15.2-926 of the Code of Virginia, such an ordinance may be adopted by the City Council, but must include a variety of exceptions to be enforceable/acceptable Constitutionally. The City Council previously mentioned including a 'sunset clause' in the ordinance, and blanks for the same have been included to be filled in once the City Council decides such a date.

A copy of a Proposed City-Wide Youth Curfew Ordinance is attached for review and discussion.

PRIOR ACTION(S)

N/A

FISCAL IMPACT

TBD

CONTACT(S)

Wynter C. Benda, City Manager
Matthew Freedman, City Attorney
Ryan Zuidema, Chief of Police
Bethany Harrison
Greg Patrick, Deputy City Manager

ATTACHMENT(S)

1. O-23-055

REVIEWED BY



Wynter C. Benda, City Manager

Date: May 18, 2023



Alicia Finney, Clerk of Council

Date: May 18, 2023

AN ORDINANCE TO AMEND AND REENACT THE CODE OF THE CITY OF LYNCHBURG, 1981, BY ADDING THERETO A NEW SECTION 27-28 OF ARTICLE I OF CHAPTER 27; SUCH NEW SECTION BEING THE ESTABLISHMENT OF A CITY-WIDE YOUTH CURFEW, THAT WITHOUT FURTHER ACTION, WILL AUTOMATICALLY EXPIRE AND REPEAL ON DECEMBER 1, 2023.

WHEREAS, the purpose of this Ordinance is to (i) promote the general welfare and protect the general public through the reduction of juvenile violence and crime within the City; (ii) promote the safety and well-being of the City's youngest citizens, persons under the age of eighteen (18), whose inexperience renders them particularly vulnerable to becoming participants in unlawful activities, particularly unlawful drug and firearm activities, and to being victimized by older perpetrators of crime; and (iii) foster and strengthen parental responsibility for children.

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 adding thereto a new Section 27-28 of Article I of Chapter 27 as follows:

Sec. 27-28. Curfew.

(a) Definitions. As used in this section, the following words and phrases shall have the following meanings ascribed to them below:

Curfew hours refers to the hours of 11:00 p.m. until 5:00 a.m. on the following day.

Emergency refers to unforeseen circumstances, or the status or condition resulting therefrom, requiring immediate action to safeguard life, limb or property. The term includes, but is not limited to, fires, natural disasters, automobile accidents, or other similar circumstances.

Establishment refers to any privately-owned place of business within the City of Lynchburg, Virginia ("City") operated for a profit, to which the public is invited, including, but not limited to, any place of amusement or entertainment. With respect to such establishment, the term "operator" shall mean any person, and any firm, association, partnership (and the members or partners thereof) and/or any corporation (and the officers thereof) conducting or managing that establishment.

Minor refers to any person under eighteen (18) years of age who has not been emancipated by court order entered pursuant to Section 16.1-333 of the Code of Virginia, 1950, as amended, and is not enlisted in the United States Armed Forces.

Officer refers to a police or other law-enforcement officer charged with the duty of enforcing the laws of the Commonwealth of Virginia and/or the ordinances of the City.

Parent refers to:

- (1) A person who is a minor's biological or adoptive parent and who has legal custody of a minor (including either parent, if custody is shared under a court order or agreement);
- (2) A person who is the biological or adoptive parent with whom a minor regularly resides;
- (3) A person judicially appointed as a legal guardian of the minor; and/or
- (4) A person eighteen (18) years of age or older standing in *loco parentis* (as indicated by the prior written authorization of an individual listed in part(s) (1), (2) or (3) of this definition, above, for the person to assume the care or physical custody of the minor).

Person refers to an individual, not to any association, corporation, or any other legal entity.

Public place refers to any place to which the public or a substantial group of the public has access, including, but not limited to, streets, highways, roads, sidewalks, alleys, avenues, parks, and/or the common areas of schools, hospitals, apartment houses, office buildings, transportation facilities and shops.

Remain refers to the following actions:

- (1) To linger or stay at or upon a place; and/or
- (2) To fail to leave a place when requested to do so by an officer or by the owner, operator or other person in control of that place.

(b) Violation of Curfew - Minors.

It shall be unlawful for a minor, during curfew hours, to remain in or upon any public place within the City, to remain in any motor vehicle operating or parked therein or thereon, or to remain in or upon the premises of any establishment within the City, unless:

- (1) The minor is accompanied by a parent;
- (2) The minor is involved in an emergency;
- (3) The minor is engaged in an employment activity, or is going to or returning home from such activity, without detour or stop;
- (4) The minor is on the sidewalk directly abutting a place where they reside with a parent, and such parent is inside the residence;
- (5) The minor is attending an activity sponsored by a school, religious, or civic organization, by a public organization or agency, or by another similar

organization or entity, which activity is supervised by adults, and/or the minor is going to or returning from such an activity without detour or stop;

(6) The minor is on an errand at the direction of a parent, and the minor has in their possession a writing signed by the parent containing the following information: the name, signature, address and telephone number of the parent authorizing the errand, the telephone number where the parent may be reached during the errand, the name of the minor, and a brief description of the errand, the minor's destination(s) and the hours the minor is authorized to be engaged in the errand;

(7) The minor is involved in interstate travel through, or beginning or terminating in, the City; or

(8) The minor is exercising First Amendment rights protected by the United States Constitution, such as the free exercise of religion, freedom of speech and the right of assembly.

(c) Violation of Curfew - Parents.

It shall be unlawful for a minor's parent to knowingly permit, allow or encourage such minor to violate this section.

(d) Violation of Curfew – Motor Vehicle Operators.

It shall be unlawful for a person who is the owner or operator of any motor vehicle to knowingly permit, allow or encourage a minor to violate this section.

(e) Violation of Curfew – Establishment Operators/Employees.

It shall be unlawful for the operator of any establishment, or for any person who is an employee thereof, to knowingly permit, allow or encourage a minor to remain upon the premises of the establishment during curfew hours. It shall be a defense to prosecution under this subsection that the operator or employee of an establishment promptly notified the Lynchburg Police Department that a minor was present at the establishment after curfew hours and refused to leave.

(f) Violation of Curfew – False Information.

It shall be unlawful for any person (including any minor) to give a false name, address, or telephone number to any officer investigating a possible violation of this section.

(g) Enforcement of Curfew.

(1) Minors. Before taking any enforcement action hereunder, an officer shall make an immediate investigation for the purpose of ascertaining whether or not the presence of a minor in a public place, motor vehicle and/or establishment within the City during curfew hours is in violation of this section.

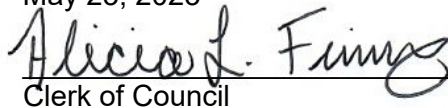
If such investigation reveals that the presence of such minor is in violation of this section, then the officer may charge the minor with a violation of this section and may issue a summons requiring the minor to appear in court (Ref. Va. Code § 16.1-260(H)(1)). Where required, the officer will release the minor to their parent(s).

(2) *Violation.* A violation of this section shall be punishable as a Class 4 misdemeanor, and a summons charging the same may be issued for such violation directing the minor and/or person to appear in court.

2. That this Ordinance shall become effective on May 26, 2023, at 8:00 a.m. after its adoption, and shall automatically expire and repeal on December 1, 2023.

Adopted: May 23, 2023

Certified:


Clerk of Council

AGENDA ITEM SUMMARY

MEETING DATE

May 23, 2023

PRESENTED BY

Rachel Frischeisen, Senior Planner

AGENDA ITEM # IV.2

Rezoning: IN-2, Institutional District 2 and IN-2C, Institutional District 2 (Conditional) - Centra Health Medical Campus

RECOMMENDATION

This item will appear for City Council vote on the June 13, 2023 Public Hearing agenda. Approval of the petition to rezone nineteen (19) parcels in the Tate Springs and Langhorne Road area from B-1, Limited Business District, B-3, Community Business District, R-3, Medium Density Residential District, and R-4, High Density Residential District, to IN-2, Institutional District 2 and IN-2C, Institutional District 2 (Conditional).

SUMMARY

Centra Health Inc. (Centra Health Foundation, Inc. and General Business Concerns, Inc.) are petitioning to rezone nineteen (19) parcels, which comprise approximately one hundred (100) acres, in the Tate Springs and Langhorne Road area. The proposed rezoning to IN-2, Institutional District 2 and IN-2C, Institutional District 2 (Conditional) would allow for expansion of the medical campus and its related uses without the need for conditional use permit approvals. The submitted concept plan shows a new emergency tower addition to the existing Lynchburg General Hospital building at 1901 Tate Springs Road and a new medical office building (known as the "MOB") at 2125 Langhorne Road.

In response to a potential traffic issue for left-turn movements between the intersections of Tate Springs Road and Langhorne Road, the petitioner submitted the following revised proffer after the Planning Commission meeting:

"As a condition to site plan approval for construction of a medical office building (MOB) on the property at 2125 Langhorne Road, Centra will:

- (1) construct a traffic circle on the property consistent with the conceptual depiction of the traffic circle shown on the concept plan submitted to the city;
- (2) re--stripe the traffic lanes along Langhorne Road in the vicinity of the entrance to the property from Langhorne Road, as recommended by Centra's engaged traffic consultant;
- (3) provide an access easement benefitting 2121 Langhorne Road for access via the traffic circle, subject to reasonable cost sharing, use restrictions and other terms to be set out in a commercially reasonable easement agreement between Centra and the owner of 2121 Langhorne Road, which may also include provisions for a right of way dedication and/or reciprocal easements for traffic purposes along the frontage of 2121 Langhorne Road, as may be needed for a turn lane, sight distance enhancement and/or power pole relocation.
- (4) provide for traffic signal optimization at the intersection of the western Tate Springs Road and Langhorne Road, as recommended by Centra's engaged traffic consultant."

This proffer would only apply to 2125 Langhorne Road, making the proposed zoning IN-2C, Institutional District 2 (Conditional). The other eighteen (18) parcels would be zoned IN-2, Institutional District 2.

Subject Parcels:

ID	Address	Owner	Current Zoning	Proposed Zoning	Acreage	Parcel #

1	1901 TATE SPRINGS RD	Centra Health, Inc.	B-1	IN-2	29.7 AC	00101004
2	1815 THOMSON DR	Centra Health, Inc.	B-1	IN-2	6.6 AC	00101005
3	1901 THOMSON DR	Centra Health, Inc.	B-1	IN-2	1.7 AC	00605001
4	1701 THOMSON DR	Centra Health, Inc.	B-3	IN-2	9.8 AC	00124010
4A	2010 TATE SPRINGS RD	Centra Health, Inc.	B-3	IN-2	0.7 AC	00124009
4B	1715 THOMSON DR	Centra Health, Inc.	B-3	IN-2	0.2 AC	00124023
5	2010 ATHERHOLT RD	Centra Health, Inc.	B-3	IN-2	2.8 AC	00110001
6	98 MORGAN ST	Centra Health, Inc.	B-3	IN-2	0.8 AC	00110018
7	50 PAGE ST	Centra Health Foundation	R-3	IN-2	3.9 AC	00109003
8	1920 ATHERHOLT RD	Centra Health, Inc.	B-1/R-3	IN-2	5.0 AC	00109001
9	1900 TATE SPRINGS RD	General Business Concerns, Inc.	B-1	IN-2	4.4 AC	00123001
10	1800 TATE SPRINGS RD	Centra Health, Inc.	B-1	IN-2	9.1 AC	00108003
11	1906 THOMSON DR	Centra Health, Inc.	B-1	IN-2	0.6 AC	00605044
12	1911 THOMSON DR	Centra Health, Inc.	B-1	IN-2	0.9 AC	00605005
13	2310 LANGHORNE RD	Centra Health, Inc.	B-3	IN-2	1.1 AC	00111008
14	2301 LANGHORNE RD	Centra Health, Inc.	B-1	IN-2	0.7 AC	00503002
15	2125 LANGHORNE RD	Strohl Family, LLC	R-4	IN-2C	20.6 AC	00505001
16	100 MORGAN ST	Centra Health, Inc.	B-1	IN-2	0.84 AC	00113001
17	17 PAGE ST	Centra Health, Inc.	B-3	IN-2	0.02 AC	00110040

PRIOR ACTION(S)

April 12, 2023: The Planning Commission recommended approval (4-0, with 2 abstentions; Perault and Rogers, and 1 absent; Henderson) of the rezoning petition with the submitted proffer.

April 12, 2023: The Planning Division recommended approval of the petition.

FISCAL IMPACT

N/A

CONTACT(S)

Rachel Frischeisen, Senior Planner
Tom Martin, City Planner

ATTACHMENT(S)

1. Planning Commission Minutes, Report, and Attachments

REVIEWED BY



Kent White, Director of Community Development

Date: May 16, 2023



Mercedes Braun, Executive Assistant to the City Manager

Date: May 18, 2023



Wynter C. Benda, City Manager

Date: May 18, 2023



Alicia Finney, Clerk of Council

Date: May 18, 2023

MINUTES OF THE APRIL 12, 2023 PLANNING COMMISSION MEETING (MINUTES HAVE BEEN APPROVED):

Petition of Centra Health, Inc., Centra Health Foundation, Inc., and General Business Concerns, Inc. to rezone the following properties, approximately one hundred (100) acres, to IN-2, Institutional 2 District to allow the institution and its accessory uses to be permitted by right: 1901 TATE SPRINGS ROAD (B-1, Limited Business District), 1815 THOMSON DRIVE (B-1, Limited Business District), 1901 THOMSON DRIVE (B-1, Limited Business District), 1701 THOMSON DRIVE (B-3, Community Business District), 2010 TATE SPRINGS ROAD (B-3, Community Business District), 1715 THOMSON DRIVE (B-3, Community Business District), 2010 ATHERHOLT ROAD (B-3, Community Business District), 98 MORGAN STREET (B-3, Community Business District), 50 PAGE STREET (R-3, Medium Density Residential District), 1920 ATHERHOLT ROAD (B-1, Limited Business District, and R-3, Medium Density Residential District), 1900 TATE SPRINGS ROAD (B-1, Limited Business District), 1800 TATE SPRINGS ROAD (B-1, Limited Business District), 1906 THOMSON DRIVE (B-1, Limited Business District), 1911 THOMSON DRIVE (B-1, Limited Business District), 2310 LANGHORNE ROAD (B-3, Community Business District), 2301 LANGHORNE ROAD (B-1, Limited Business District), 2125 LANGHORNE ROAD (R-4, High Density Residential District), 100 MORGAN STREET (B-1, Limited Business District), 17 PAGE STREET (B-3, Community Business District).

Commissioner Perault and Commissioner Rogers recused themselves due to a conflict of interest.

Ms. Rachel Frischeisen, Senior Planner, provided the following summary to the Commission. The purpose of this petition is to establish an IN-2, Institutional district 2, for the Centra Health medical campus. This will allow the expansion of the institution and its accessory uses by right. The subject properties include nineteen (19) tracts that total approximately one hundred (100) acres. The properties are used by Centra Health Inc., including Lynchburg General Hospital, the Alan B. Pearson Cancer Center, the Dawson Inn, and additional uses that support Centra such as office space, IT facilities, and parking. The properties at 18 Page Street and 1500 Tate Springs Road are currently vacant. If this rezoning petition is approved, it will allow for the expansion of the Centra Health campus without requiring a conditional use permit (CUP). The submitted concept plan shows a future five (5) story addition to the existing hospital building at 1901 Tate Springs Road. This will house a new emergency department on the first level and additional medical space above. The concept plan also shows a new facility at 2125 Langhorne Road which will be used for specialty physician offices and outpatient services. A traffic study was submitted due to the proposed use at the former Holy Cross School property. At the time when the Planning Commission report was written, the City's Engineering division had reviewed and requested the study be updated to show a reconfiguration of the western intersection to allow more space for vehicle queuing for left turn movements between the two intersections at Langhorne Road and Tate Springs Road. Since that time, the petitioner has met with City staff and have submitted a proffer that will address the concern regarding the spacing between the traffic signals. The IN-2 district was created to facilitate the expansion of larger institutions such as hospitals or school campuses. These districts were created to be near commercial areas. The Zoning Ordinance states that these districts will provide flexibility for these institutions while creating development standards to minimize off site impacts such as noise, lighting, traffic, etc. If this petition is approved, it will allow the campus to expand by right. This would be the City's second IN-2 district with the first being Liberty University, approved in 2016. There is potential for future traffic impacts, however, traffic will continue to be reviewed and studied in the City's site plan review process for the new facility at 2125 Langhorne Road. The Planning Division recommends approval of this petition with the submitted proffer.

Mr. Hank Creasy of Woods Rogers Vandeventer Black, PLC was present to speak on behalf of this petition. He thanked the Commission for considering this project. There will be nineteen (19) parcels affected by this rezoning. All are owned by Centra or one of their affiliates except parcel fifteen (15), shown on exhibit A, which is currently under contract. Centra has developed a modernization plan to improve various facilities. Centra plans to eliminate the lot lines shown as parcel 4A and 4B on exhibit A. The new medical office building at 2125 Langhorne Road is important to Centra's modernization plan because it will allow many uses that exist on Centra's campus to be moved to new facilities rather than

providing new services. This will affect the flow of traffic, so Centra has proffered that they will further study the traffic at this intersection. One data point to be considered in assessing the traffic is that some of the trips that already come to the Centra campus will be rerouted to the new medical office building. However, this cannot be confirmed until further study is done. Centra has agreed in its proffer that the site plan approval for the medical office building is contingent on Centra and the City agreeing on what traffic improvements would be required and Centra's contribution to the cost of these requirements. The IN-2 district was established over ten (10) years ago. Centra has a number of parcels that are not going to be rezoned because of their proximity to residential areas. There is a need for the new medical office building so that the existing Tate Springs Road properties, which currently contain medical office buildings, can be used for parking. Parcel 9 will have surface parking. Centra does not wish to construct a parking deck. This IN-2 zoning will allow for flexibility for Centra, however, there still will need to be a site plan approval process for any construction done on the campus. CUP petitions will not be required going forward if this rezoning is approved. Parcel 1 will be the location of the new northwest tower.

Chair Johnson asked if there was anyone present to speak in favor of this petition. No one came forward.

Chair Johnson asked if there was anyone present to speak in opposition of this petition.

Mr. Bruce Everhart was present to speak to this petition. He stated that he owns a home in close proximity to the proposed rezoning. He is not opposed to this rezoning but would like to know what is being planned for the parcels at 98 and 100 Morgan Street and 50 Page Street.

Mr. Creasy replied that Centra does not have any current plans for construction on any of these parcels. The parcels may be used for parking in the future, but there are no plans at this time.

Mr. Everhart asked for clarification that these parcels will be used for parking.

Mr. Creasey replied that there are no current plans for development on any of these parcels but the most likely future development will be parking.

Chair Johnson closed the public hearing.

Commissioner Bowden asked for clarification that if any of the three (3) parcels in question are to be developed for parking in the future the petitioner will have to come before Planning Commission for approval.

Ms. Frischeisen replied that this will require site plan approval but will not require a public hearing.

Commissioner Bowden asked for clarification that erosion and sediment control will be addressed in the site plan approval process.

Ms. Frischeisen replied that this is correct.

Chair Johnson asked for clarification as to what Centra can and cannot do by right in an IN-2 district.

Ms. Frischeisen replied that the IN-2 zoning was created to be flexible. The only uses they cannot construct by right are stadiums or arenas. A traffic study is required when these uses are proposed and when the petitioner wishes to establish a new connection to a City street.

Commissioner Marion asked for clarification that if the petitioner wished to construct a large building they could do so by right.

Ms. Frischeisen replied that it would have to meet setbacks, height, and other requirements.

Chair Jonson asked if it is typical to change the zoning on a parcel that has not yet been purchased by the petitioner.

Ms. Frischeisen replied that if a parcel is rezoned, the zoning follows the parcel regardless of ownership. She is unaware of the agreement the petitioner has with the owner of that property.

Chair Johnson asked for clarification as to what is required in the contract with the property owner.

Mr. Creasy replied that the contract on the parcel is contingent on the rezoning approval. The seller has given the petitioner power of attorney to seek this rezoning.

Ms. Frischeisen replied that it is common to put a contingency on a real estate transaction such as this.

Commissioner Gammon asked what is proposed for parcel 10 shown on exhibit A.

Mr. Creasey replied that this parcel currently has a gravel parking lot. The desire is to improve this from gravel to pavement.

Commissioner Bowden asked if there are any plans to expand the parking on this parcel.

Mr. Creasey replied there are no plans to expand due to the grade.

Commissioner Bowden stated that there may be a need to ensure there will not be extra traffic in the route's used by emergency vehicles.

Mr. Creasy replied that there will be no requirement for a traffic study there because there is no connectivity to a City street being proposed. By moving offices to parcel 15 this should reduce traffic and enable more parking available at Lynchburg General Hospital.

Commissioner Bowden asked for clarification that the new medical office building that will be located at the former Holy Cross School will be supplemental to Centra's current facilities.

Mr. Roger Bradley, Vice President of Facilities at Centra Health, replied they will be taking existing facilities that are already on campus and relocating them to the new building. This will allow for modernization of these facilities, as well as allow them to tear down the structure shown on parcel 9 of exhibit A. This will provide the campus with four hundred ninety (490) new parking spaces and will alleviate traffic concerns as they will no longer allow street parking.

Commissioner Gammon asked for clarification that breaking off parcel 15 from campus will reduce foot traffic.

Mr. Bradley replied that they will be working with the Parks and Recreation Department to improve connectivity from that parcel to the main campus.

Commissioner Gammon asked if there will be foot traffic will be from the hospital to the new building.

Mr. Bradley stated that if there is significant foot traffic in congested areas they will look at a potential shuttle service. This will also limit the number of vehicles coming and going.

Ms. Frischeisen noted that there is good sidewalk connectivity between the sites, as well as crosswalks in this area.

Chair Johnson asked for clarification that any construction done in an IN-2 district will have to get site plan approval. She asked if this will require a traffic study and if they will be required to correct anything concerning found in the traffic study.

Mr. Martin stated that the only time a traffic study will be required after the property is rezoned is if there is new access being proposed to a City street or a proposed arena or stadium. A traffic study will be required should the petitioner wish to connect to the parcel on Page Street that has no access. The thought behind establishing an IN-2 district is that the City values these institutions and what is done on these

properties will affect them. Should they wish to expand to City streets or to residential areas, then it is a City concern.

Chair Johnson asked if the experience with the IN-2 district at Liberty University has been positive.

Mr. Martin replied that it has been a positive transition for Liberty University.

Commissioner Bowden thanked Mr. Martin for clarifying. He noted that the requirement to go through the Technical Review Committee (TRC) process will ensure protection for the neighboring residential areas.

Commissioner Marion made the following motion, seconded by Commissioner Gammon, and approved by the following vote:

"Based on the preceding Findings of Fact, the Planning Commission recommends to City Council approval of the request of Centra Health, Inc., Centra Health Foundation, Inc., and General Business Concerns, Inc. to rezone approximately one hundred (100) acres as indicated on "Exhibit A: PROPERTIES OWNED BY CENTRA HEALTH TO BE REZONED TO IN-2" dated March 21, 2023 be zoned as IN-2, Institutional District 2:

ID	Address	Owner	Zoning	Acreage	Parcel ID
1	1901 TATE SPRINGS ROAD	Centra Health, Inc.	B-1	29.7 AC	00101004
2	1815 THOMSON DRIVE	Centra Health, Inc.	B-1	6.6 AC	00101005
3	1901 THOMSON DRIVE	Centra Health, Inc.	B-1	1.7 AC	00605001
4	1701 THOMSON DRIVE	Centra Health, Inc.	B-3	9.8 AC	00124010
4A	2010 TATE SPRINGS ROAD	Centra Health, Inc.	B-3	0.7 AC	00124009
4B	1715 THOMSON DRIVE	Centra Health, Inc.	B-3	0.2 AC	00124023
5	2010 ATHERHOLT ROAD	Centra Health, Inc.	B-3	2.8 AC	00110001
6	98 MORGAN STREET	Centra Health, Inc.	B-3	0.8 AC	00110018
7	50 PAGE STREET	Centra Health Foundation	R-3	3.9 AC	00109003
8	1920 ATHERHOLT ROAD	Centra Health, Inc.	B-1/R-3	5.0 AC	00109001
9	1900 TATE SPRINGS ROAD	General Business Concerns, Inc.	B-1	4.4 AC	00123001
10	1800 TATE SPRINGS ROAD	Centra Health, Inc.	B-1	9.1 AC	00108003
11	1906 THOMSON DRIVE	Centra Health, Inc.	B-1	0.6 AC	00605044
12	1911 THOMSON DRIVE	Centra Health, Inc.	B-1	0.9 AC	00605005
13	2310 LANGHORNE ROAD	Centra Health, Inc.	B-3	1.1 AC	00111008
14	2301 LANGHORNE ROAD	Centra Health, Inc.	B-1	0.7 AC	00503002
16	100 MORGAN STREET	Centra Health, Inc.	B-1	0.84 AC	00113001
17	17 PAGE STREET	Centra Health, Inc.	B-3	0.023 AC	00110040

"Based on the preceding Findings of Fact, the Planning Commission recommends to City Council approval of the request of Centra Health, Inc., Centra Health Foundation, Inc., and General Business Concerns, Inc. to rezone approximately twenty and six tenths (20.6) acres located at 2125 Langhorne Road from R-4, High Density Residential District to IN-2C, Institutional District 2 (Conditional) subject to the voluntarily submitted proffer:

As a condition to site plan approval for construction of the MOB on Parcel 15, Centra and the City must mutually agree on item (1) or (2), as follows, based on the updated traffic study and optimized traffic signal timing:

(1) That traffic improvements are not required at the Intersection to mitigate Adverse Traffic Impacts; OR

(2) That if traffic improvements are required at the Intersection to mitigate Adverse Traffic Impacts, then:

(a) the scope and type of such traffic improvements required to mitigate the Adverse Traffic Impacts; and
(b) How the cost of such traffic improvements will be funded and paid

AYES:	Bowden, Gammon, Johnson, and Marion	4
NOES:		0
ABSTENTIONS:	Perault, Rogers	2
ABSENT:	Henderson	1

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

To: Planning Commission
From: Planning Division
Date: April 12, 2023
Re: Rezoning: Centra Health, Inc. – IN-2, Institutional District 2

I. PETITIONERS

Centra Health, Inc. and Centra Health Foundation, 1901 Tate Springs Road, Lynchburg, Virginia, 24501

General Business Concerns, Inc., 1920 Atherholt Road, Lynchburg, Virginia 24501

Representative: S. Henry (Hank) Creasy IV, Esq., Woods Rogers Vandeventer Black PLC, 828 Main Street, 19th Floor, Lynchburg, Virginia 24504

II. LOCATION

The subject property includes nineteen (19) tracts comprising approximately one hundred (100) acres.

ID	Address	Owner	Zoning	Acreage	Parcel ID
1	1901 TATE SPRINGS ROAD	Centra Health, Inc.	B-1	29.7 AC	00101004
2	1815 THOMSON DRIVE	Centra Health, Inc.	B-1	6.6 AC	00101005
3	1901 THOMSON DRIVE	Centra Health, Inc.	B-1	1.7 AC	00605001
4	1701 THOMSON DRIVE	Centra Health, Inc.	B-3	9.8 AC	00124010
4A	2010 TATE SPRINGS ROAD	Centra Health, Inc.	B-3	0.7 AC	00124009
4B	1715 THOMSON DRIVE	Centra Health, Inc.	B-3	0.2 AC	00124023
5	2010 ATHERHOLT ROAD	Centra Health, Inc.	B-3	2.8 AC	00110001
6	98 MORGAN STREET	Centra Health, Inc.	B-3	0.8 AC	00110018
7	50 PAGE STREET	Centra Health Foundation	R-3	3.9 AC	00109003
8	1920 ATHERHOLT ROAD	Centra Health, Inc.	B-1/R-3	5.0 AC	00109001
9	1900 TATE SPRINGS ROAD	General Business Concerns, Inc.	B-1	4.4 AC	00123001
10	1800 TATE SPRINGS ROAD	Centra Health, Inc.	B-1	9.1 AC	00108003
11	1906 THOMSON DRIVE	Centra Health, Inc.	B-1	0.6 AC	00605044
12	1911 THOMSON DRIVE	Centra Health, Inc.	B-1	0.9 AC	00605005
13	2310 LANGHORNE ROAD	Centra Health, Inc.	B-3	1.1 AC	00111008
14	2301 LANGHORNE ROAD	Centra Health, Inc.	B-1	0.7 AC	00503002
15	2125 LANGHORNE ROAD	Strohl Family, LLC	R-4	20.6 AC	00505001
16	100 MORGAN STREET	Centra Health, Inc.	B-1	0.84 AC	00113001
17	17 PAGE STREET	Centra Health, Inc.	B-3	0.023 AC	00110040

Property Owners:

Centra Health, Inc. and Centra Health Foundation, 1901 Tate Springs Road, Lynchburg, Virginia, 24501

General Business Concerns, Inc., 1920 Atherholt Road, Lynchburg, Virginia 24501

Strohl Family, LLC, 328 Bow Line Boulevard, Naples, Florida, 34103

III. PURPOSE

The purpose of the petition is to rezone the properties to establish an IN-2, Institutional 2 District for the Centra Health medical campus. Section 35.1-38.2(a) of the Zoning Ordinance lists the intent of Institutional Districts as: “The intent of Institutional Districts is to provide for institutional uses such as schools, colleges, universities, senior living facilities, medical facilities and churches with multiple buildings contained in a campus setting. The amount of offsite impact related to an institution depends as much on the location as the size and scale of the campus. These districts will provide flexibility for institutions while creating development standards to minimize off site impacts such as noise, lighting, traffic, and availability/capacity of water and sanitary sewer infrastructure associated with their development. Offsite impacts related to erosion and sediment control/stormwater management will be mitigated by existing city ordinances.” The IN-2, Institutional District 2 is designed for larger institutional campuses located primarily adjacent to districts other than residential districts.

IV. SUMMARY

- The *Future Land Use Map (FLUM)* recommends Institutional, Mixed Use, Neighborhood Commercial, Traditional Residential, Public Parks and Resource Conservation land uses for the properties.
- The proposed IN-2, Institutional District 2 would allow the expansion of the institution, and their accessory uses by right. The district would also allow uses permitted in the B-5, General Business District.
- The IN-2, Institutional District 2 was created to facilitate the expansion of large institutions located primarily in commercial areas to expand without the need for conditional use permit approvals.

The Planning Division recommends approval of the rezoning petition.

V. FINDINGS OF FACT

1. **Comprehensive Plan.** The *Future Land Use Map (FLUM)* recommends Institutional, Mixed Use, Neighborhood Commercial, Traditional Residential, Public Parks and Resource Conservation land uses for the properties.

Institutional areas are intended to include the religious, educational and other nonprofit entities in the City. Examples include churches, cemeteries, private schools and universities, private nonprofit hospitals, service clubs and organizations and other nonprofit institutions. (p. 76)

Mixed Use areas do not fit into any single use category as they are planned for a mix of uses carefully designed so as to mitigate any potential land use conflicts. The mixed-use areas generally consist of large undeveloped or greenfield areas that are intended to be developed for a balanced mix of residential, neighborhood commercial, civic uses, parks and open spaces. The mix of uses in these areas is intended to be determined at the time of development review and approval. The adopted area plans should be consulted for a more fine-grained discussion of the mix of uses planned for the Midtown/Plaza area and the Tyreanna mixed use area. (p. 76)

Neighborhood Commercial 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. A small grocery store or drug store is often the anchor for a neighborhood shopping center. Office

uses should be relatively small-scale with building floor areas not exceeding 20,000 square feet and heights not exceeding four stories. Residential uses may be established on the upper floors of commercial structures or as transitional structures between residential and commercial buildings. (p.75)

Traditional Residential areas are applied to the City's older neighborhoods, generally built before World War II and before the City was zoned. The City's historic districts are located in the traditional residential area. Consequently, for many of the houses here, lot sizes, setbacks, and/or building heights do not conform to the standards of the City's residential zoning districts. Most of these neighborhoods are identified as Neighborhood Conservation Areas on the Plan Framework Map and are planned for further study for appropriate zoning changes, public investment, and community building efforts. Infill residential development in these neighborhoods should be designed to complement the style and type of housing there and to utilize comparable setbacks, yards, and building heights. Large new or expanded public and institutional uses are not appropriate for these areas unless they can be designed to blend into the existing urban fabric through landscaping or architectural treatments. Within Traditional Residential neighborhoods, small retail, personal service, office, and restaurant uses are often found. These uses may continue, although expansion is not recommended unless supported by a recommendation in a Neighborhood Conservation Area Plan. (p.75)

Public Parks areas on the map represent existing public parks and recreation centers. These lands are owned by the City of Lynchburg or other governmental agencies and are intended to be open for public recreational or conservation use. When new parks and segments of the greenway system are acquired by the City or other governmental agency, they should be added to the Public Park category on the Future Land Use Map through a plan amendment. (p.77)

Resource Conservation areas encompass lands with special natural characteristics that limit land uses and development to protect the City's environmental health. The mapped Resource Conservation Areas include the steep slopes of Candler's Mountain as well as the City's stream valleys. The stream valleys, as defined in this Comprehensive Plan, include streams and rivers, their 100 - year floodplains, connected wetlands and adjacent steep slopes. Steep slopes are defined as slopes of 25% or greater. The actual boundaries of the Resource Conservation Area should be determined on a site-by-site basis using the best available environmental data.

Resource Conservation areas are planned to remain in vegetated open space with development limited to: 1) trails and other passive recreational facilities that involve minimal removal of vegetation, and 2) public facilities that must be located in stream valleys. These include sewer mains, wastewater treatment plants, water intakes and outfalls, road crossings, and public boat ramps. The goal is to keep Resource Conservation Areas as natural as possible to stabilize slopes, prevent soil erosion, provide natural absorption areas for urban runoff, moderate climate, and provide wooded areas for wildlife and for the respite of City dwellers. Many of the stream valley Resource Conservation Areas are recommended to become greenways in the Parks and Recreation element, and thus may have public access trails. Other Resource Conservation Areas, not designated as greenways on the Parks & Recreation Map, are to remain in natural vegetation for purely environmental protection reasons.

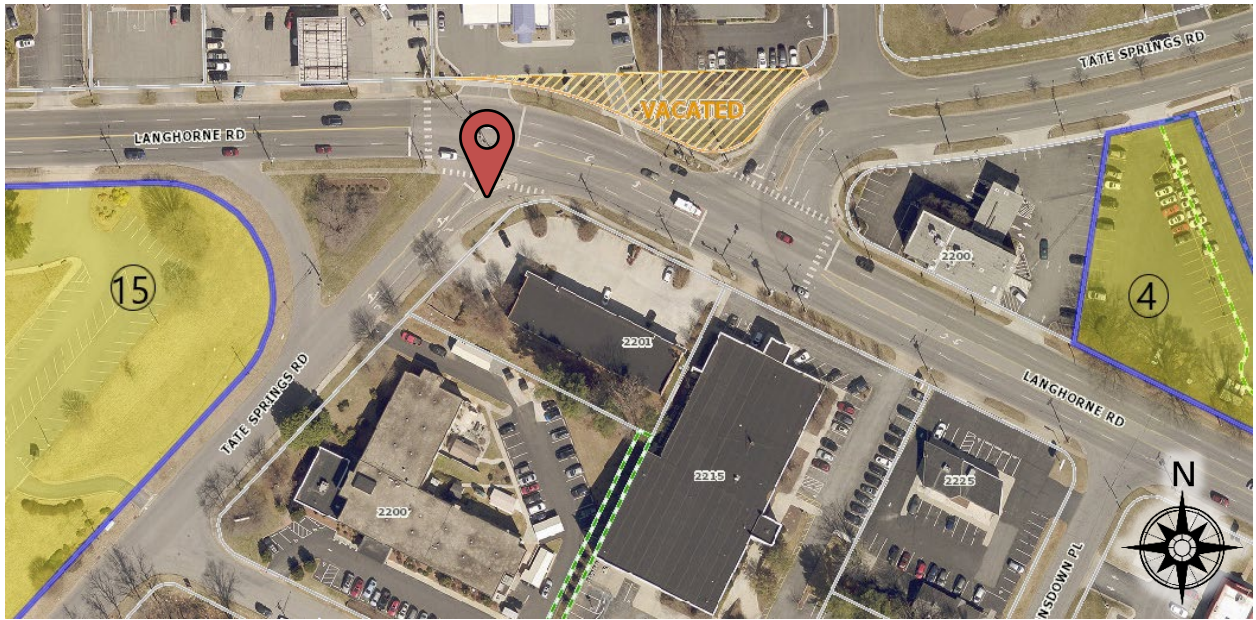
On privately owned land within conservation areas, the intent of this Plan is to allow appropriate land uses and infrastructure as long as the environmental value of the areas is conserved or enhanced and public safety is protected through buffers and other best

management practices. The zoning ordinance should enable clustering, transfers of development rights and density bonuses to encourage resource protection. ((p.77))

2. **Zoning.** The areas proposed for rezoning were annexed into the city in 1926. The existing zoning consists of multiple districts established from 1978 with the adoption of the current Zoning Map. The zoning of each parcel can be found in Section II of this report.
3. **Proffers.** The petitioner is not proposing proffers as part of the petition.
4. **Board of Zoning Appeals (BZA).** N/A
5. **Surrounding Area.** There have been several items requiring City Council approval in the immediate area:
 - On August 12, 1980, Council approved the petition of Gary Case to rezone 2104 Langhorne Road from B-1, Limited Business District to B-3C, Community Business District (Conditional).
 - On March 10, 1981, Council approved the petition of Paul C. Mattox to rezone two (2) acres between Page and Patrick Streets from R-3, Medium Density Residential District to R-4, Medium-High Density Residential District.
 - On April 13, 1982, Council approved the petition of the Alexander Partnership to amend previously approved proffers at 2104 Langhorne Road.
 - On May 11, 1982, Council approved the petition of the Alexander Partnership to rezone 2104 Langhorne Road from B-3C, Community Business District (Conditional) to B-1, Limited Business District.
 - On June 14, 1993, Council approved the petition of Holy Cross School for a conditional use permit at 2125 Langhorne Road to allow a classroom addition at the existing school.
 - On August 9, 1983, Council approved the petition of Television Development for a conditional use permit at 2416 Langhorne Road to allow the construction of a television studio and satellite.
 - On November 13, 1984, Council approved the petition of the Holy Cross School for a conditional use permit at 2125 Langhorne Road to allow the construction of an amphitheater for plays and seating at athletic events, and the construction of two tennis courts.
 - On June 11, 1985, Council approved the petition of Central Virginia Psychiatric Associates, Inc. for a conditional use permit to at 2303 Yorktown Avenue to allow the operation of a care center, outpatient mental health facility and school.
 - On August 13, 1985, Council approved the petition of Lynchburg General Hospital for a conditional use permit at 1901 Tate Springs Road to allow the construction of a building expansion, helistop, and child care center playlot.
 - On November 10, 1987, Council approved the petition of the Roman Catholic Diocese of Richmond for a conditional use permit at 2125 Langhorne Road to allow the use of a building as a religious retreat center.
 - On June 14, 1988, Council approved the petition of David Marks and Jane Blickenstaff to rezone 2091-2099 Langhorne Road from R-4, Medium-High Density Residential District to B-1C, Limited Business District (Conditional).
 - On April 11, 1989, Council approved the petition of William H. Burruss, Jr. to rezone 2303 Yorktown Avenue from R-4, Medium-High Density Residential District to B-1C, Limited Business District (Conditional).

- On September 12, 1989, Council approved the petition of Howard E. Terry to rezone 48 Clifton Street from R-3, Medium Density Residential District to B-1C, Limited Business District Conditional.
- On February 13, 1990, Council approved the petition of Snyder Hunt Corporation to rezone 2229 Murrell Road from R-4, Medium-High Density Residential District to B-1C, Limited Business District (Conditional).
- On February 13, 1990, Council approved the petition of Snyder Hunt Corporation for a conditional use permit at 2249 Murrell Road to allow the use as an adult care facility.
- On April 14, 1992, Council approved the petition of Centra Health, Inc. for a conditional use permit to amend the master plan to allow for the expansion of the hospital 1901 Tate Springs Road.
- On February 9, 1993, Council approved the petition of NonPublic Educational Services, Inc. (NESI) for a conditional use permit at 2125 Langhorne Road to allow installation/use of a modular classroom unit.
- On July 13, 1993, Council approved the petition of Elderberry Nursing Home, Inc. to rezone 2402-2406 Atherholt Road from R-4, Medium-High Density Residential District to B-1C, Limited Business District (Conditional).
- On October 12, 1993, Council approved the petition of The Education and Research Foundation, Inc. to rezone 2041-2043 Third Street from R-5, High Density Multi-Family to B-1C, Limited Business District (Conditional).
- On October 12, 1993, Council approved the petition of Giles, Cox and Associates to rezone 2102 Langhorne Road and 103 Clifton Street from R-4, Medium-High Density Residential District to B-1C, Limited Business District (Conditional).
- On November 9, 1993, Council approved the petition of Langhorne Road Exxon for a conditional use permit at 2130 Langhorne Road to allow the addition of additional garage bays onto the existing gas station.
- On June 11, 1996, Council approved the petition of Beach Medical to rezone 2092 Langhorne Road from B-1C, Limited Business District (Conditional) to B-3, Community Business District (Conditional).
- On June 10, 1997, Council approved the petition of Rehabilitation Associates of Central Virginia to amend previously approved proffers at 44 Clifton Street.
- On December 8, 1998, Council approved the petition of Ganot Corporation to rezone 2085 Langhorne Road from R-4, Medium-High Density Residential District to B-1C, Limited Business District (Conditional).
- On December 14, 1999, Council approved the petition of Ganot Corporation to rezone 2081 Langhorne Road from R-4, Medium-High Density Residential District to B-1C, Limited Business District (Conditional).
- On June 12, 2001, Council approved the petition of Centra Health, Inc. for a conditional use permit at 1901 Tate Springs Road to allow the addition of lab space to the existing hospital.
- On May 28, 2002, Council approved the petition of William H. Burruss, Jr. to rezone fifty (50) acres in the 2400 block of Atherholt Road from R-4, Medium-High Density Residential District to B-1C, Limited Business District (Conditional).

- On November 12, 2002, Council approved the petition of Holy Cross Regional Catholic School & the Tabor Retreat Center for a conditional use permit at 2125 Langhorne Road to allow for building and parking additions.
 - On June 8, 2004, Council approved the petition of Centra Health, Inc. for a conditional use permit at 1901 Tate Springs Road to allow the addition of a bed tower to the existing hospital.
 - On January 12, 2010, Council approved the petition of Holy Cross Regional Catholic School for a conditional use permit at 2125 Langhorne Road to allow the implementation of a comprehensive sign plan.
 - On February 23, 2016, several parcels in the area were reclassified from R-5, High Density Multi-Family Residential District, to R-4, High Density Residential District due to the elimination of the R-5 District in the 2016 Zoning Ordinance Update.
 - On February 23, 2016, several parcels in the area were reclassified from B-2, Local Neighborhood Business District, to B-1, Limited Business District due to the elimination of the B-2 District in the 2016 Zoning Ordinance Update.
 - On April 9, 2019, Council approved the petition of Surgery Center of Lynchburg to rezone 2401 Atherholt Road from B-1C, Limited Business District (Conditional) to B-1, Limited Business District.
 - On January 12, 2021, Council approved the petition of Jefferson House, LLC for a conditional use permit at 1818 Langhorne Square to allow the construction of a sixty-five (65) unit apartment complex.
- 6. Site Description.** The subject properties include nineteen (19) tracts totaling approximately one hundred (100) acres. The properties are used by Centra Health, Inc, including Lynchburg General Hospital, as well as the Alan B. Pearson Regional Cancer Center, the Dawson Inn, and multiple additional parcels that form a part of the campus in support of Centra, including, for example, resources for patient monitoring; offices for executives, legal, compliance, administration, and financial functions; data warehousing, information technology and computing; and parking.
- Two of the properties, 50 Page Street and 1800 Tate Springs Road, are currently vacant.
- 7. Proposed Use of Property.** If the rezoning is approved, the property would continue to be used for institutional uses and would allow for expansion without the need for conditional use permit approvals.
- The submitted concept plan shows a future five (5) story addition on the existing hospital building at 1901 Tate Springs Road (parcel #1 on the concept plan), which would contain a new emergency department on the first level and additional medical space above. The plan also shows a new facility at 2125 Langhorne Road (parcel #15), which would as specialty physician offices and for outpatient services.
- 8. Traffic, Parking and Public Transit.** A traffic study was submitted, as required by City Code Sec. 35.2-50.4(c) due to the new proposed facility at 2125 Langhorne Road. The City's Engineering Division has reviewed and requested that the study be updated to show a reconfiguration of the western intersection (shown below) to allow more space for vehicle queuing for left-turn movements between the two (2) intersections of Langhorne Road and Tate Springs Road.



The area is served by the Greater Lynchburg Transit Company (GLTC) Routes 1A, 1B, and 8. There are several bus stops located adjacent to the subject parcels.

9. **Stormwater Management.** Stormwater quantity and quality would be addressed when new development or redevelopment occurs through the City's site plan review process.
10. **Emergency Services.** Representatives from the City's Fire and Police Departments had no concerns regarding the proposed rezoning.
11. **Impact.** The IN-2, Institutional District 2 was created to facilitate the expansion of large institutions located primarily in commercial areas to expand without the need for conditional use permit approvals. If approved, uses related to the medical campus would be allowed to expand by right. Other commercial uses typically allowed in the B-5, General Business District would also be permitted in order to support the institution.

Approval of the petition would create the City's second IN-2, Institutional District 2. The first was established on the Liberty University Campus on January 12, 2016.

The Zoning Ordinance states that "IN-2 districts are for larger institutional campuses located primarily adjacent to districts other than residential districts" (Sec. 35.2-50.1) The petitioner has opted not to seek zoning changes for other nearby parcels owned by Centra Health, Inc. (or its affiliates) and serving as (i) physician offices at the Stroobants Cardiovascular building at 2410 Atherholt Road, (ii) administrative offices at 1937 Thompson Drive, (iii) residences or residential lots fronting Hillsdale Road or Overbrook Road, or (iv) the undeveloped lot at 821 York Street. The exclusion of the parcels closes to residential properties should limit impact to those neighbors.

Sec. 35.2-50.4 states that "At the time an arena, stadium, auditorium or new entrance to a City street is proposed for construction by the institution, a traffic impact study shall be required. The traffic impact study shall be prepared by a firm qualified to conduct such studies and shall be conducted in compliance with the City's Manual of Specifications and Standard Details." The study has been submitted for the new facility at 2125 Langhorne Road and the update requested by Engineering regarding the Tate Springs and Langhorne Road intersection should address any traffic impacts.

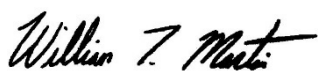
12. **Technical Review Committee.** The Technical Review Committee (TRC) reviewed the rezoning on March 21, 2023 and had no major comments of concern.

VI. PLANNING DIVISION RECOMMENDATION

Based on the preceding Findings of Fact, the Planning Commission recommends to City Council approval of the request of Centra Health, Inc., Centra Health Foundation, Inc., and General Business Concerns, Inc. to rezone approximately one hundred (100) acres as indicated on “Exhibit A: PROPERTIES OWNED BY CENTRA HEALTH TO BE REZONED TO IN-2” dated March 21, 2023 be zoned as IN-2, Institutional District 2:

ID	Address	Owner	Zoning	Acreage	Parcel ID
1	1901 TATE SPRINGS ROAD	Centra Health, Inc.	B-1	29.7 AC	00101004
2	1815 THOMSON DRIVE	Centra Health, Inc.	B-1	6.6 AC	00101005
3	1901 THOMSON DRIVE	Centra Health, Inc.	B-1	1.7 AC	00605001
4	1701 THOMSON DRIVE	Centra Health, Inc.	B-3	9.8 AC	00124010
4A	2010 TATE SPRINGS ROAD	Centra Health, Inc.	B-3	0.7 AC	00124009
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5	2010 ATHERHOLT ROAD	Centra Health, Inc.	B-3	2.8 AC	00110001
6	98 MORGAN STREET	Centra Health, Inc.	B-3	0.8 AC	00110018
7	50 PAGE STREET	Centra Health Foundation	R-3	3.9 AC	00109003
8	1920 ATHERHOLT ROAD	Centra Health, Inc.	B-1/R-3	5.0 AC	00109001
9	1900 TATE SPRINGS ROAD	General Business Concerns, Inc.	B-1	4.4 AC	00123001
10	1800 TATE SPRINGS ROAD	Centra Health, Inc.	B-1	9.1 AC	00108003
11	1906 THOMSON DRIVE	Centra Health, Inc.	B-1	0.6 AC	00605044
12	1911 THOMSON DRIVE	Centra Health, Inc.	B-1	0.9 AC	00605005
13	2310 LANGHORNE ROAD	Centra Health, Inc.	B-3	1.1 AC	00111008
14	2301 LANGHORNE ROAD	Centra Health, Inc.	B-1	0.7 AC	00503002
15	2125 LANGHORNE ROAD	Strohl Family, LLC	R-4	20.6 AC	00505001
16	100 MORGAN STREET	Centra Health, Inc.	B-1	0.84 AC	00113001
17	17 PAGE STREET	Centra Health, Inc.	B-3	0.023 AC	00110040

This matter is respectfully offered for your consideration.



William T. Martin, AICP
City Planner

pc: Wynter Benda, City Manager
Greg Patrick, Deputy City Manager
Kent White, Director of Community Development
Matthew Freedman, City Attorney
J. Lee Newland, City Engineer
Cynthia Kozerow, Lynchburg Police Department
Thomas Goode, Fire Marshal
Doug Saunders, Building Official

Kevin Henry, Zoning Administrator
S. Henry (Hank) Creasy IV, Esq., Representative
Centra Health, Inc., Petitioner & Property Owner
Centra Health Foundation, Petitioner & Property Owner
General Business Concerns, Petitioner & Property Owner
Strohl Family, LLC, Property Owner

VII. ATTACHMENTS

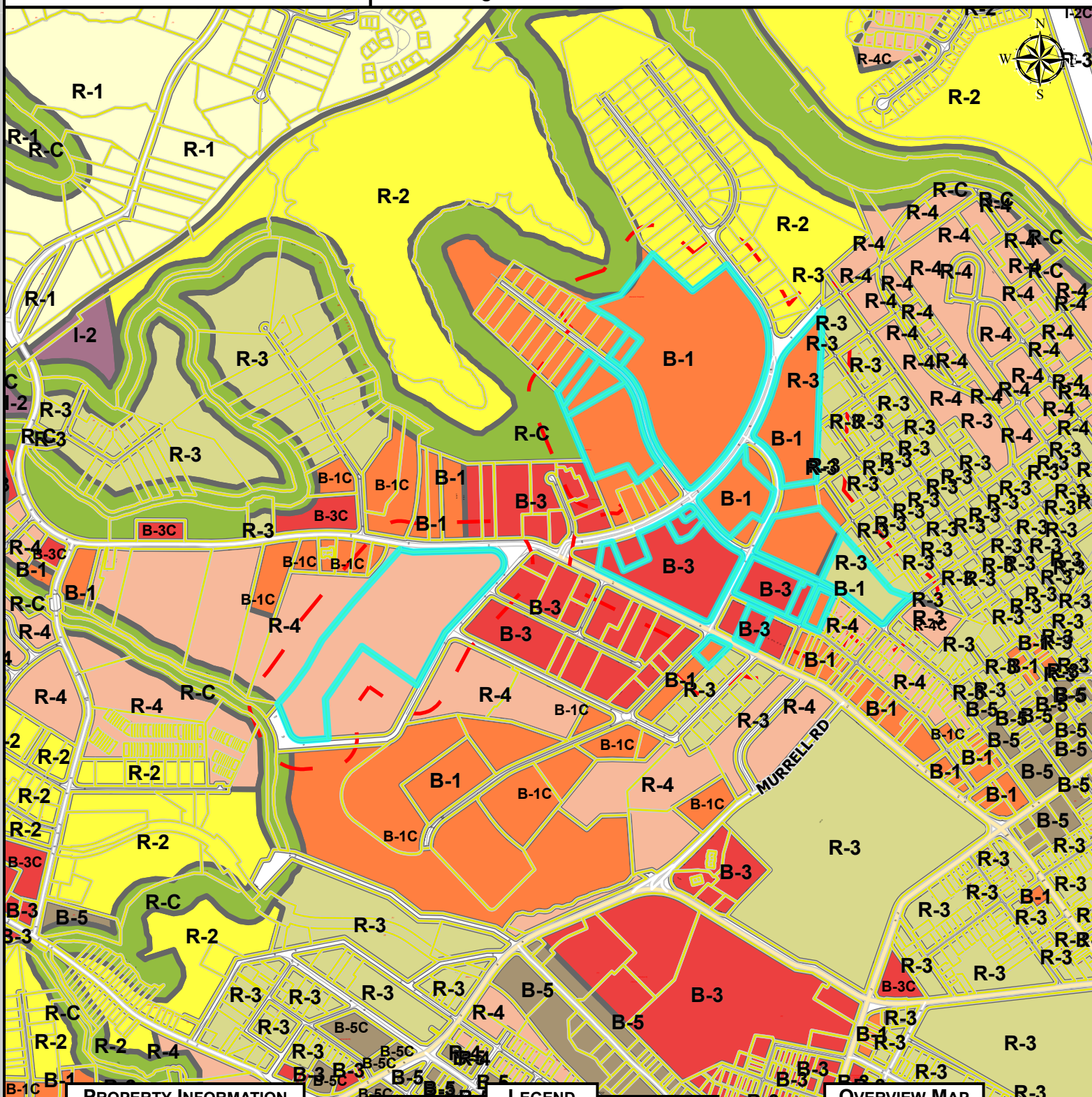
- 1. Zoning Map with Adjoining Property Owners**
- 2. Future Land Use Map**
- 3. Watershed Map**
- 4. Planimetric and Topographic Map**
- 5. Concept Plan (“Exhibit A: PROPERTIES OWNED BY CENTRA HEALTH TO BE REZONED TO IN-2”)**
- 6. Narrative**
- 7. Traffic Study**
- 8. Property Photograph**

Zoning

TRC

2310 LANGHORNE RD 1920 ATHERHOLT RD 1800 TATE SPRINGS RD 1911 THOMSON DR 1701 THOMSON DR
100 MORGAN ST 2301 LANGHORNE RD 1815 THOMSON DR 1906 THOMSON DR 2010 TATE SPRINGS RD
50 PAGE ST 2125 LANGHORNE RD 1901 THOMSON DR 1901 TATE SPRINGS RD 1715 THOMSON DR

Woods Rogers Vandeventer Black, PLC



PROPERTY INFORMATION

PARCEL ID	ADDRESS
00111008	2310 LANGHORNE RD
00113001	100 MORGAN ST
00109003	50 PAGE ST
00109001	1920 ATHERHOLT RD
00503002	2301 LANGHORNE RD
00505001	2125 LANGHORNE RD
00108003	1800 TATE SPRINGS RD
00101005	1815 THOMSON DR
00605001	1901 THOMSON DR

LEGEND

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

OVERVIEW MAP



MAP SCALE: 1:48,000 DATE PRINTED: 4/5/2023

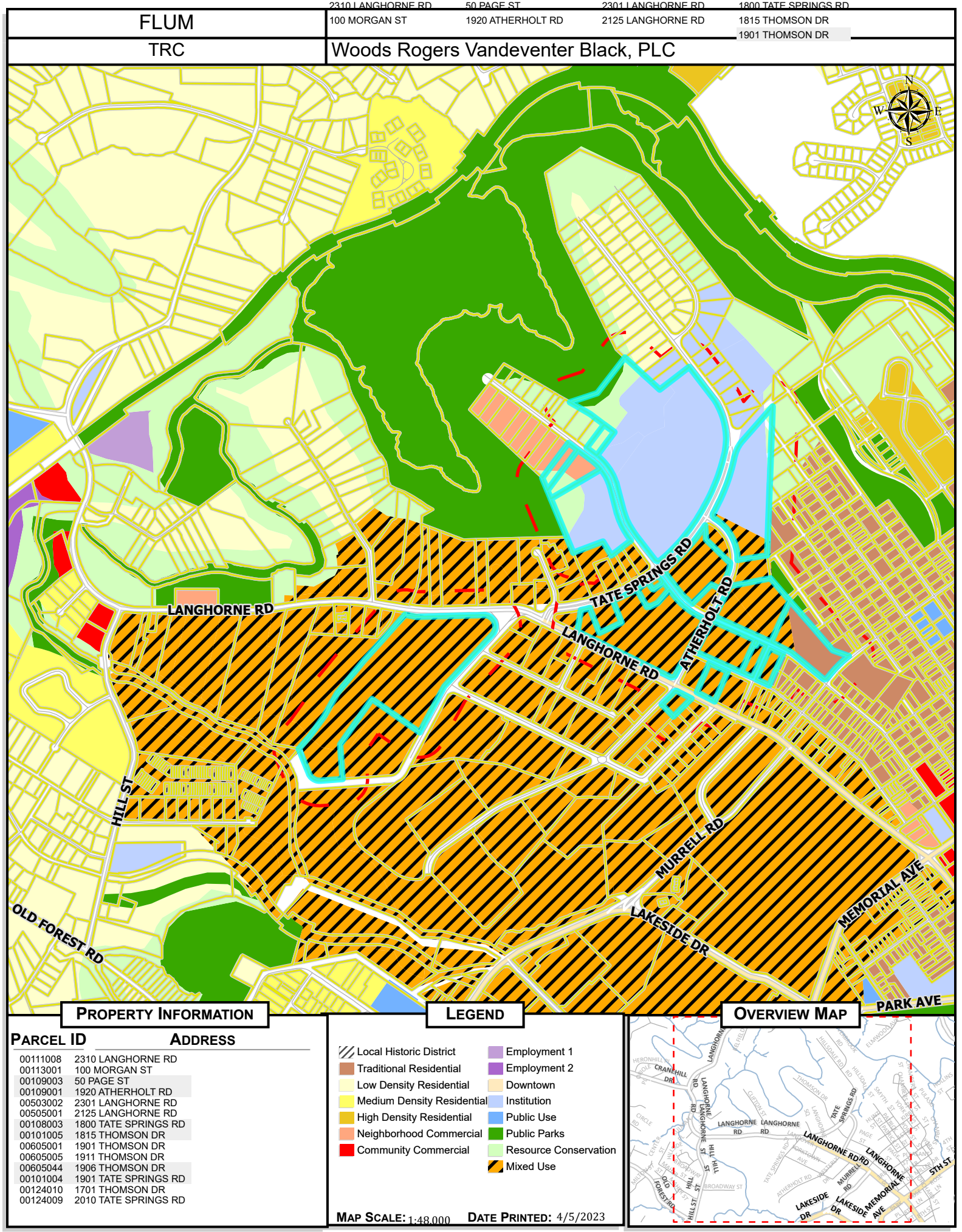
DISCLAIMER: THIS MAP IS NEITHER A LEGALLY RECORDED MAP NOR A SURVEY AND IS NOT INTENDED TO BE USED AS SUCH. THE INFORMATION DISPLAYED IS A COMPILATION OF RECORDS, INFORMATION, AND DATA OBTAINED FROM VARIOUS SOURCES. THE CITY OF LYNCHBURG IS NOT RESPONSIBLE FOR ITS ACCURACY OR HOW CURRENT IT MAY BE.

**1901, 1900, 1800, & 2010 Tate Springs Road, 1815, 1901, 1701, 1715, 1906, & 1911 Thomson Drive,
2010 & 1920 Atherholt Road, 98 & 100 Morgan Street, 50 & 17 Page Street, & 2310, 2301, & 2125
Langhorne Road**

Parcel ID	Address	Owner
00113033	108 MORGAN ST	CUELLAR, RACHEL A
00111015	2320 LANGHORNE RD	W S E T INC
00121002	198 PATRICK ST	COLES, VIRGINIA EST
01506042	1810 BROADWAY ST	WELLINGTON BUILDERS INC
00119050	202 MORGAN ST	T & E PROPERTIES
00503008	2309 ATHERHOLT RD	BAUGHMAN VIRGINIA COMPANY LLC
00119001	200 MORGAN ST	BURNETTE, MATTHEW RUSH
00119006	93 PAGE ST	ROUTON, ALANA T LIFE ESTATE
00501004	2201 YORKTOWN AVE	WOODROCK YORKTOWN LLC
00113023	118 MORGAN ST	EVERHART, BRUCE M & EVERHART, JOHN A
00119004	91 PAGE ST	WOODSON, DAVID A
00119002	89 PAGE ST	DALTON, MILTON A
00113027	114 MORGAN ST	BRACKMAN, CARTER B & KINSEY A
00113029	112 MORGAN ST	FRITZ, KIRK
00113021	100 PAGE ST	WILSON, RALPH L JR & WEST, TARA Y
00503009	2259 LANGHORNE RD	COLE CV LYNCHBURG VA LLC
00113031	110 MORGAN ST	BUGG, HUGH
00113035	106 MORGAN ST	TERRELL, TYEASE M
00111001	2304 LANGHORNE RD	WELLS FARGO BANK N A
00504004	2215 LANDOVER PL	MACALI ASSOCIATES
00121004	196 PATRICK ST	DOUGHER, JACQUELINE
00121003	194 PATRICK ST	BRADLEY, BERNADINE
00504014	2225 LANGHORNE RD	FOTOFEST INC
00504011	2200 LANDOVER PL	2200 LANDOVER PLACE VA OWNER LLC
00504013	2215 LANGHORNE RD	HORIZON OPPORTUNITIES INC
00504012	2201 LANGHORNE RD	MILTON, WILLIAM L TRS
00114002	300 BLUE ST	FISHER, J E ESTATE
00109003	50 PAGE ST	CENTRA HEALTH FOUNDATION
00601020	2124 LANGHORNE RD	ELDER, JERRY C & PATSY D
00601018	2130 LANGHORNE RD	CANDLER OIL CO INC
00601022	2120 LANGHORNE RD	COOPERATIVE SAVINGS BANK
00104003	2005 LOVELL ST	PIEDMONT AREA JOURNAL
00104002	2001 LOVELL ST	FOBI LLC
00104001	2000 GATLIN ST	WRENN, ANNIE E
00103006	2001 GATLIN ST	ANDERSON, NORMAN R
00103001	709 SMYTH ST	BEVERLY, BEN A SR & DELORES B
00102001	801 SMYTH ST	SPENCER, TERRENCE
00602004	1901 HILLSDALE RD	WILKES, REBECCA D
01505003	1809 BROADWAY ST	KENNY, ROBERT S & NANCY K
00501002	2409 ATHERHOLT RD	WILLIAMS, MARY E TRS &
00502005	2119 WESTERLY DR	TURNER, CYNTHIA T & TURNER, RHONDA R
00502004	2115 WESTERLY DR	BATTS, ANNIE
00502015	2104 WESTERLY DR	THOMAS, ALEC Z

00502003	2109 WESTERLY DR	BERRYMAN, TREVOR R SR & SHANNA L
00502016	2100 WESTERLY DR	SCHULER, WINSTON T
00502002	2105 WESTERLY DR	CONNELLY, WILLIAM H II
00503003	2306 ATHERHOLT RD	LAW BUILDING CORPORATION
00502001	2101 WESTERLY DR	CRAWFORD, LISA A
00125004	1817 LANGHORNE SQ	MIGCO LLC
00125001	2134 LANGHORNE RD	BEACON CREDIT UNION INC
00601024	2108 LANGHORNE RD	HARMAN LEASING INC
00601025	2104 LANGHORNE RD	BLACKWATER BLUFF INC
00601002	2102 LANGHORNE RD	FREEDOM FIRST FEDERAL CREDIT UNION
00505002	2425 TATE SPRINGS RD	H C HOUSING INC
00505001	2125 LANGHORNE RD	STROHL FAMILY LLC
01601010	2121 LANGHORNE RD	BELKIN, BEN A DR & JANETTE S TRS
01601015	2095 LANGHORNE RD	2095 ASSOCIATES LLC
01601019	2099 LANGHORNE RD	TROST, RANDALL J TRS &
00109015	92 PAGE ST	FPJ INVESTMENTS LLC
00109005	90 PAGE ST	WALKER, LLOYD LENWOOD
00109018	1900 CAROLINE ST	MATTOX, PAUL C JR & JANICE
00109004	88 PAGE ST	WETHERELL, EDWARD L
00108002	1910 ATHERHOLT RD	REED, LYNNE SHOTTON ET AL
00605007	1915 THOMSON DR	JENCAL LLC
00605009	1919 THOMSON DR	ANDRUSKY, ELLWYN J
00605011	1925 THOMSON DR	BLANCHETTE FAMILY LLC
00605042	1910 THOMSON DR	H S W
00605039	1914 THOMSON DR	ATHERHOLT ROAD ASSOCIATES LLC
00605036	1922 THOMSON DR	BAKER, RAYMOND C JR ET AL
00605034	1926 THOMSON DR	BAKER, RAYMOND C JR ET AL
00605033	1928 THOMSON DR	THOUSAND HILLS PROPERTIES LLC
00101002	2019 TATE SPRINGS RD	JAMES RIVER PARTNERS LLC
00101008	2015 TATE SPRINGS RD	ROCA INVESTMENTS LLC
00101003	2011 TATE SPRINGS RD	2011 TATE SPRINGS CO LLC
00101001	2007 TATE SPRINGS RD	COBB MD PROPERTIES LLC
00101007	1801 THOMSON DR	CARTER, ROBERT W JR & STEPHANIE Y
00602005	1905 HILLSDALE RD	GATES, RICHARD C JR & BRANDI M
00602007	1913 HILLSDALE RD	DALTON, CATHY D
00124001	2200 LANGHORNE RD	SCORDAMAGLIA, MYRIAM NELLY TRS & WHEELER, J HOUSTON
00124003	2018 TATE SPRINGS RD	BANK BUILDING CORPORATION
00124009	2010 TATE SPRINGS RD	CENTRA HEALTH INC
00123004	1925 ATHERHOLT RD	BANK OF THE JAMES
00504002	2255 LANGHORNE RD	T S GARRETT FAMILY LLLP
00504003	2231 LANGHORNE RD	SF RUBICON LP
00105009	1909 LOVELL ST	AGNEW, BELLE
00105001	1912 GATLIN ST	KAUFMAN, JONAS
00105002	1908 GATLIN ST	CAMM, VIVIAN M
00214001	716 SMYTH ST	GORDON, RANDA L
00118007	216 PATRICK ST	RICHARDSON, BONNIE M
00118006	220 PATRICK ST	MAYS, GEORGE KENLEY TRS
00118005	224 PATRICK ST	PAYNE, SANDRA L

00115009	317 BLUE ST	ELEVATION LLC
00115001	325 BLUE ST	BASSETT, RUBY H
00107007	401 BLUE ST	CRANNELL, PAULINE &
00107002	424 PATRICK ST	BEVERLY, MCKINLEY & FRANCES
00112025	2412 LANGHORNE RD	LANGHORNE ROAD LLC
00112030	2404 LANGHORNE RD	STT HOLDINGS LLC
00112013	113 MORGAN ST	BEDFORD FOUR INC
00112011	111 MORGAN ST	DRAGONFLY PROPERTIES LLC
00112005	105 MORGAN ST	DESHANO, MARK J & APRIL L
00112001	2400 LANGHORNE RD	PENTECOSTAL HOLINESS CHURCH TRS
00125003	1818 LANGHORNE SQ	JEFFERSON HOUSE LLC

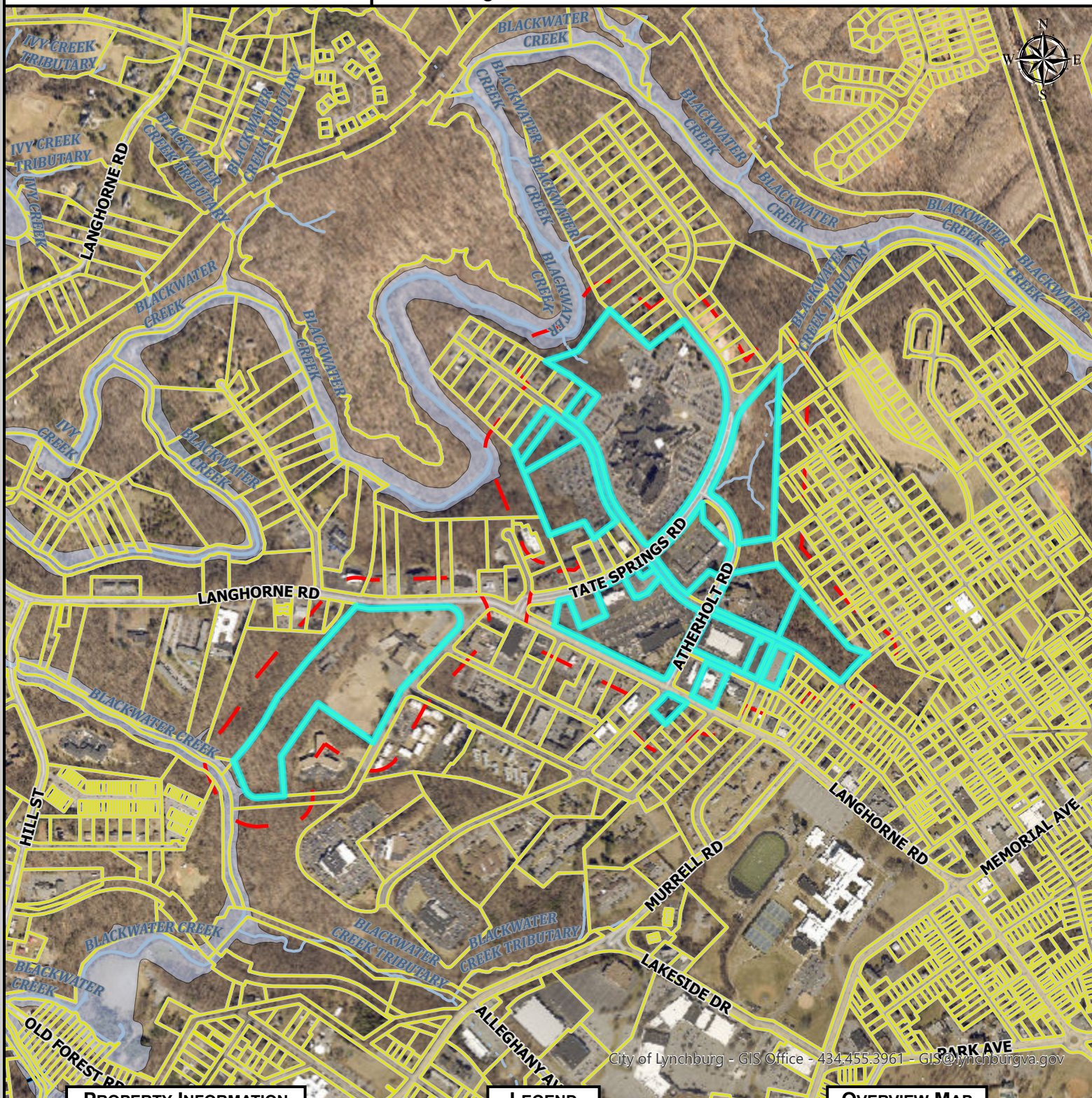


Watershed

TRC

2310 LANGHORNE RD 50 PAGE ST 2301 LANGHORNE RD 1800 TATE SPRINGS RD
100 MORGAN ST 1920 ATHERHOLT RD 2125 LANGHORNE RD 1815 THOMSON DR
1901 THOMSON DR

Woods Rogers Vandeventer Black, PLC



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

PROPERTY INFORMATION

PARCEL ID ADDRESS

00111008 2310 LANGHORNE RD
00113001 100 MORGAN ST
00109003 50 PAGE ST
00109001 1920 ATHERHOLT RD
00503002 2301 LANGHORNE RD
00505001 2125 LANGHORNE RD
00108003 1800 TATE SPRINGS RD
00101005 1815 THOMSON DR
00605001 1901 THOMSON DR
00605005 1911 THOMSON DR
00605044 1906 THOMSON DR
00101004 1901 TATE SPRINGS RD
00124010 1701 THOMSON DR
00124009 2010 TATE SPRINGS RD

LEGEND

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

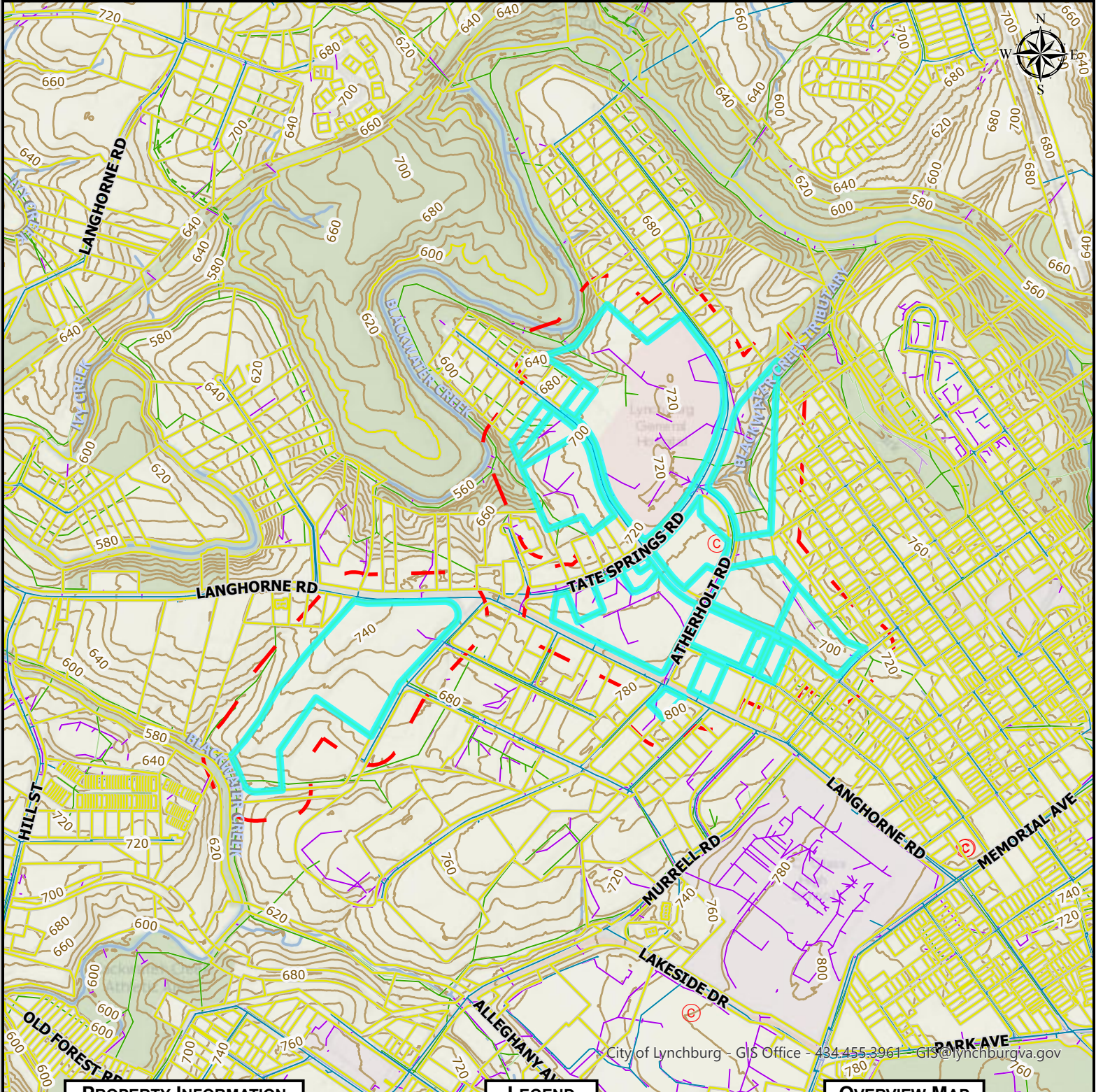
MAP SCALE: 1:48,000 DATE PRINTED: 4/5/2023

OVERVIEW MAP



TRC

Woods Rogers Vandeventer Black, PLC



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

PROPERTY INFORMATION

PARCEL ID	ADDRESS
00111008	2310 LANGHORNE RD
00113001	100 MORGAN ST
00109003	50 PAGE ST
00109001	1920 ATHERHOLT RD
00503002	2301 LANGHORNE RD
00505001	2125 LANGHORNE RD
00108003	1800 TATE SPRINGS RD
00101005	1815 THOMSON DR
00605001	1901 THOMSON DR
00605005	1911 THOMSON DR
00605044	1906 THOMSON DR
00101004	1901 TATE SPRINGS RD
00124010	1701 THOMSON DR
00124009	2010 TATE SPRINGS RD

LEGEND

	Active	Proposed	Abandoned
Utilities	Water	Sanitary	Storm
Structure	Paved	Unpaved	Other
Planimetrics	Roadway	Parking	Sidewalk
Topography	Contour		

MAP SCALE: 1:48,000

DATE PRINTED: 4/5/2023

OVERVIEW MAP

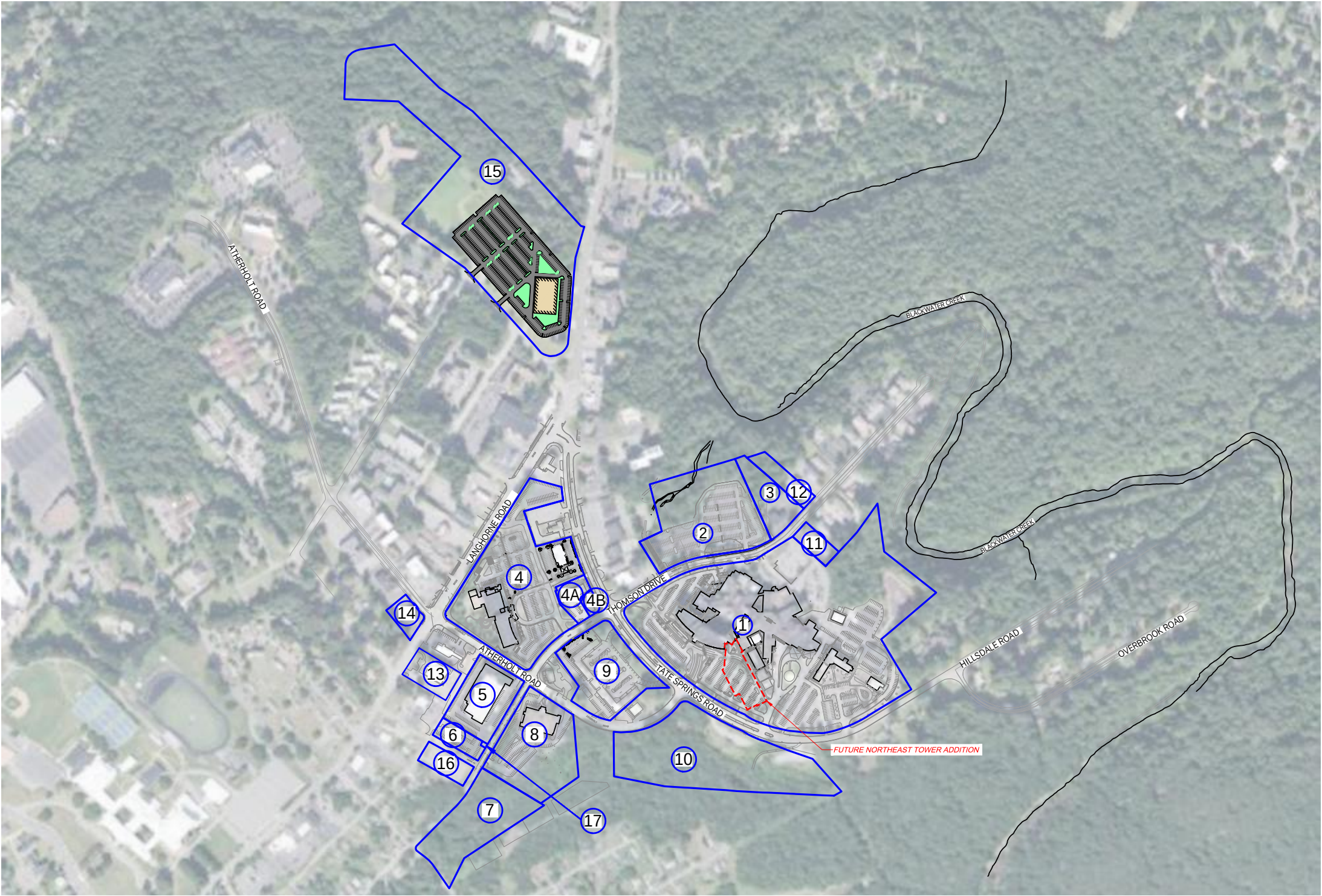


DISCLAIMER: THIS MAP IS NEITHER A LEGALLY RECORDED MAP NOR A SURVEY AND IS NOT INTENDED TO BE USED AS SUCH. THE INFORMATION DISPLAYED IS A COMPILATION OF RECORDS, INFORMATION, AND DATA OBTAINED FROM VARIOUS SOURCES. THE CITY OF LYNCHBURG IS NOT RESPONSIBLE FOR ITS ACCURACY OR HOW CURRENT IT MAY BE.

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Mar 21, 2023, 3:11pm \\sds01\Projects\2022\20221726\Engineering\CAD\Centra Rezoning Map.dwg

EXHIBIT A



PROPERTIES OWNED BY CENTRA HEALTH TO BE REZONED TO IN-2

ID	ADDRESS	ZONING	ACREAGE	PARCEL ID
1	1901 TATE SPRINGS ROAD	ZONED: B-1	AREA: 29.7 AC	00101004
2	1815 THOMSON DRIVE	ZONED: B-1	AREA: 6.6 AC	00101005
3	1901 THOMSON DRIVE	ZONED: B-1	AREA: 1.7 AC	00605001
4	1701 THOMSON DRIVE	ZONED: B-3	AREA: 9.8 AC	00124010
4A	2010 TATE SPRINGS ROAD	ZONED: B-3	AREA: 0.7 AC	00124009
4B	1715 THOMSON DRIVE	ZONED: B-3	AREA: 0.2 AC	00124023
5	2010 ATHERHOLT ROAD	ZONED: B-3	AREA: 2.8 AC	00110001
6	98 MORGAN STREET	ZONED: B-3	AREA: 0.8 AC	00110018
7	50 PAGE STREET	ZONED: R-3	AREA: 3.9 AC	00109003
8	1920 ATHERHOLT ROAD	ZONED: B-1/R-3	AREA: 5.0 AC	00109001
9	1900 TATE SPRINGS ROAD	ZONED: B-1	AREA: 4.4 AC	00123001
10	1800 TATE SPRINGS ROAD	ZONED: B-1	AREA: 9.1 AC	00108003
11	1906 THOMSON DRIVE	ZONED: B-1	AREA: 0.6 AC	00605044
12	1911 THOMSON DRIVE	ZONED: B-1	AREA: 0.9 AC	00605005
13	2310 LANGHORNE ROAD	ZONED: B-3	AREA: 1.1 AC	00111008
14	2301 LANGHORNE ROAD	ZONED: B-1	AREA: 0.7 AC	00503002
15	2125 LANGHORNE ROAD	ZONED: R-4	AREA: 20.6 AC	00505001
16	100 MORGAN STREET	ZONED: B-1	AREA: 0.84 AC	00113001
17	17 PAGE STREET	ZONED: B-3	AREA: 0.023 AC	00110040

HURT&PROFFITT

INSPIRED / RESPONSIVE / TRUSTED

HP

434.847.7796
2524 LANGHORNE ROAD
LYNCHBURG, VA. 24501

HANDP.COM
LYNCHBURG, VA. 24501

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GEOTECHNICAL • CONSTRUCTION TESTING & INSPECTION • CULTURAL RESOURCES

PARCEL MAP FOR CENTRA HEALTH REZONING LYNCHBURG, VIRGINIA

PROJECT NO.	20221726
LAT.	37.41587°
LONG.	-79.17034°
DATE:	3/21/2023
DRAWN BY:	ZPJ
CHECKED BY:	PCP



HURT&PROFFITT

SHEET NO.
1 OF 1

REV.

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May 11, 2023 - 5:01pm - V:\as01\Projects\2023\202302087\Engineering\CAU\Centra - 2125 Langhorne Road - Roundabout.dwg



NORTH

LEGEND

- PROPOSED BUILDING
- ASPHALT PAVEMENT
- LANDSCAPING AREA
- PROPERTY BOUNDARY
- ADJACENT PROPERTY BOUNDARY

PARKING NOTES

- 648 SPACES PROVIDED
- ALL SPACES ARE 9'x18'
- ALL DRIVE AISLES ARE MIN 24' WIDE

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2524 LANGHORNE ROAD

LYNCHBURG, VA 24501

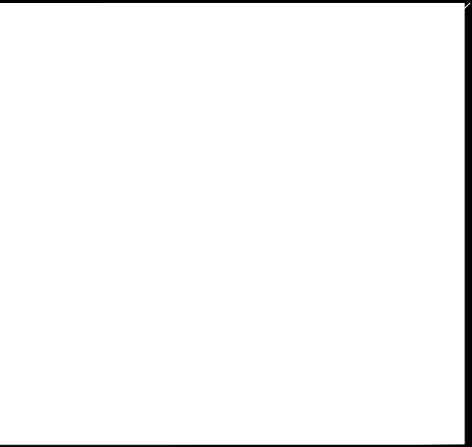
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GEOTECHNICAL • CONSTRUCTION TESTING & INSPECTION • CULTURAL RESOURCES

CONCEPTUAL SITE PLAN AERIAL VIEW
FOR
CENTRA HEALTH HOLY CROSS PROPERTY
CITY OF LYNCHBURG, VIRGINIA

PROJECT NO.	20230287
LAT.	37.41269°
LONG.	-79.17677°
DATE:	2/16/2023
DRAWN BY:	ZPJ
CHECKED BY:	PCP



CONCEPT

04080160

SCALE 1" = 80'

HURT&PROFFITT

SHEET NO. 1 OF 1

REV.

Project Narrative¹

Centra's Application

Application to Establish Institutional District 2 (IN-2)

The Application for Public Hearing is submitted for the purpose of establishing an Institutional District 2 (IN-2) covering 17 parcels of developed and undeveloped land, containing about 100 total acres and hundreds of thousands of square feet of hospital, medical and other health care-related space, owned (or to be owned) by Centra Health, Inc. or its affiliates, Centra Health Foundation, Inc., a supporting organization for the health system, and General Business Concerns, Inc., a real estate leasing subsidiary of Centra. These applicants are referred to hereafter, collectively, as Centra. All parcels are currently owned by Centra except that Centra is the contract purchaser of Parcel 15 (the former Holy Cross site)² shown on the Parcel Map (see Exhibit A-Supplement).

17 Parcels Covered

The 17 parcels are located in the Medical Arts District of Midtown Lynchburg and are designated on the Future Land Use Map (FLUM)³ for Institution or Mixed Use. Centra proposes to establish an IN-2 District, for the Centra campus, limited to these parcels, to better reflect this area as a compact cluster of medical facilities supporting the critical health care infrastructure of the city and surrounding communities, including the centerpiece of the Medical Arts District, Lynchburg General Hospital, as well as the Alan B. Pearson Regional Cancer Center, the Dawson Inn, and multiple additional parcels that form a part of the campus in support of Centra, including, for example, resources for patient monitoring; offices for executives, legal, compliance, administration, and financial functions; data warehousing, information technology and computing; and parking.

Rezoning is Not Requested for Certain Centra Parcels

Notably, the application does not seek to extend institutional zoning, or to make any change in zoning, with respect to other nearby parcels owned by Centra (or its affiliates) and serving as (i) physician offices at the Stroobants Cardiovascular building at 2410 Atherholt Road, (ii) administrative offices at 1937 Thompson Drive, (iii) residences or residential lots fronting Hillsdale Road or Overbrook Road, or (iv) the undeveloped lot at 821 York Street.

Rezoning Supports Planned Modernization of Existing LGH Campus

Centra recently announced a Modernization Plan (see <https://www.centrahealth.com/modernization-plan>) that aligns with this IN-2 zoning request. To the extent the Modernization Plan relates to the 17 parcels covered by the application, Centra notes that:

- New care tower & ED. Centra plans to construct a Northeast care tower on Parcel 1 adjacent to the existing East care tower, which is expected to have these characteristics:
 - *Height*: 5 stories
 - *Location*: approximately as shown outlined (in red) on the Parcel Map

¹ Prepared March 23, 2023

² Centra is contract purchaser of Parcel 15 (2125 Langhorne Rd.; Parcel ID: 00505001); current owner: Strohl Family, LLC.

³ See Exhibit 6-3 (Future Land Use Map (FLUM) October 2013), included in Comprehensive Plan, Planning for the Future, 2013-2030 (Chapter 6, page 17 of 26)

- o *Uses:* on the first level, a new Emergency Department, and on the upper levels, medical units, patient recovery rooms, support spaces and shell space for future uses
- Specialty Medical Office Building (MOB). The MOB is planned for Parcel 15 and is expected to be used as specialty physician offices and for outpatient services.
- Parking. To support the modernization of Centra’s facilities in the Midtown Medical Arts District, Centra plans to construct new surface parking spaces.

Rezoning Supports Planned Acquisition of Parcel 15 for Centra Specialty Medical Uses

With respect to Parcel 15 (the former Holy Cross site), Centra is under contract to acquire that property from Strohl Family, LLC, the current owner who consented to the application for that parcel. If conditions are satisfied under the contract, including the city’s approval of the establishment of the IN-2 District for these parcels, Centra intends to contract for the development and construction of a specialty medical office building at that site to contain about 125,000 square feet of medical office space, as conceptually depicted on the Parcel Map. Two new entrances are anticipated to be constructed for this project. As a result, Centra engaged a traffic consultant to study and report on this area, who made recommendations as indicated in the traffic impact study submitted with the application.

IN-2 Flexibility is Needed for Centra’s Largescale Health Care Campus

Centra is dedicated to ensuring that the city and surrounding communities have access to the health care resources they need to thrive, including a physical plant to support our medical professionals in delivering a wide range of modern health care services. Much of Centra’s most sophisticated health care infrastructure is located on the campus covered by these parcels. IN-2 zoning for Centra’s largescale health care campus is consistent with the FLUM’s recommendations for the Medical Arts District of Midtown Lynchburg and the purposes of IN-2 zoning under the city’s zoning ordinance. Indeed, the city considered the Centra campus when adopting the Institution District 2 (IN-2) “for institutional uses such as . . . medical facilities . . .” to provide flexibility “for larger institutional campuses located primarily adjacent to districts other than residential districts.” (See Sec. 35.2-50.1 – Purpose).

IN-2 zoning will provide Centra the flexibility needed to assure that its built environment supports high quality, dependable health care services for years to come.

Centra’s Continued Collaboration

Centra has a long history of working collaboratively with the city and will continue to do so to mitigate off site impacts and to be sure of the availability and adequacy of capacity of city infrastructure in support of Centra’s health care campus.

Centra Health Holy Cross Property Traffic Impact Study

Final Report

Lynchburg, VA

Prepared for:

CENTRA HEALTH



March 2023

Google

Table of Contents

List of Tables	i
List of Figures	i
Executive Summary	1
Introduction.....	2
Traffic Data Collection and Future Volume Projections.....	5
Traffic Data Collection.....	5
Traffic Growth Rate.....	5
Year 2025 No Build Traffic Volumes	5
Year 2025 Build Traffic Volumes.....	5
Trip Generation.....	5
Trip Distribution	8
Traffic Operations and Turn Lane Warrant Analysis.....	12
Existing Conditions	12
Year 2025 No Build Conditions	12
Year 2025 Build Conditions	15
2025 Build Traffic Operations Analysis	15
2025 Build Traffic Operations Analysis with Traffic Signal Optimization.....	17
Turn Lane Warrant Analysis	19
Findings and Recommendations.....	19

List of Tables

1	Site Trip Generation	5
2	Existing Conditions Traffic Operations Analysis Results	13
3	2025 No Build Conditions Traffic Operations Analysis Results	14
4	2025 Build Conditions Traffic Operations Analysis Results.....	16
5	2025 Build Conditions with Signal Optimization Traffic Operations Analysis Results	18
6	Turn Lane Warrant Analysis Summary.....	19

List of Figures

1	Project Location Map and Study Intersections	3
2	Conceptual Site Plan	4
3	2023 Existing Traffic Volumes	6
4	2025 No Build Traffic Volumes.....	7
5	Site Trip Distribution	9
6	Site Trip Assignment.....	10
7	2025 Build Traffic Volumes	11

Appendices

- A Traffic Count Reports
- B Landover Place and Yorktown Avenue Traffic Volume Development Assumptions
- C Traffic Distribution Information
- D 2023 Existing Synchro Reports
- E 2023 Existing SimTraffic Reports
- F 2025 No Build Synchro Reports
- G 2025 No Build SimTraffic Reports
- H 2025 Build Synchro Reports
- I 2025 Build SimTraffic Reports
- J 2025 Build with Signal Timing Optimization Synchro Reports
- K 2025 Build with Signal Timing Optimization SimTraffic Reports
- L Turn Lane Warrant Forms

Executive Summary

EPR conducted a study to examine potential traffic impacts associated with rezoning of the property on the southwest corner of the Langhorne Road intersection with Tate Springs Road in Lynchburg, VA. The site was previously occupied by Holy Cross Catholic School but is currently vacant.

This study assumes development of the site will include 125,000 square feet of medical office space expected to open in 2025. Two site entrances on Tate Springs Road are expected. The northern site entrance is located approximately 170 feet south of Landover Place and the southern site entrance aligns with Yorktown Avenue. It should be noted that the entrance locations may shift along Tate Springs Road once the project moves into the more detailed site plan phase.

Trip generation for the medical office building was calculated based on *ITE's Trip Generation, 11th Edition* and a summary of the expected site trips is shown below.

Description	LU Code	Unit	Qty	Weekday	AM			PM		
					In	Out	Total	In	Out	Total
Medical-Dental Office	720	ksf	125	5,263	233	62	295	152	354	506

Traffic operations were analyzed for existing conditions, 2025 no build conditions, and 2025 build conditions at the following intersections:

- Langhorne Road/Tate Springs Road (west)
- Langhorne Road/Tate Springs Road (east)
- Tate Springs Road/Landover Place
- Tate Springs Road/Yorktown Avenue

The 2025 traffic volumes were developed using a growth rate of 0.5% per year.

Based on the analyses summarized in this study, the study intersections are expected to accommodate the traffic impact of the proposed 125,000 square-foot medical office building.

The following improvements are recommended.

- Signal timing optimization
- Right turn tapers at both site entrances

Introduction

This study examines the traffic impact associated with rezoning of the property located on the southwest corner of the intersection of Langhorne Road and Tate Springs Road in Lynchburg, VA. The site location is shown in **Figure 1**. The site was previously occupied by Holy Cross Catholic School but is currently vacant.

The redevelopment of the site is assumed to consist of 125,000 square feet of medical office space expected to open in 2025. The conceptual site plan is shown in **Figure 2**. Two site entrances on Tate Springs Road are expected. The northern site entrance is located approximately 170 feet south of Landover Place and the southern site entrance aligns with Yorktown Avenue. It should be noted that the entrance locations may shift along Tate Springs Road once the project moves into the more detailed site plan phase.

This study effort includes assembly of traffic data, traffic volume projections, traffic operations analyses, and examination of the VDOT turn lane warrants.

The study intersections are illustrated in **Figure 1** and listed below.

- Langhorne Road/Tate Springs Road (west)
- Langhorne Road/Tate Springs Road (east)
- Tate Springs Road/Landover Place
- Tate Springs Road/Yorktown Avenue

Figure 1: Project Location Map and Study Intersections

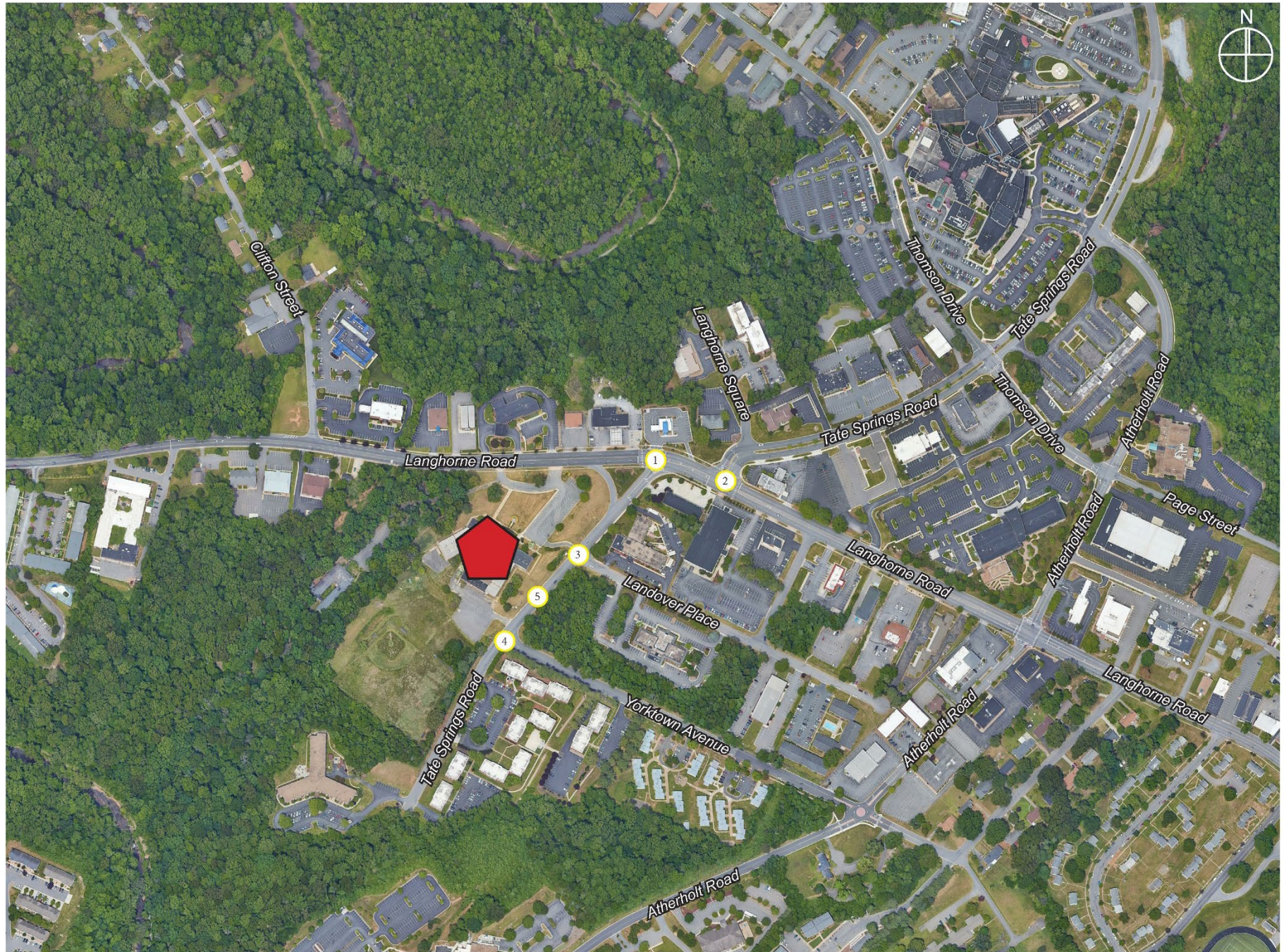
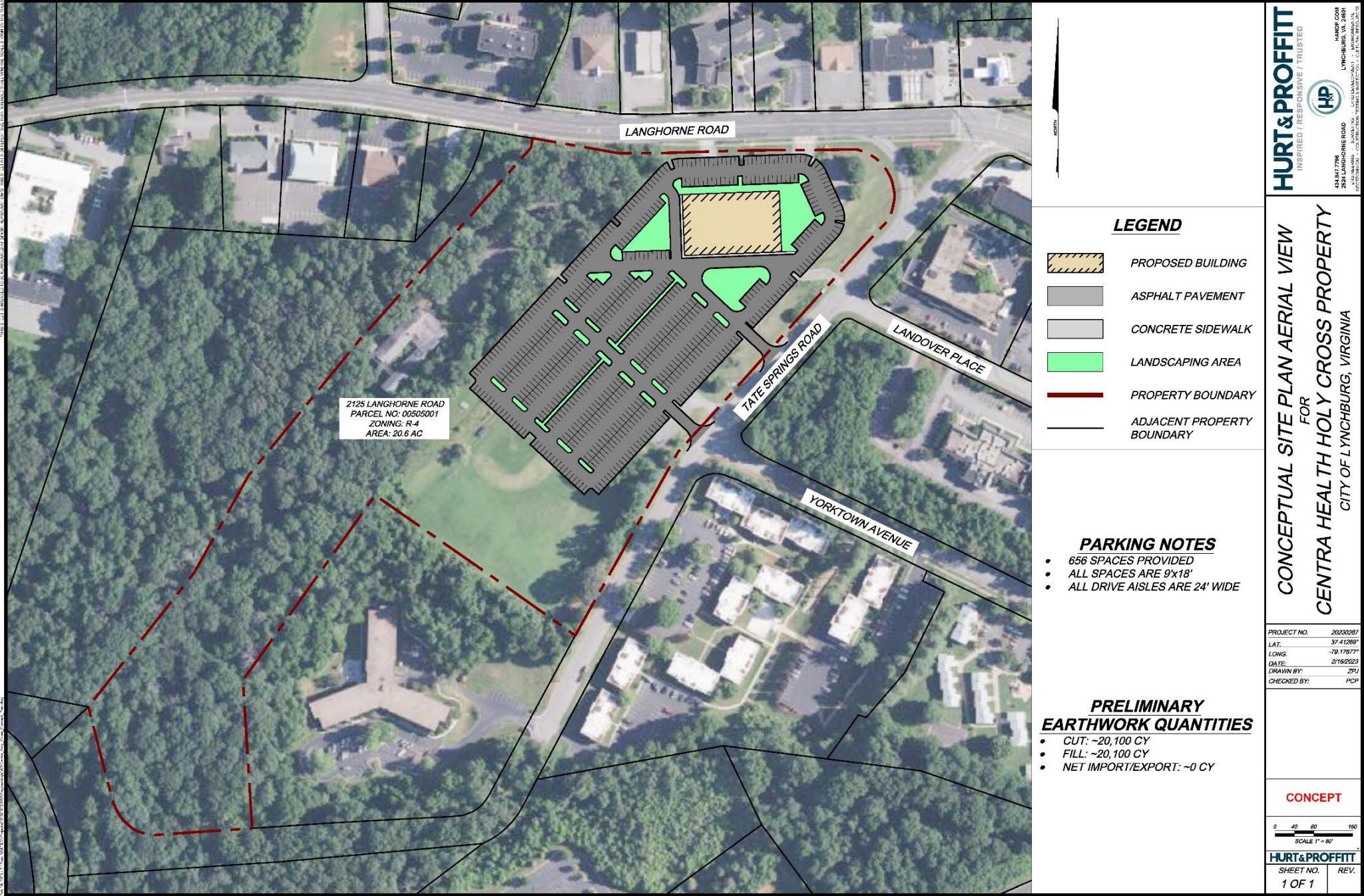


Figure 2: Conceptual Site Plan



Traffic Data Collection and Future Volume Projections

Traffic Data Collection

Traffic counts were performed at the Tate Springs Road and Langhorne Road intersections during the morning (7:00 AM – 9:00 AM) and afternoon (4:00 PM – 6:00 PM) peak periods on Wednesday, February 1, 2023. The traffic count data is included in **Appendix A**.

The traffic counts were compared to VDOT historic counts from 2019 to determine if traffic volumes have returned to pre-COVID levels at the study intersections. The traffic counts conducted for this study exceed those from 2019 and thus, no adjustments were made to the traffic volumes.

No traffic counts were conducted at the intersections of Tate Springs Road with Landover Place or Yorktown Avenue. Rather, traffic volumes at these intersections were based on estimates using the expected trip generation for the land uses in the area and known traffic volumes at the western Tate Springs Road intersection with Langhorne Road. The detailed assumptions are included in **Appendix B**.

The 2023 traffic volumes are illustrated in **Figure 3**.

Traffic Growth Rate

A future growth rate of 0.5% per year was assumed for each of the study intersections. This rate is based on SPS data and VDOT historical counts.

Year 2025 No Build Traffic Volumes

The 2025 no build traffic volumes include the background traffic growth and are shown in **Figure 4**.

Year 2025 Build Traffic Volumes

Year 2025 build traffic volumes were based on the trip generation and distribution assumptions discussed below.

Trip Generation

Trip generation for the site was calculated based on *ITE's Trip Generation, 11th Edition*. A summary of the site trip generation is shown in **Table 1**. No reductions for pass-by, internal, or multimodal trips were taken.

Table 1: Site Trip Generation

Description	LU Code	Unit	Qty	Weekday	AM			PM		
					In	Out	Total	In	Out	Total
Medical-Dental Office	720	ksf	125	5,263	233	62	295	152	354	506

Figure 3: 2023 Existing Traffic Volumes

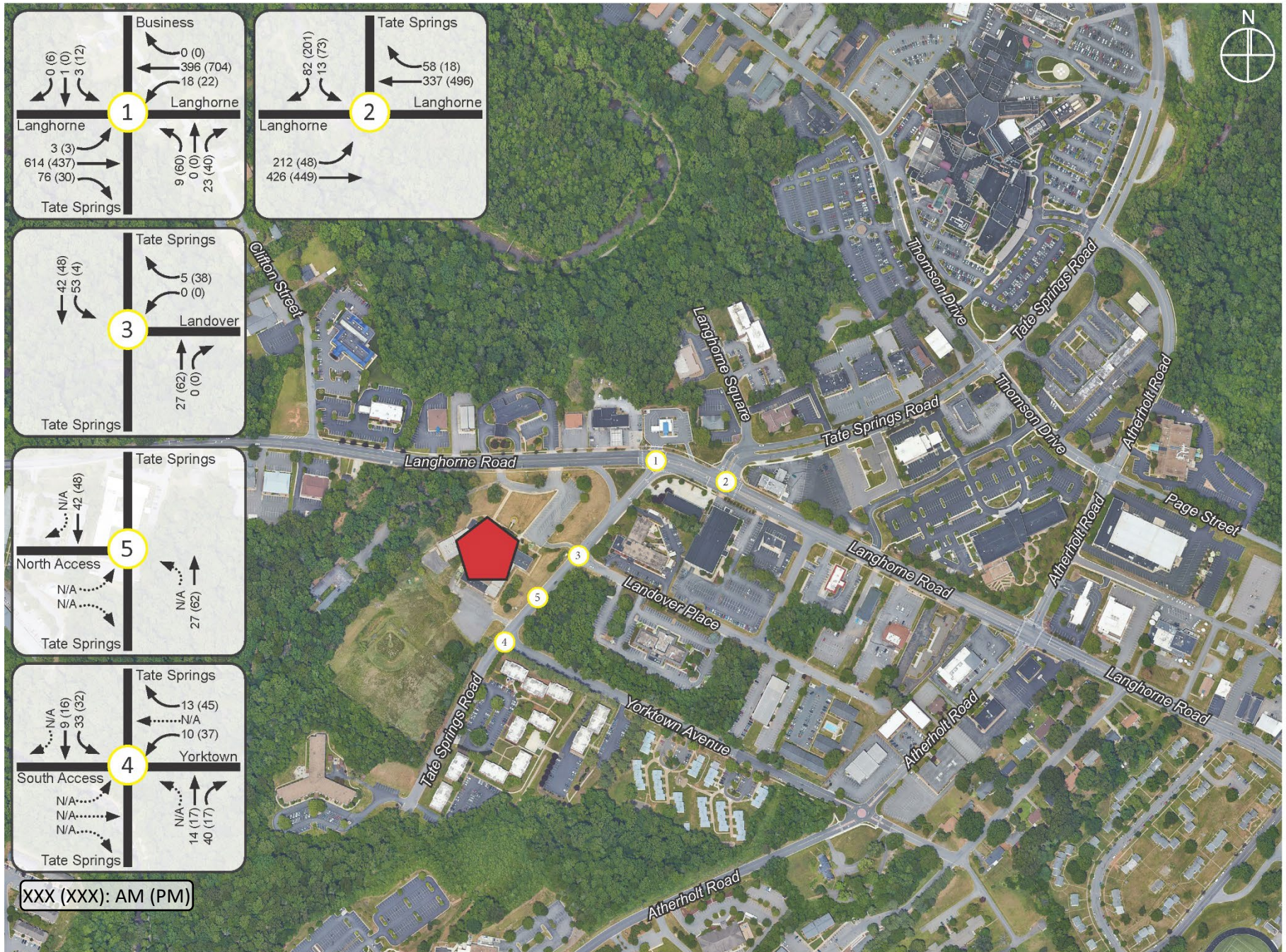
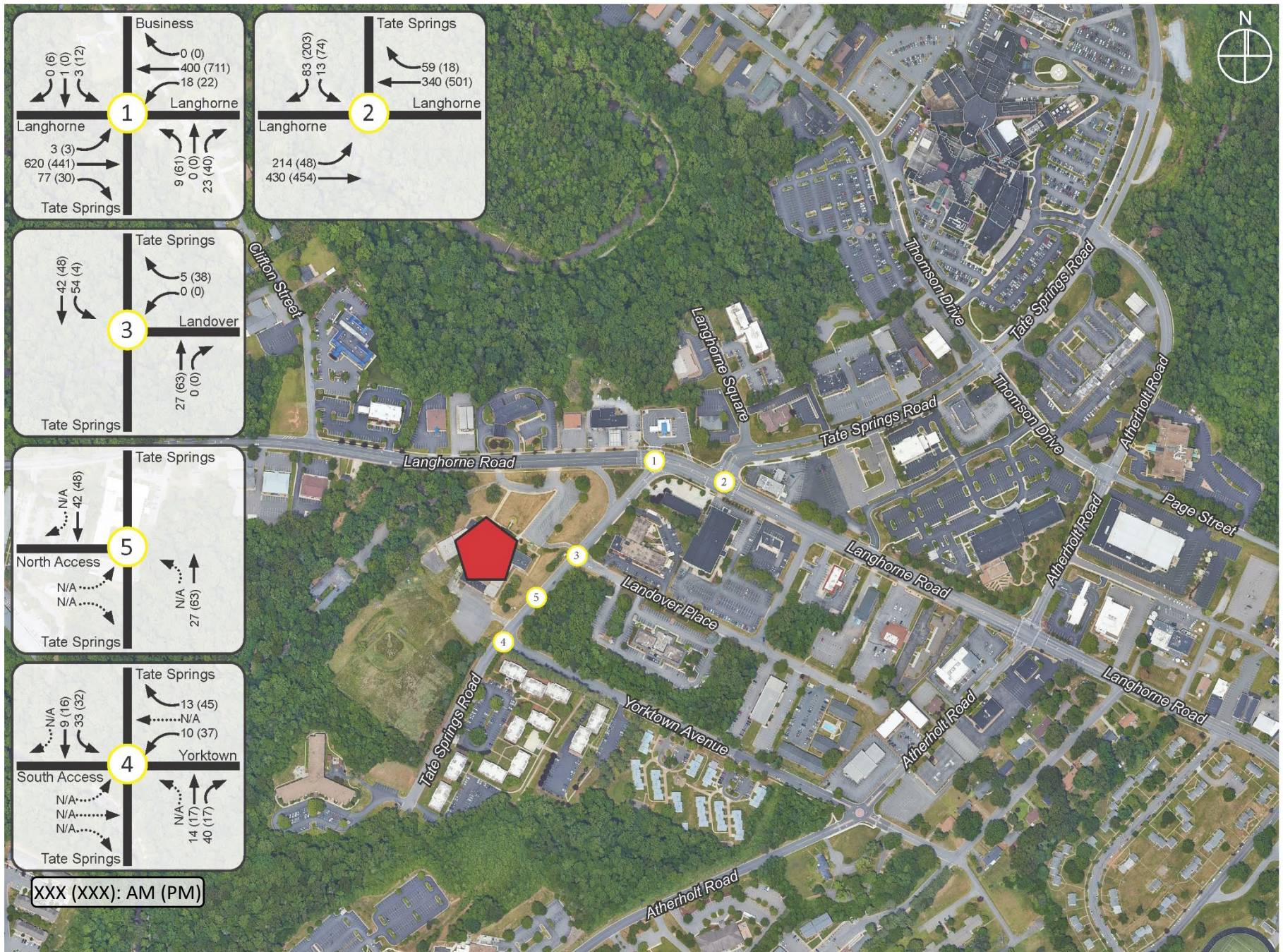


Figure 4: 2025 No Build Traffic Volumes



Trip Distribution

Traffic generated by the site was distributed to the roadway network based on existing travel patterns and engineering judgement. The existing traffic volumes at the Langhorne Road intersections with Tate Springs Road were considered, along with traffic volumes at the Atherholt Road intersection with Langhorne Road.

Based on the existing traffic counts, the travel patterns in the area are primarily commuter based and oriented to the hospital and related medical services in the area. Generally, the morning and afternoon peak period patterns mirror one another as would be expected for commuter traffic. The following general travel patterns exist today.

To/From the West: 35%-40% of traffic enters and exits the study area.

To/From the North:

- 3%-5% of the traffic entering the study area comes from the northern leg of Tate Springs Road in the morning and leaves to the north in the evening.
- 21%-23% of the traffic exiting the study area travels to the northern leg of Tate Springs Road in the morning and enters from the north in the evening.

To/From the East:

- 41%-44% of the traffic entering the study area comes from the east in the morning and leaves to the east in the evening
- 58%-60% of the traffic exiting the study area travels to the east in the morning and enters from the east in the evening

Aside from the 21%-23% of traffic that is oriented toward the main hospital on Tate Springs Road, the existing travel patterns apply to the proposed site and anticipated travel associated with it. Adjusting the percentages to accurately reflect the traffic oriented to/from the north on Tate Springs Road the following distribution was determined.

- 40% to/from the west
- 5% to/from the north
- 55% to/from the east

Of the 55% of site trips expected to travel to/from the east, 15% were assumed to use Atherholt Road and Yorktown Avenue. The trip distribution assumptions are shown in **Figures 5** and the trip assignment assumptions are shown in **Figure 6**. Additional detail supporting the traffic distribution assumptions is included in **Appendix C**.

The site trips shown in **Figure 6** were added to the 2023 no build traffic volumes shown in **Figure 4** and the resulting 2025 build traffic volumes are shown in **Figure 7**.

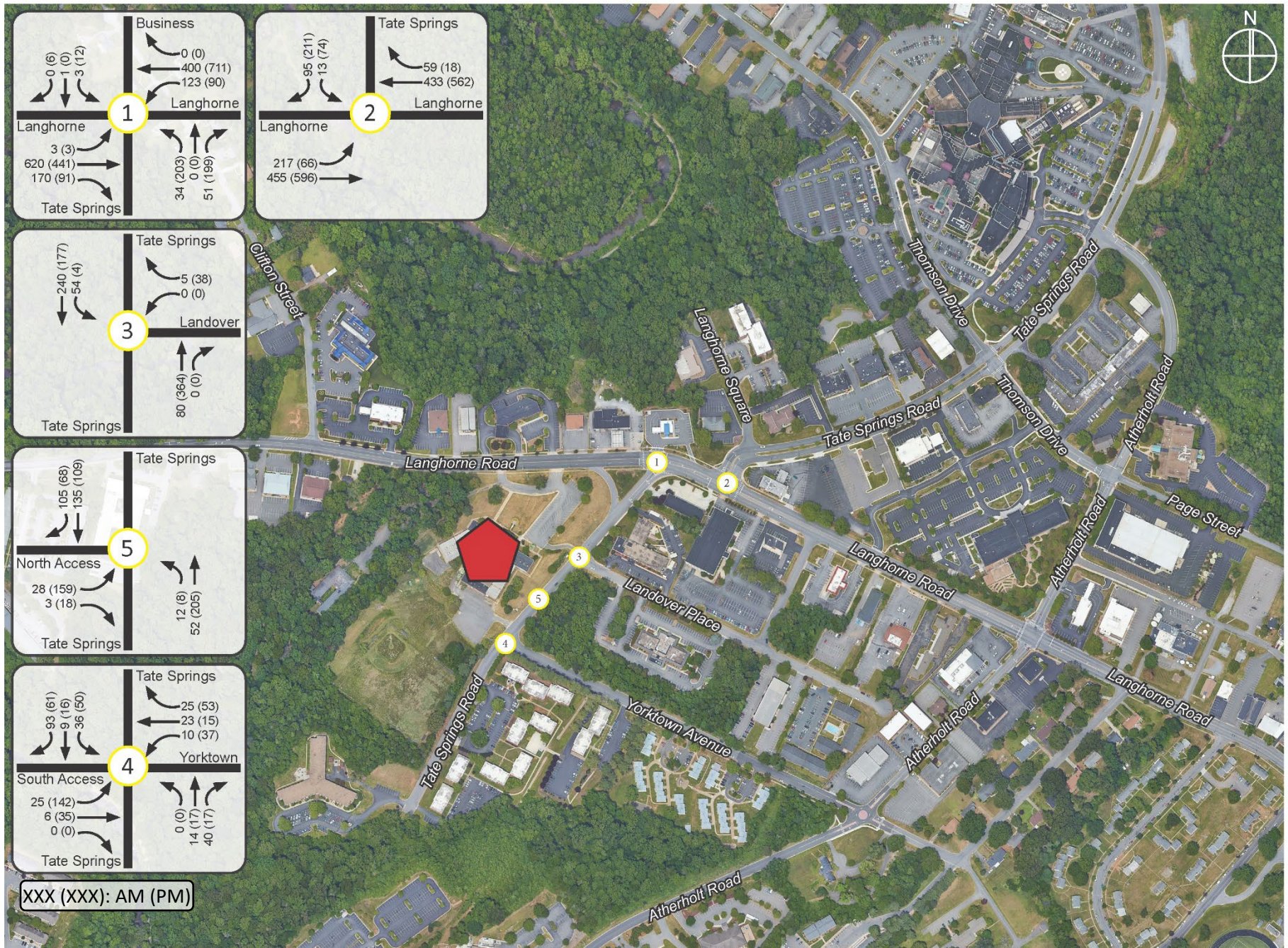
Figure 5: Site Trip Distribution



Figure 6: Site Trip Assignment



Figure 7: 2025 Build Traffic Volumes



Traffic Operations and Turn Lane Warrant Analysis

The traffic operations analysis for the study intersections was completed using Synchro/SimTraffic 11, a computer-based traffic operations model that replicates procedures from the *Highway Capacity Manual (HCM)*. The average vehicle delays (in seconds) for each intersection by turning movement, as well as the Level of Service (LOS) on a scale of A (best) to F (worst) as defined in the *HCM* were analyzed and reported in Synchro, and the maximum queue lengths (in feet) for each turning movement were analyzed and reported in SimTraffic.

Existing Conditions

The Synchro models were developed per the existing intersection configurations, 2023 traffic volumes, and the current VDOT TOSAM guidance. The Synchro HCM reports and SimTraffic queue reports are provided in **Appendix D** and **Appendix E**. **Table 2** summarizes the average vehicle delays, levels of service, and maximum queue lengths for existing conditions.

As shown in Table 2, all of the study area intersections operate at LOS B or better overall, all individual movements operate at LOS D or better during both peak periods (with two exceptions), and there are no queuing concerns. At the western intersection of Langhorne Road with Tate Spring Road, the northbound shared through/left turn movement on Tate Springs Road and the southbound shared through/left turn movement exiting the Beacon Credit Union both currently operate at level of service E. While not ideal, the queues associated with these movements are minimal and can be accommodated within the provided storage areas.

Year 2025 No Build Conditions

The existing conditions Synchro models were updated with the 2025 no build traffic volumes and the results are summarized in **Table 3**. The Synchro HCM reports and SimTraffic queue reports are provided in **Appendix F** and **Appendix G**.

As shown in Table 3, the future no build traffic operations are expected to be nearly identical to existing conditions. All of the study area intersections are expected to continue to operate at LOS B or better overall, all individual movements are expected to operate at LOS D or better during both peak periods (with two exceptions), and there are no queueing concerns.

At the western intersection of Langhorne Road with Tate Spring Road, the northbound shared through/left turn movement on Tate Springs Road and the southbound shared through/left turn movement exiting the Beacon Credit Union are expected to operate at level of service E, as in existing conditions. Similar to existing conditions, the queues associated with these movements are minimal and can be accommodated within the provided storage areas.

Table 2: Existing Conditions Traffic Operations Analysis Results

Approach	Movement	Storage	Taper	Effective Storage	Existing AM			Existing PM		
					LOS	Delay (sec)	Maximum Queue (feet)	LOS	Delay (sec)	Maximum Queue (feet)
Langhorne Road/Tate Springs Road West										
Signalized										
Langhorne Road	EBL/T	-	-	-	A	5.1	105	A	6.1	101
	EBT				A	5.2	86	A	6.2	81
	EBR	175	60	205	A	0.0	44	A	0.0	11
Langhorne Road	WBL	70	50	95	A	3.1	43	A	4.2	73
	WBT	175	0	175	A	0.0	70	B	14.3	143
	WBT/R	175	0	175	A	0.0	63	B	14.3	139
Tate Springs Road	NBL/T	-	-	405	E	56.0	29	D	53.9	88
	NBR	405	0	405	A	0.0	0	A	0.0	0
Business	SBL/T	320	0	320	E	67.7	27	D	52.8	48
	SBR	320	0	320	A	0.0	0	A	0.0	25
Intersection					A	3.8		B	13.5	
Langhorne Road/Tate Springs Road East										
Signalized										
Langhorne Road	EBL	70	80	110	A	4.9	97	A	3.1	77
	EBT	175	0	175	A	2.7	93	A	3.2	93
Langhorne Road	WBT	-	-	-	A	5.4	106	A	5.0	117
	WBT/R	-	-	-	A	5.4	69	A	5.0	71
Tate Springs Road	SBL	-	-	-	D	37.7	50	D	37.8	121
	SBR	-	-	-	D	37.3	75	D	35.4	111
Intersection					A	7.0		B	10.9	
Tate Springs Road/Landover Place										
Unsignalized										
Landover Place	WBL/R	-	-	-	A	8.5	29	A	8.8	52
Tate Springs Road	NBT/R	-	-	340	A	0.0	0	A	0.0	0
Tate Springs Road	SBL/T	-	-	405	A	7.4	18	A	7.4	11
Tate Springs Road/Yorktown Avenue										
Unsignalized										
Yorktown Avenue	WBL/R	-	-	-	A	9.0	31	A	9.2	59
Tate Springs Road	NBT/R	-	-	-	A	0.0	2	A	0.0	0
Tate Springs Road	SBL/T	-	-	340	A	7.4	31	A	7.3	30

Table 3: 2025 No Build Conditions Traffic Operations Analysis Results

Approach	Movement	Storage	Taper	Effective Storage	2025 No Build AM			2025 No Build PM			
					LOS	Delay (sec)	Maximum Queue (feet)	LOS	Delay (sec)	Maximum Queue (feet)	
Langhorne Road/Tate Springs Road West											Signalized
Langhorne Road	EBL/T	-	-	-	A	5.1	115	A	6.1	97	
	EBT				A	5.2	82	A	6.2	89	
	EBR	175	60	205	A	0.0	55	A	0.0	13	
Langhorne Road	WBL	70	50	95	A	3.1	47	A	4.2	65	
	WBT	175	0	175	A	0.0	78	B	14.4	140	
	WBT/R	175	0	175	A	0.0	59	B	14.4	141	
Tate Springs Road	NBL/T	-	-	405	E	56.0	31	D	53.7	97	
	NBR	405	0	405	A	0.0	0	A	0.0	0	
Business	SBL/T	320	0	320	E	67.7	27	D	52.8	40	
	SBR	320	0	320	A	0.0	0	A	0.0	25	
Intersection					A	3.8		B	13.6		
Langhorne Road/Tate Springs Road East											Signalized
Langhorne Road	EBL	70	80	110	A	4.8	96	A	3.1	75	
	EBT	175	0	175	A	2.6	77	A	3.3	88	
Langhorne Road	WBT	-	-	-	A	5.3	98	A	5.0	105	
	WBT/R	-	-	-	A	5.3	70	A	5.0	75	
Tate Springs Road	SBL	-	-	-	D	37.6	41	D	37.7	120	
	SBR	-	-	-	D	37.3	78	D	35.3	120	
Intersection					A	6.9		B	11.0		
Tate Springs Road/Landover Place											Unsignalized
Landover Place	WBL/R	-	-	-	A	8.5	29	A	8.8	57	
Tate Springs Road	NBT/R	-	-	340	A	0.0	0	A	0.0	0	
Tate Springs Road	SBL/T	-	-	405	A	7.4	12	A	7.4	6	
Tate Springs Road/Yorktown Avenue											Unsignalized
Yorktown Avenue	WBL/R	-	-	-	A	8.9	38	A	9.2	64	
Tate Springs Road	NBT/R	-	-	-	A	0.0	0	A	0.0	0	
Tate Springs Road	SBL/T	-	-	340	A	7.4	27	A	7.3	28	

Year 2025 Build Conditions

Figure 2 illustrates the conceptual site plan for the medical office building. As shown, the site will include two entrances, one 170 feet south of Landover Place and the other opposite Yorktown Avenue.

2025 Build Traffic Operations Analysis

The build conditions Synchro models were updated with the 2025 build traffic volumes and the results are summarized in **Table 4**. The Synchro HCM reports and SimTraffic queue reports are provided in **Appendix H** and **I**.

As shown in **Table 4**, with the addition of the trips generated by the proposed medical office building, traffic operations are expected to degrade somewhat at the study intersections. All of the study intersections are expected to operate at LOS C or better overall and all individual movements are expected to operate at LOS D or better during both peak periods with the same two exceptions found in existing and no build conditions. However, with the addition of the site traffic the shared northbound through/left turn movement on Tate Spring Road is expected to degrade to LOS F and the delay for this movement is expected to increase by more than 100 seconds.

With the addition of the site traffic, queues at the intersection of Langhorne Road and Tate Springs Road west are expected to extend beyond the storage area or increase significantly for the following movements.

- The westbound left turn queue is expected to extend slightly, beyond the provided storage area (less than one vehicle).
- The westbound through queue is expected to extend slightly beyond the provided storage by two feet.
- The northbound Tate Springs Road queue is expected to be lengthy at 306 feet but not to extend through the intersection of Landover Place.

Table 4: 2025 Build Conditions Traffic Operations Analysis Results

Approach	Movement	Storage	Taper	Effective Storage	2025 Build AM			2025 Build PM		
					LOS	Delay (sec)	Maximum Queue (feet)	LOS	Delay (sec)	Maximum Queue (feet)
Langhorne Road/Tate Springs Road West										
Langhorne Road	EBL/T	-	-	-	A	6.8	156	A	9.2	128
	EBT				A	7.0	128	A	9.4	110
	EBR	175	60	205	A	0.0	60	A	0.0	65
Langhorne Road	WBL	70	50	95	A	4.4	96	A	6.4	95
	WBT	175	0	175	B	11.0	131	B	16.8	177
	WBT/R	175	0	175	B	11.0	97	B	16.8	171
Tate Springs Road	NBT/L	-	-	405	D	50.2	70	F	157.4	306
	NBR	405	0	405	A	0.0	0	A	0.0	177
Business	SBL/T	320	0	320	E	67.7	29	D	52.8	47
	SBR	320	0	320	A	0.0	0	A	0.0	27
Intersection					A	9.5		C	33.7	
Langhorne Road/Tate Springs Road East										
Langhorne Road	EBL	70	80	110	A	6.0	106	A	3.3	86
	EBT	175	0	175	A	3.4	104	A	3.7	154
Langhorne Road	WBT	-	-	-	A	5.5	131	A	5.7	121
	WBT/R	-	-	-	A	5.5	88	A	5.7	80
Tate Springs Road	SBL	-	-	-	D	37.6	48	D	37.7	115
	SBR	-	-	-	D	37.3	83	D	35.3	126
Intersection					A	7.5		B	10.5	
Tate Springs Road/Landover Place										
Landover Place	WBL/T/R	-	-	-	A	8.7	30	B	10.8	67
Tate Springs Road	NBL/T/R	-	-	340	A	0.0	0	A	0.0	59
Tate Springs Road	SBL/T/R	-	-	405	A	7.5	44	A	8.1	32
Tate Springs Road/North Access										
North Access	EBL/R	-	-	-	B	10.3	49	B	13.2	125
Tate Springs Road	NBL/T	-	-	-	A	7.8	35	A	7.6	62
Tate Springs Road	SBT/R	-	-	-	A	0.0	2	A	0.0	0
Tate Springs Road/Yorktown Avenue/South Access										
South Access	EBL/T/R	-	-	-	B	10.4	45	B	12.6	87
Yorktown Avenue	WBL/T/R	-	-	-	B	10.0	60	B	10.1	66
Tate Springs Road	NBL/T/R	-	-	-	A	0.0	4	A	0.0	5
Tate Springs Road	SBL/T/R	-	-	340	A	7.4	32	A	7.4	27

2025 Build Traffic Operations Analysis with Traffic Signal Optimization

To address the increased delays and queues with the addition of the site traffic, the traffic signal timings at the two Langhorne Road and Tate Springs Road intersections were optimized. The results of this analysis are shown in **Table 5** and the Synchro HCM reports and SimTraffic queue reports are provided in **Appendix J** and **K**.

As shown in Table 5, with optimized signal timings and the addition of the trips generated by the proposed medical office building, traffic operations are expected to be similar to no build conditions. All of the study intersections are expected to operate at overall LOS A and all individual movements are expected to operate at LOS D or better with only one exception. At the western intersection of Langhorne Road and Tate Springs Road the southbound shared through/left turn movement exiting the Beacon Credit Union is expected to operate at level of service E, as in existing and no build conditions.

With the optimized signal timings none of the queues are expected to extend beyond the existing storage areas, however, the queues are expected to extend to the limits of the storage areas in the following two locations.

- The westbound left turn queue at the western Langhorne Road and Tate Springs Road intersection is expected to utilize the entire storage area. Considering that the westbound queue at the upstream eastern Langhorne Road and Tate Springs Road intersection is not lengthy at 121 feet, it is not anticipated that this queue will be problematic.
- The eastbound left turn queue at the eastern Langhorne Road and Tate Springs Road intersection is expected to be within one foot of the limit of the storage area.

Table 5: 2025 Build Conditions with Signal Timing Optimization Traffic Operations Analysis Results

Approach	Movement	Storage	Taper	Effective Storage	2025 Build AM			2025 Build PM		
					LOS	Delay (sec)	Maximum Queue (feet)	LOS	Delay (sec)	Maximum Queue (feet)
Langhorne Road/Tate Springs Road WestSignalized										
Langhorne Road	EBL/T	-	-	-	A	6.6	143	B	11.7	151
	EBT				A	6.7	126	B	11.9	134
	EBR	175	60	205	A	0.0	66	A	0.0	55
Langhorne Road	WBL	70	50	95	A	3.9	89	A	7.7	95
	WBT	175	0	175	A	0.0	101	A	0.1	158
	WBT/R	175	0	175	A	0.0	74	A	0.1	152
Tate Springs Road	NBL/T	-	-	405	D	53.4	62	D	38.3	187
	NBR	405	0	405	A	0.0	0	A	0.0	0
Business	SBL/T	320	0	320	E	70.4	36	D	50.1	44
	SBR	320	0	320	A	0.0	0	A	0.0	25
Intersection					A	5.7		A	9.8	
Langhorne Road/Tate Springs Road EastSignalized										
Langhorne Road	EBL	70	80	110	A	2.4	109	A	0.8	81
	EBT	175	0	175	A	0.3	124	A	0.7	103
Langhorne Road	WBT	-	-	-	A	5.1	112	A	6.0	131
	WBT/R	-	-	-	A	5.1	73	A	6.0	83
Tate Springs Road	SBL	-	-	-	D	40.6	42	D	35.0	106
	SBR	-	-	-	D	40.2	86	C	32.9	126
Intersection					A	5.9		A	8.9	
Tate Springs Road/Landover PlaceUnsignalized										
Landover Place	WBL/T/R	-	-	-	A	8.7	32	B	10.8	53
Tate Springs Road	NBL/T/R	-	-	340	A	0.0	0	A	0.0	0
Tate Springs Road	SBL/T/R	-	-	405	A	7.5	32	A	8.1	29
Tate Springs Road/North AccessUnsignalized										
North Access	EBL/R	-	-	-	B	10.3	50	B	13.2	98
Tate Springs Road	NBL/T	-	-	-	A	7.8	33	A	7.6	31
Tate Springs Road	SBT/R	-	-	-	A	0.0	0	A	0.0	0
Tate Springs Road/Yorktown Avenue/South AccessUnsignalized										
South Access	EBL/T/R	-	-	-	B	10.4	54	B	12.6	92
Yorktown Avenue	WBL/T/R	-	-	-	B	10.0	60	B	10.1	66
Tate Springs Road	NBL/T/R	-	-	-	A	0.0	0	A	0.0	2
Tate Springs Road	SBL/T/R	-	-	340	A	7.4	30	A	7.4	25

Turn Lane Warrant Analysis

Turn lane warrant analyses were performed at the site entrances for 2025 build conditions per the *VDOT Roadway Design Manual*. The turn lane warrant forms are included in **Appendix L** and the results are summarized in **Table 6**.

Table 6: Turn Lane Warrant Analysis Summary

Intersection	Movement	2025 Build		Recommendation
		AM	PM	
Northern Site Entrance	NBL	Not Warranted	Not Warranted	NA
	SBR	Not Warranted	Taper Warranted	100-foot taper
Southern Site Entrance	NBL	Not Warranted	Not Warranted	NA
	SBR	Not Warranted	Taper Warranted	100-foot taper

The results in Table 6 indicate that, left turn lanes are not warranted at either site entrance and right turn tapers are warranted at both site entrances.

Findings and Recommendations

Based on the analyses summarized in this study, the study intersections are expected to accommodate the traffic impact of the proposed 125,00 square-foot medical building.

The following improvements are recommended.

- Signal timing optimization
- Right turn tapers at both site entrances

Appendices

Appendix A Traffic Count Reports

Data Collection Group

LSmith@DataCollectionGroup.net

File Name : Langhorne and Tate Springs East

Site Code :

Start Date : 2/1/2023

Page No : 1

Groups Printed- Passenger Veh - Trucks

	Tate Springs Rd From North				Langhorne Rd From East				Access From South				Langhorne Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	0	9	14	0	55	6	61	0	0	0	0	33	126	0	159	234
07:15 AM	5	0	35	40	0	98	7	105	0	0	0	0	54	122	0	176	321
07:30 AM	2	0	18	20	0	71	14	85	0	0	0	0	50	98	0	148	253
07:45 AM	2	0	17	19	0	90	19	109	0	0	0	0	62	128	0	190	318
Total	14	0	79	93	0	314	46	360	0	0	0	0	199	474	0	673	1126
08:00 AM	4	0	12	16	0	78	18	96	0	0	0	0	46	78	0	124	236
08:15 AM	11	0	19	30	0	74	12	86	0	0	0	0	41	109	1	151	267
08:30 AM	13	0	18	31	1	88	15	104	0	0	0	0	34	121	0	155	290
08:45 AM	18	0	15	33	1	87	14	102	0	0	0	0	38	115	0	153	288
Total	46	0	64	110	2	327	59	388	0	0	0	0	159	423	1	583	1081
04:00 PM	18	0	61	79	0	115	7	122	0	0	0	0	10	129	0	139	340
04:15 PM	24	0	47	71	0	91	6	97	0	0	0	0	13	83	0	96	264
04:30 PM	22	0	58	80	0	122	5	127	0	0	0	0	16	119	0	135	342
04:45 PM	20	0	50	70	0	119	6	125	0	0	2	2	16	106	0	122	319
Total	84	0	216	300	0	447	24	471	0	0	2	2	55	437	0	492	1265
05:00 PM	25	0	60	85	0	125	5	130	0	0	3	3	7	120	0	127	345
05:15 PM	6	0	33	39	0	130	2	132	0	0	1	1	9	104	0	113	285
05:30 PM	2	0	27	29	0	103	5	108	0	0	0	0	9	80	0	89	226
05:45 PM	10	0	23	33	0	82	2	84	0	0	0	0	9	67	0	76	193
Total	43	0	143	186	0	440	14	454	0	0	4	4	34	371	0	405	1049
Grand Total	187	0	502	689	2	1528	143	1673	0	0	6	6	447	1705	1	2153	4521
Apprch %	27.1	0	72.9		0.1	91.3	8.5		0	0	100		20.8	79.2	0		
Total %	4.1	0	11.1	15.2	0	33.8	3.2	37	0	0	0.1	0.1	9.9	37.7	0	47.6	
Passenger Veh	184	0	490	674	2	1496	141	1639	0	0	6	6	436	1653	1	2090	4409
% Passenger Veh	98.4	0	97.6	97.8	100	97.9	98.6	98	0	0	100	100	97.5	97	100	97.1	97.5
Trucks	3	0	12	15	0	32	2	34	0	0	0	0	11	52	0	63	112
% Trucks	1.6	0	2.4	2.2	0	2.1	1.4	2	0	0	0	0	2.5	3	0	2.9	2.5

Data Collection Group

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File Name : Langhorne and Tate Springs East

Site Code :

Start Date : 2/1/2023

Page No : 2

	Tate Springs Rd From North				Langhorne Rd From East				Access From South				Langhorne Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	5	0	35	40	0	98	7	105	0	0	0	0	54	122	0	176	321
07:30 AM	2	0	18	20	0	71	14	85	0	0	0	0	50	98	0	148	253
07:45 AM	2	0	17	19	0	90	19	109	0	0	0	0	62	128	0	190	318
08:00 AM	4	0	12	16	0	78	18	96	0	0	0	0	46	78	0	124	236
Total Volume	13	0	82	95	0	337	58	395	0	0	0	0	212	426	0	638	1128
% App. Total	13.7	0	86.3		0	85.3	14.7		0	0	0		33.2	66.8	0		
PHF	.650	.000	.586	.594	.000	.860	.763	.906	.000	.000	.000	.000	.855	.832	.000	.839	.879
Passenger Veh	13	0	78	91	0	326	58	384	0	0	0	0	208	407	0	615	1090
% Passenger Veh	100	0	95.1	95.8	0	96.7	100	97.2	0	0	0	0	98.1	95.5	0	96.4	96.6
Trucks	0	0	4	4	0	11	0	11	0	0	0	0	4	19	0	23	38
% Trucks	0	0	4.9	4.2	0	3.3	0	2.8	0	0	0	0	1.9	4.5	0	3.6	3.4

Data Collection Group

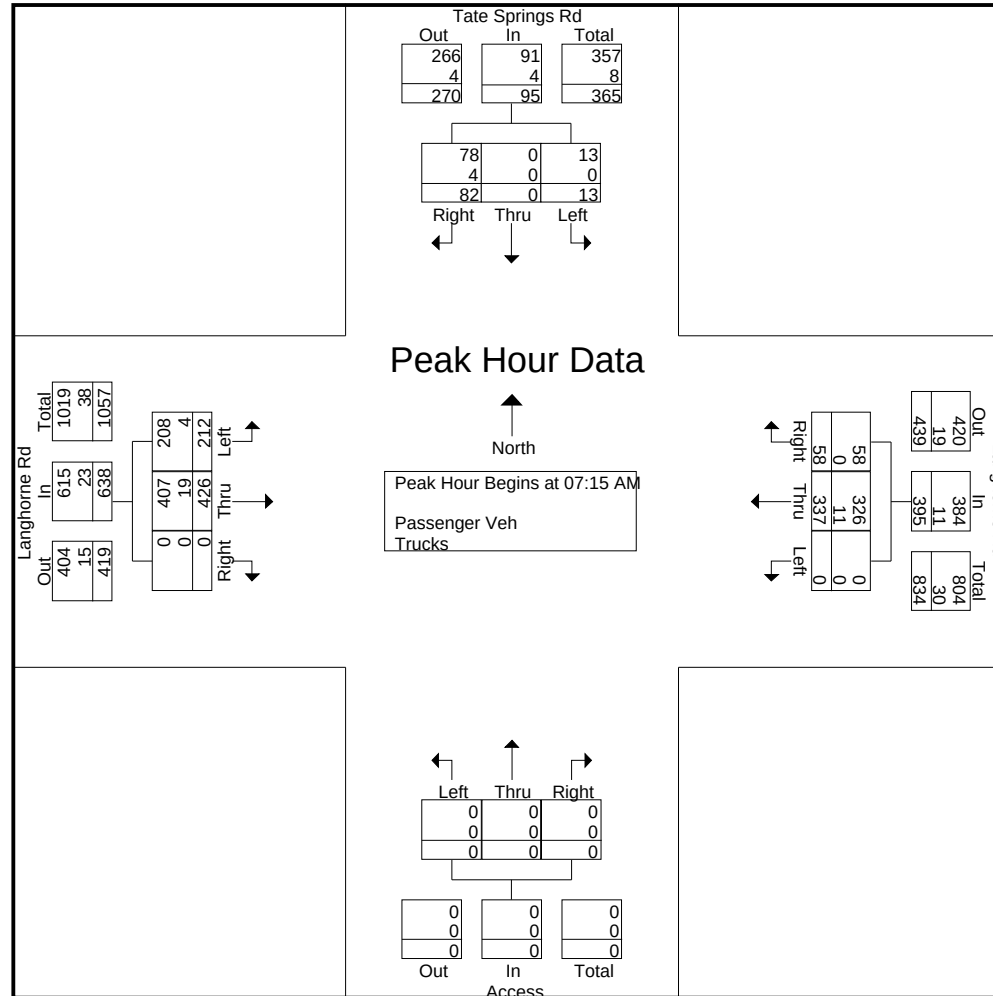
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File Name : Langhorne and Tate Springs East

Site Code :

Start Date : 2/1/2023

Page No : 3



Data Collection Group

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File Name : Langhorne and Tate Springs East

Site Code :

Start Date : 2/1/2023

Page No : 4

	Tate Springs Rd From North				Langhorne Rd From East				Access From South				Langhorne Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	22	0	58	80	0	122	5	127	0	0	0	0	16	119	0	135	342
04:45 PM	20	0	50	70	0	119	6	125	0	0	2	2	16	106	0	122	319
05:00 PM	25	0	60	85	0	125	5	130	0	0	3	3	7	120	0	127	345
05:15 PM	6	0	33	39	0	130	2	132	0	0	1	1	9	104	0	113	285
Total Volume	73	0	201	274	0	496	18	514	0	0	6	6	48	449	0	497	1291
% App. Total	26.6	0	73.4		0	96.5	3.5		0	0	100		9.7	90.3	0		
PHF	.730	.000	.838	.806	.000	.954	.750	.973	.000	.000	.500	.500	.750	.935	.000	.920	.936
Passenger Veh	73	0	197	270	0	492	18	510	0	0	6	6	46	441	0	487	1273
% Passenger Veh	100	0	98.0	98.5	0	99.2	100	99.2	0	0	100	100	95.8	98.2	0	98.0	98.6
Trucks	0	0	4	4	0	4	0	4	0	0	0	0	2	8	0	10	18
% Trucks	0	0	2.0	1.5	0	0.8	0	0.8	0	0	0	0	4.2	1.8	0	2.0	1.4

Data Collection Group

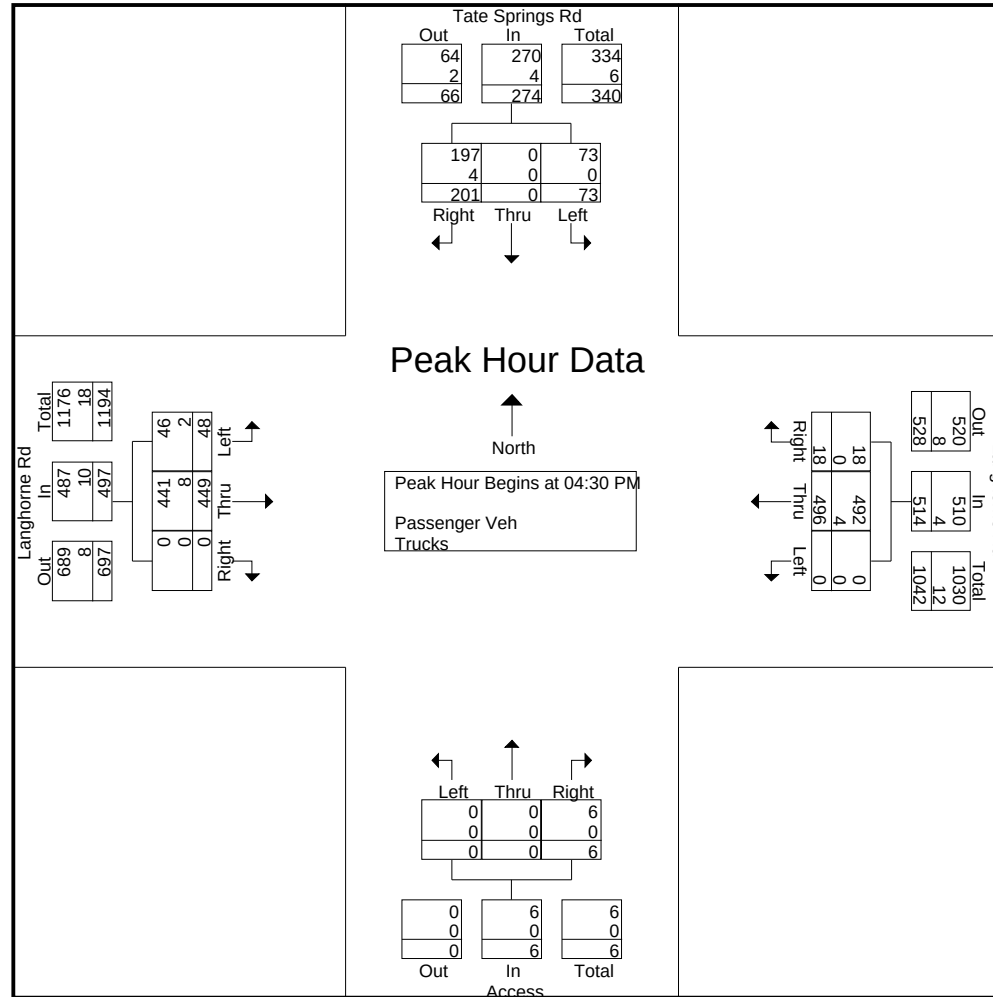
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File Name : Langhorne and Tate Springs East

Site Code :

Start Date : 2/1/2023

Page No : 5



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File Name : Langhorne and Tate Springs West

Site Code :

Start Date : 2/1/2023

Page No : 1

Groups Printed- Passenger Veh - Trucks

Start Time	Access From North				Langhorne Rd From East				Tate Springs Rd From South				Langhorne Rd From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	3	61	0	64	1	0	4	5	0	164	6	170	239
07:15 AM	0	0	0	0	3	126	0	129	2	0	7	9	0	165	11	176	314
07:30 AM	2	0	0	2	4	83	0	87	1	0	5	6	2	146	22	170	265
07:45 AM	1	1	0	2	6	103	0	109	3	0	7	10	0	182	20	202	323
Total	3	1	0	4	16	373	0	389	7	0	23	30	2	657	59	718	1141
08:00 AM	0	0	0	0	5	84	0	89	3	0	4	7	1	121	23	145	241
08:15 AM	0	0	0	0	4	83	0	87	4	0	5	9	0	148	15	163	259
08:30 AM	2	0	1	3	2	103	0	105	7	0	10	17	3	138	16	157	282
08:45 AM	2	0	2	4	7	95	0	102	7	0	9	16	0	147	12	159	281
Total	4	0	3	7	18	365	0	383	21	0	28	49	4	554	66	624	1063
04:00 PM	4	0	2	6	9	171	0	180	10	0	16	26	0	119	6	125	337
04:15 PM	1	0	4	5	5	127	0	132	21	0	8	29	0	92	6	98	264
04:30 PM	4	0	0	4	4	186	0	190	17	0	10	27	2	114	11	127	348
04:45 PM	4	0	2	6	4	182	0	186	11	0	5	16	0	109	9	118	326
Total	13	0	8	21	22	666	0	688	59	0	39	98	2	434	32	468	1275
05:00 PM	0	0	2	2	7	186	0	193	24	0	17	41	1	114	3	118	354
05:15 PM	4	0	2	6	7	150	0	157	8	0	8	16	0	100	7	107	286
05:30 PM	0	0	1	1	3	123	1	127	11	0	8	19	0	81	10	91	238
05:45 PM	3	0	2	5	7	96	0	103	7	0	4	11	1	71	9	81	200
Total	7	0	7	14	24	555	1	580	50	0	37	87	2	366	29	397	1078
Grand Total	27	1	18	46	80	1959	1	2040	137	0	127	264	10	2011	186	2207	4557
Apprch %	58.7	2.2	39.1		3.9	96	0		51.9	0	48.1		0.5	91.1	8.4		
Total %	0.6	0	0.4	1	1.8	43	0	44.8	3	0	2.8	5.8	0.2	44.1	4.1	48.4	
Passenger Veh	27	1	18	46	71	1929	1	2001	135	0	116	251	10	1962	180	2152	4450
% Passenger Veh	100	100	100	100	88.8	98.5	100	98.1	98.5	0	91.3	95.1	100	97.6	96.8	97.5	97.7
Trucks	0	0	0	0	9	30	0	39	2	0	11	13	0	49	6	55	107
% Trucks	0	0	0	0	11.2	1.5	0	1.9	1.5	0	8.7	4.9	0	2.4	3.2	2.5	2.3

Data Collection Group

LSmith@DataCollectionGroup.net

File Name : Langhorne and Tate Springs West

Site Code :

Start Date : 2/1/2023

Page No : 2

	Access From North				Langhorne Rd From East				Tate Springs Rd From South				Langhorne Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	3	126	0	129	2	0	7	9	0	165	11	176	314
07:30 AM	2	0	0	2	4	83	0	87	1	0	5	6	2	146	22	170	265
07:45 AM	1	1	0	2	6	103	0	109	3	0	7	10	0	182	20	202	323
08:00 AM	0	0	0	0	5	84	0	89	3	0	4	7	1	121	23	145	241
Total Volume	3	1	0	4	18	396	0	414	9	0	23	32	3	614	76	693	1143
% App. Total	75	25	0		4.3	95.7	0		28.1	0	71.9		0.4	88.6	11		
PHF	.375	.250	.000	.500	.750	.786	.000	.802	.750	.000	.821	.800	.375	.843	.826	.858	.885
Passenger Veh	3	1	0	4	16	384	0	400	9	0	21	30	3	593	74	670	1104
% Passenger Veh	100	100	0	100	88.9	97.0	0	96.6	100	0	91.3	93.8	100	96.6	97.4	96.7	96.6
Trucks	0	0	0	0	2	12	0	14	0	0	2	2	0	21	2	23	39
% Trucks	0	0	0	0	11.1	3.0	0	3.4	0	0	8.7	6.3	0	3.4	2.6	3.3	3.4

File Name : Langhorne and Tate Springs West

Site Code :

Start Date : 2/1/2023

Page No : 3

Data Collection Group

LSmith@DataCollectionGroup.net

File Name : Langhorne and Tate Springs West

Site Code :

Start Date : 2/1/2023

Page No : 4

	Access From North				Langhorne Rd From East				Tate Springs Rd From South				Langhorne Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	4	0	0	4	4	186	0	190	17	0	10	27	2	114	11	127	348
04:45 PM	4	0	2	6	4	182	0	186	11	0	5	16	0	109	9	118	326
05:00 PM	0	0	2	2	7	186	0	193	24	0	17	41	1	114	3	118	354
05:15 PM	4	0	2	6	7	150	0	157	8	0	8	16	0	100	7	107	286
Total Volume	12	0	6	18	22	704	0	726	60	0	40	100	3	437	30	470	1314
% App. Total	66.7	0	33.3		3	97	0		60	0	40		0.6	93	6.4		
PHF	.750	.000	.750	.750	.786	.946	.000	.940	.625	.000	.588	.610	.375	.958	.682	.925	.928
Passenger Veh	12	0	6	18	19	698	0	717	59	0	38	97	3	432	29	464	1296
% Passenger Veh	100	0	100	100	86.4	99.1	0	98.8	98.3	0	95.0	97.0	100	98.9	96.7	98.7	98.6
Trucks	0	0	0	0	3	6	0	9	1	0	2	3	0	5	1	6	18
% Trucks	0	0	0	0	13.6	0.9	0	1.2	1.7	0	5.0	3.0	0	1.1	3.3	1.3	1.4

Data Collection Group

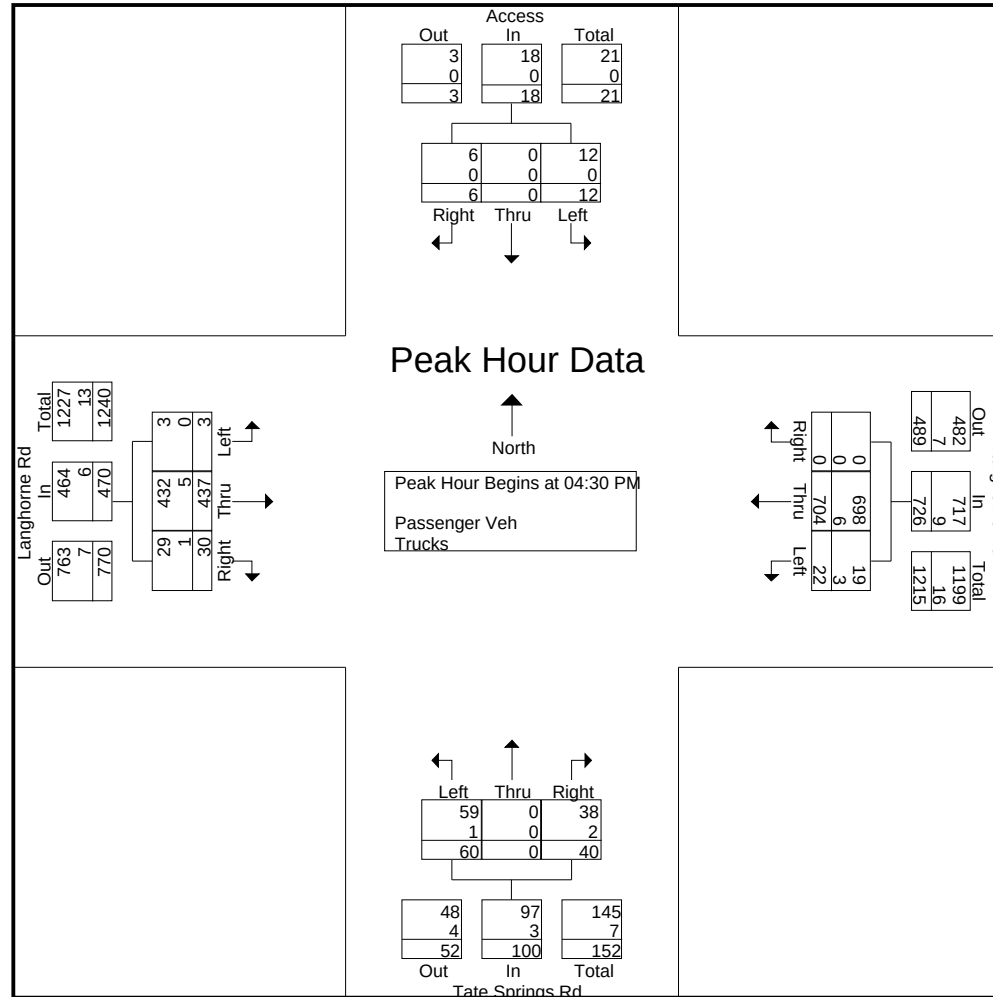
LSmith@DataCollectionGroup.net

File Name : Langhorne and Tate Springs West

Site Code :

Start Date : 2/1/2023

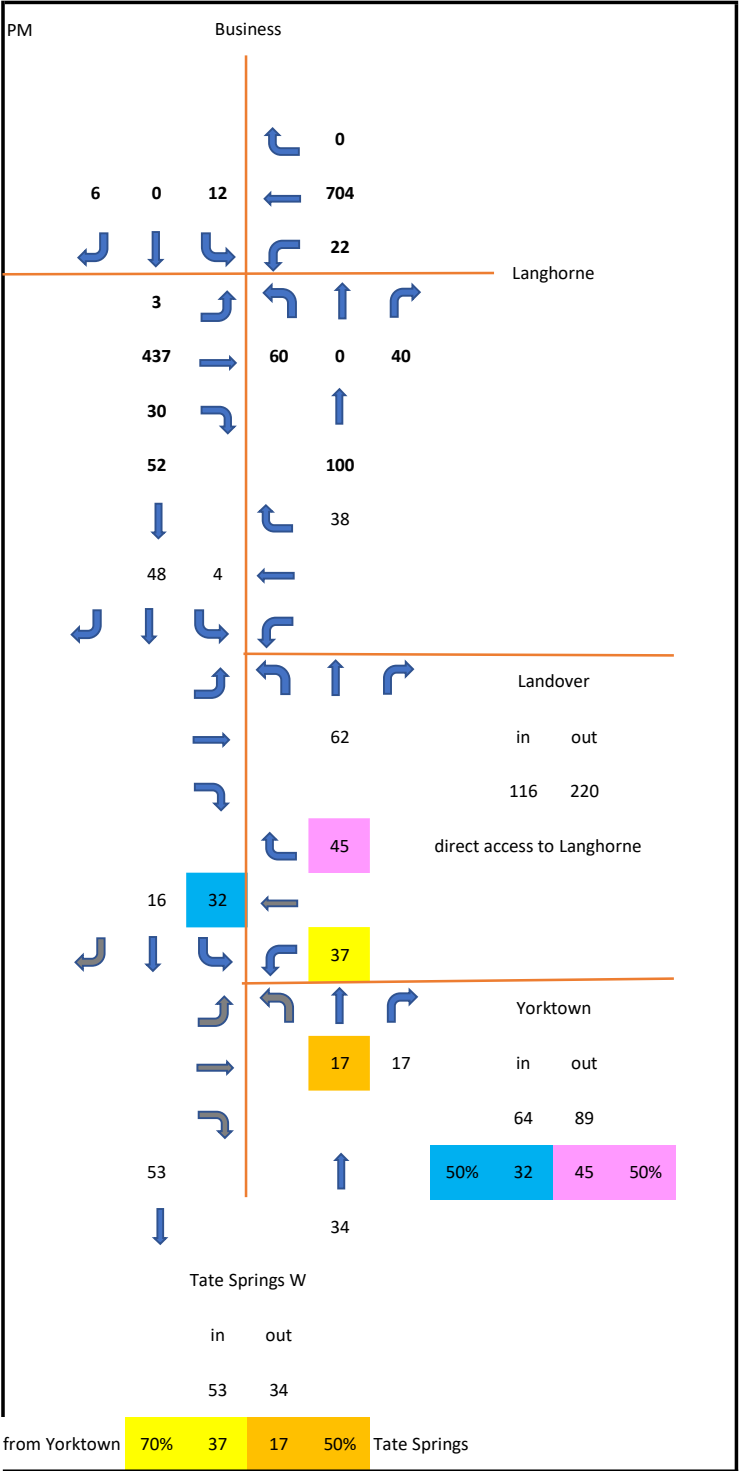
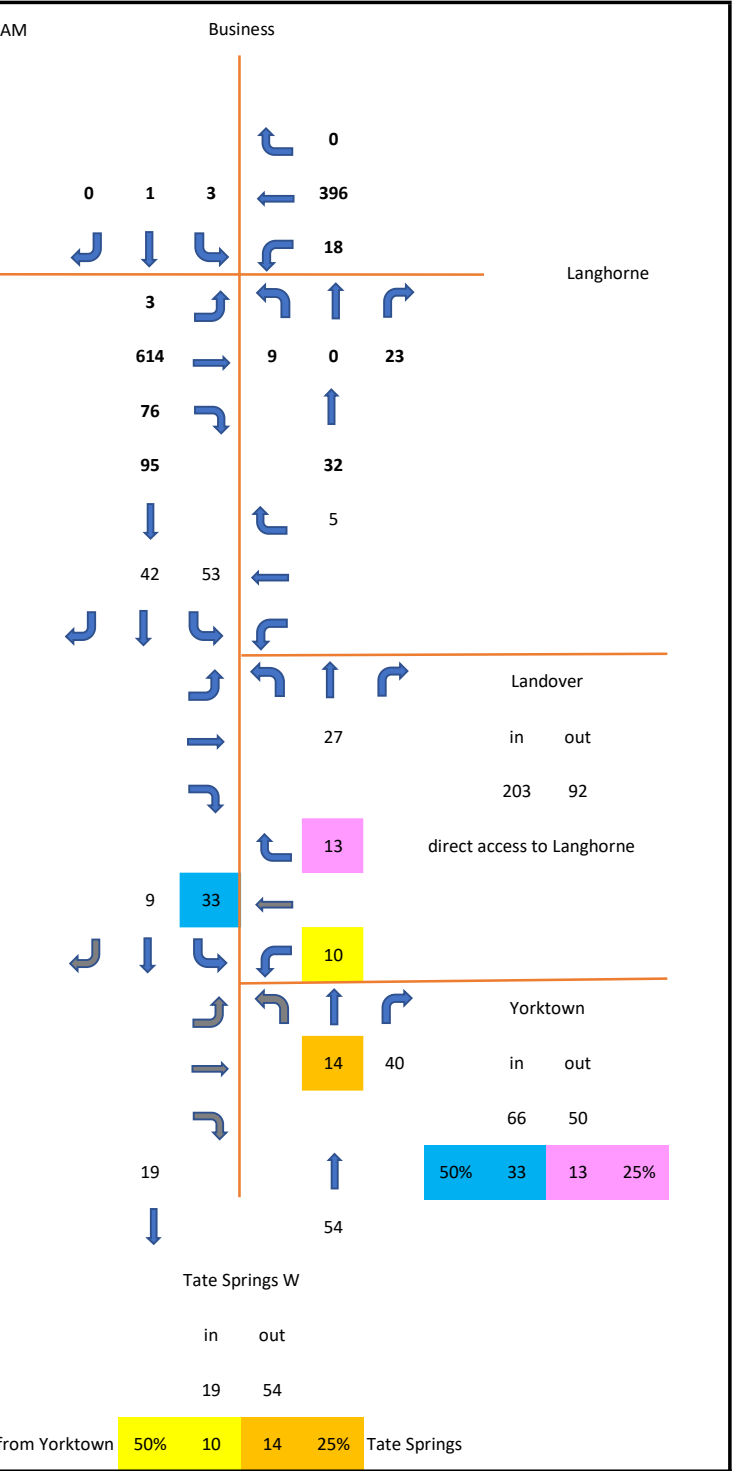
Page No : 5



Appendix B Landover Place and Yorktown Avenue Traffic Volume Development Assumptions

Landover Place and Yorktown Avenue Traffic Volume Development Methodology

- 1. Tate Springs Road traffic volumes at Langhorne Road known
- 2. Trip generaiton for uses south of Yorktown Road, on Yorktown Road, and on the south side of Landover Place established
- 3.Uses on Landover Place will use the direct access to Langhorne Road
- 4. Distribution assumptions were made to match the traffic volumes at Langhorne Road and the trip generation



South end of Tate Springs Road

	Use	ITE Code	unit	qty	daily	AM			PM		
						in	out	total	in	out	total
1	Senior Adult Housing - Multifamily	252	du	88	279	6	12	18	12	10	22
2	Multifamily Housing (Low-rise)	220	du	104	742	13	42	55	41	24	65
Total					1,021	19	54	73	53	34	87

Yorktown between Tate Springs and Atherholt

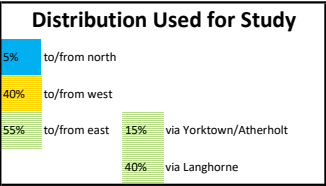
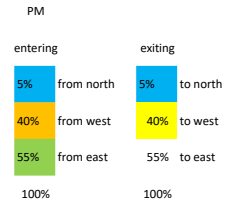
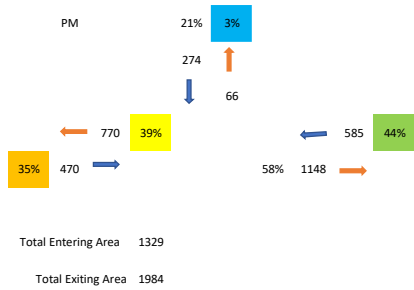
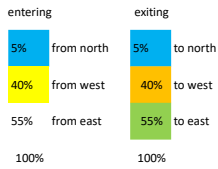
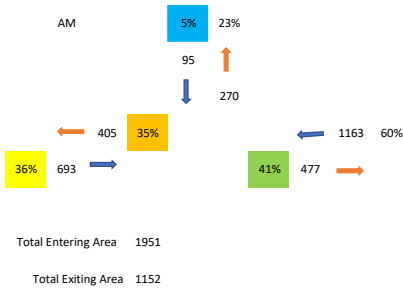
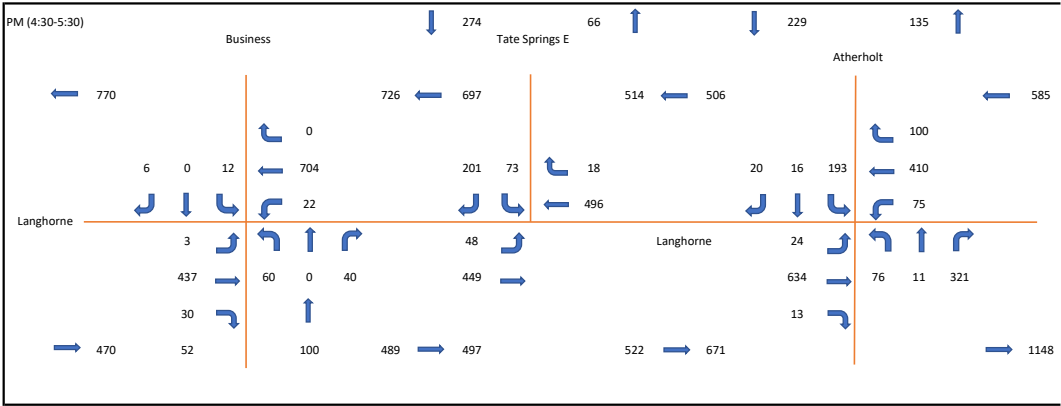
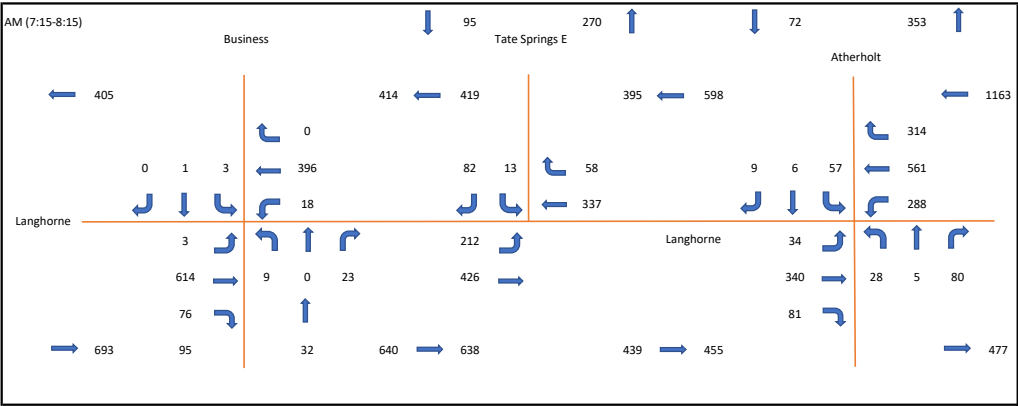
	Use	TE Code	unit	qty	daily	AM			PM		
						in	out	total	in	out	total
3	Medical-Dental Office	720	sf	25,000	966	55	14	69	30	69	99
4	Multifamily Housing (Low-rise)	220	du	78	575	11	36	47	34	20	54
Total					1,541	66	50	116	64	89	153

South side of Landover Place

	Use	TE Code	unit	qty	daily	AM			PM		
						in	out	total	in	out	total
5	Medical-Dental Office	720	sf	57,000	2,341	115	30	145	69	160	229
6	Multifamily Housing (Low-rise)	220	du	78	575	11	36	47	34	20	54
7	Government Office Building	730	sf	30,850	697	77	26	103	13	40	53
Total					3,613	203	92	295	116	220	336



Appendix C Traffic Distribution Information

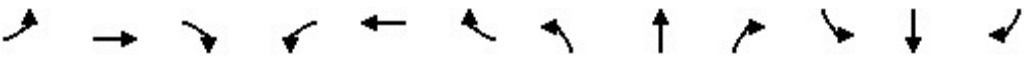


Appendix D 2023 Existing Synchro Reports

HCM 6th Signalized Intersection Summary

1: Tate Springs Road W/Business & Langhorne Road

02/16/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔	↗	↖	↔↔			↗	↖		↔↔	↗
Traffic Volume (veh/h)	3	614	76	18	396	0	9	0	23	3	1	0
Future Volume (veh/h)	3	614	76	18	396	0	9	0	23	3	1	0
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1856	1814	1934	1979	1847	1847	1714	1900	1900	1900
Adj Flow Rate, veh/h	3	690	0	20	445	0	10	0	0	3	1	0
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, %	0	3	3	11	3	0	0	0	9	0	0	0
Cap, veh/h	44	2439		577	2831	0	22	0		7	2	9
Arrive On Green	0.71	0.71	0.00	0.04	1.00	0.00	0.01	0.00	0.00	0.01	0.01	0.00
Sat Flow, veh/h	2	3455	1572	1727	3771	0	1759	0	1452	1373	458	1610
Grp Volume(v), veh/h	372	321	0	20	445	0	10	0	0	4	0	0
Grp Sat Flow(s),veh/h/ln	1853	1604	1572	1727	1837	0	1759	0	1452	1831	0	1610
Q Serve(g_s), s	0.0	6.3	0.0	0.3	0.0	0.0	0.5	0.0	0.0	0.2	0.0	0.0
Cycle Q Clear(g_c), s	6.3	6.3	0.0	0.3	0.0	0.0	0.5	0.0	0.0	0.2	0.0	0.0
Prop In Lane	0.01		1.00	1.00		0.00	1.00		1.00	0.75		1.00
Lane Grp Cap(c), veh/h	1351	1132		577	2831	0	22	0		10	0	9
V/C Ratio(X)	0.28	0.28		0.03	0.16	0.00	0.46	0.00		0.41	0.00	0.00
Avail Cap(c_a), veh/h	1351	1132		668	2831	0	186	0		194	0	170
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.98	0.98	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.6	4.6	0.0	3.1	0.0	0.0	41.7	0.0	0.0	42.1	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.6	0.0	0.0	0.0	0.0	14.3	0.0	0.0	25.6	0.0	0.0
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	2.0	1.7	0.0	0.1	0.0	0.0	0.3	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.1	5.2	0.0	3.1	0.0	0.0	56.0	0.0	0.0	67.7	0.0	0.0
LnGrp LOS	A	A		A	A	A	E	A		E	A	A
Approach Vol, veh/h		693	A		465			10	A		4	
Approach Delay, s/veh		5.2			0.2			56.0			67.7	
Approach LOS		A			A			E			E	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	5.5	66.0		7.1		71.5		6.5				
Change Period (Y+Rc), s	4.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	6.0	39.0		9.0		39.0		9.0				
Max Q Clear Time (g_c+I1), s	2.3	8.3		2.5		2.0		2.2				
Green Ext Time (p_c), s	0.0	5.5		0.0		3.8		0.0				

Intersection Summary

HCM 6th Ctrl Delay	3.8
HCM 6th LOS	A

Notes

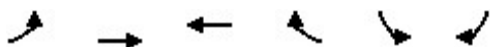
User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

HCM Signalized Intersection Capacity Analysis

2: Langhorne Road & Tate Springs Road E

02/16/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	212	426	337	58	13	82
Future Volume (vph)	212	426	337	58	13	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		2%	-2%		0%	
Total Lost time (s)	4.0	5.0	5.0		5.0	5.0
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frt	1.00	1.00	0.98		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1752	3404	3477		1805	1538
Flt Permitted	0.46	1.00	1.00		0.95	1.00
Satd. Flow (perm)	849	3404	3477		1805	1538
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	241	484	383	66	15	93
RTOR Reduction (vph)	0	0	10	0	0	87
Lane Group Flow (vph)	241	484	439	0	15	6
Heavy Vehicles (%)	2%	5%	3%	0%	0%	5%
Turn Type	pm+pt	NA	NA		Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases	2					4
Actuated Green, G (s)	69.2	69.2	57.2		5.8	5.8
Effective Green, g (s)	69.2	69.2	57.2		5.8	5.8
Actuated g/C Ratio	0.81	0.81	0.67		0.07	0.07
Clearance Time (s)	4.0	5.0	5.0		5.0	5.0
Vehicle Extension (s)	3.0	3.5	3.5		3.0	3.0
Lane Grp Cap (vph)	776	2771	2339		123	104
v/s Ratio Prot	c0.03	0.14	0.13		c0.01	
v/s Ratio Perm	c0.22					0.00
v/c Ratio	0.31	0.17	0.19		0.12	0.06
Uniform Delay, d1	1.8	1.7	5.2		37.2	37.1
Progression Factor	2.57	1.55	1.00		1.00	1.00
Incremental Delay, d2	0.2	0.0	0.2		0.4	0.2
Delay (s)	4.9	2.7	5.4		37.7	37.3
Level of Service	A	A	A		D	D
Approach Delay (s)		3.4	5.4		37.3	
Approach LOS		A	A		D	

Intersection Summary

HCM 2000 Control Delay	7.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	44.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	5	27	0	53	42
Future Vol, veh/h	0	5	27	0	53	42
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	-	-	-3
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	6	30	0	60	47
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	197	30	0	0	30	0
Stage 1	30	-	-	-	-	-
Stage 2	167	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	792	1044	-	-	1583	-
Stage 1	993	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	761	1044	-	-	1583	-
Mov Cap-2 Maneuver	761	-	-	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	829	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	8.5	0		4.1		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 1044		1583	-	
HCM Lane V/C Ratio	-	- 0.005		0.038	-	
HCM Control Delay (s)	-	- 8.5		7.4	0	
HCM Lane LOS	-	- A		A	A	
HCM 95th %tile Q(veh)	-	- 0		0.1	-	

Intersection						
Int Delay, s/veh	3.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	10	13	14	40	33	9
Future Vol, veh/h	10	13	14	40	33	9
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, %	3	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	15	16	45	37	10
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	123	39	0	0	61	0
Stage 1	39	-	-	-	-	-
Stage 2	84	-	-	-	-	-
Critical Hdwy	7.02	6.52	-	-	4.12	-
Critical Hdwy Stg 1	6.02	-	-	-	-	-
Critical Hdwy Stg 2	6.02	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	854	1029	-	-	1542	-
Stage 1	977	-	-	-	-	-
Stage 2	926	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	834	1029	-	-	1542	-
Mov Cap-2 Maneuver	834	-	-	-	-	-
Stage 1	977	-	-	-	-	-
Stage 2	904	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9	0		5.8		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 934		1542	-	
HCM Lane V/C Ratio	-	- 0.028		0.024	-	
HCM Control Delay (s)	-	- 9		7.4	0	
HCM Lane LOS	-	- A		A	A	
HCM 95th %tile Q(veh)	-	- 0.1		0.1	-	

HCM 6th Signalized Intersection Summary

1: Tate Springs Road W/Business & Langhorne Road

02/16/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	437	30	22	704	0	60	0	40	12	0	6
Future Volume (veh/h)	3	437	30	22	704	0	60	0	40	12	0	6
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1856	1769	1964	1979	1817	1847	1773	1900	1900	1900
Adj Flow Rate, veh/h	3	470	0	24	757	0	65	0	0	13	0	0
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, %	0	1	3	14	1	0	2	0	5	0	0	0
Cap, veh/h	45	2305		646	2705	0	84	0		28	0	25
Arrive On Green	0.66	0.66	0.00	0.01	0.24	0.00	0.05	0.00	0.00	0.02	0.00	0.00
Sat Flow, veh/h	3	3506	1572	1684	3829	0	1759	0	1502	1810	0	1610
Grp Volume(v), veh/h	253	220	0	24	757	0	65	0	0	13	0	0
Grp Sat Flow(s),veh/h/ln	1879	1630	1572	1684	1865	0	1759	0	1502	1810	0	1610
Q Serve(g_s), s	0.0	4.5	0.0	0.4	14.1	0.0	3.1	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	4.5	4.5	0.0	0.4	14.1	0.0	3.1	0.0	0.0	0.6	0.0	0.0
Prop In Lane	0.01		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1279	1072		646	2705	0	84	0		28	0	25
V/C Ratio(X)	0.20	0.20		0.04	0.28	0.00	0.77	0.00		0.46	0.00	0.00
Avail Cap(c_a), veh/h	1279	1072		731	2705	0	186	0		192	0	170
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.95	0.95	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.8	5.8	0.0	4.2	14.2	0.0	40.0	0.0	0.0	41.5	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.4	0.0	0.0	0.1	0.0	13.9	0.0	0.0	11.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.4	0.0	0.1	6.9	0.0	1.7	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.1	6.2	0.0	4.2	14.3	0.0	53.9	0.0	0.0	52.8	0.0	0.0
LnGrp LOS	A	A		A	B	A	D	A		D	A	A
Approach Vol, veh/h		473	A		781			65	A		13	
Approach Delay, s/veh		6.1			14.0			53.9			52.8	
Approach LOS		A			B			D			D	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	5.7	61.9		10.1		67.6		7.3				
Change Period (Y+Rc), s	4.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	6.0	39.0		9.0		39.0		9.0				
Max Q Clear Time (g_c+I1), s	2.4	6.5		5.1		16.1		2.6				
Green Ext Time (p_c), s	0.0	3.5		0.1		6.3		0.0				

Intersection Summary

HCM 6th Ctrl Delay 13.5

HCM 6th LOS B

Notes

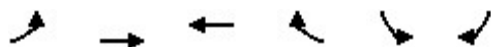
User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

HCM Signalized Intersection Capacity Analysis

2: Langhorne Road & Tate Springs Road E

02/16/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	48	449	496	18	73	201
Future Volume (vph)	48	449	496	18	73	201
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		2%	-2%		0%	
Total Lost time (s)	4.0	5.0	5.0		5.0	5.0
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1718	3504	3592		1805	1583
Flt Permitted	0.42	1.00	1.00		0.95	1.00
Satd. Flow (perm)	758	3504	3592		1805	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	51	478	528	19	78	214
RTOR Reduction (vph)	0	0	2	0	0	193
Lane Group Flow (vph)	51	478	545	0	78	21
Heavy Vehicles (%)	4%	2%	1%	0%	0%	2%
Turn Type	pm+pt	NA	NA		Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases	2					4
Actuated Green, G (s)	66.6	66.6	58.8		8.4	8.4
Effective Green, g (s)	66.6	66.6	58.8		8.4	8.4
Actuated g/C Ratio	0.78	0.78	0.69		0.10	0.10
Clearance Time (s)	4.0	5.0	5.0		5.0	5.0
Vehicle Extension (s)	3.0	3.5	3.5		3.0	3.0
Lane Grp Cap (vph)	636	2745	2484		178	156
v/s Ratio Prot	0.00	c0.14	c0.15		c0.04	
v/s Ratio Perm	0.06					0.01
v/c Ratio	0.08	0.17	0.22		0.44	0.14
Uniform Delay, d1	2.2	2.3	4.8		36.1	35.0
Progression Factor	1.40	1.39	1.00		1.00	1.00
Incremental Delay, d2	0.1	0.0	0.2		1.7	0.4
Delay (s)	3.1	3.2	5.0		37.8	35.4
Level of Service	A	A	A		D	D
Approach Delay (s)		3.2	5.0		36.0	
Approach LOS		A	A		D	

Intersection Summary

HCM 2000 Control Delay	10.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.27		
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	37.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th TWSC
3: Tate Springs Road W & Landover Place

02/16/2023

Intersection						
Int Delay, s/veh	2.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	38	62	0	4	48
Future Vol, veh/h	0	38	62	0	4	48
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	-	-	-3
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	41	67	0	4	52
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	127	67	0	0	67	0
Stage 1	67	-	-	-	-	-
Stage 2	60	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	868	997	-	-	1535	-
Stage 1	956	-	-	-	-	-
Stage 2	963	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	865	997	-	-	1535	-
Mov Cap-2 Maneuver	865	-	-	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	960	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	8.8	0		0.6		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	997	1535	-	
HCM Lane V/C Ratio	-	-	0.041	0.003	-	
HCM Control Delay (s)	-	-	8.8	7.4	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

Intersection						
Int Delay, s/veh	6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	45	17	17	32	16
Future Vol, veh/h	37	45	17	17	32	16
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, %	3	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	48	18	18	34	17
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	112	27	0	0	36	0
Stage 1	27	-	-	-	-	-
Stage 2	85	-	-	-	-	-
Critical Hdwy	7.02	6.52	-	-	4.12	-
Critical Hdwy Stg 1	6.02	-	-	-	-	-
Critical Hdwy Stg 2	6.02	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	868	1046	-	-	1575	-
Stage 1	991	-	-	-	-	-
Stage 2	925	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	849	1046	-	-	1575	-
Mov Cap-2 Maneuver	849	-	-	-	-	-
Stage 1	991	-	-	-	-	-
Stage 2	905	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.2	0		4.9		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	947	1575	-	
HCM Lane V/C Ratio	-	-	0.093	0.022	-	
HCM Control Delay (s)	-	-	9.2	7.3	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-	

Appendix E 2023 Existing SimTraffic Reports

Queuing and Blocking Report

Baseline

02/16/2023

Intersection: 1: Tate Springs Road W/Business & Langhorne Road

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	LT	T	R	L	T	TR	LT	LT
Maximum Queue (ft)	105	86	44	43	70	63	29	27
Average Queue (ft)	19	10	2	6	10	6	6	3
95th Queue (ft)	62	43	21	28	42	32	21	18
Link Distance (ft)	646	646			181	181	355	293
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			205	95				
Storage Blk Time (%)				0	0			
Queuing Penalty (veh)				0	0			

Intersection: 2: Langhorne Road & Tate Springs Road E

Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	T	T	T	TR	L	R
Maximum Queue (ft)	97	93	72	106	69	50	75
Average Queue (ft)	44	14	10	30	16	12	35
95th Queue (ft)	80	51	43	74	49	37	63
Link Distance (ft)		181	181	1191	1191	1026	1026
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	110						
Storage Blk Time (%)	0	0					
Queuing Penalty (veh)	0	0					

Intersection: 3: Tate Springs Road W & Landover Place

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	29	18
Average Queue (ft)	5	1
95th Queue (ft)	23	8
Link Distance (ft)	712	355
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report Baseline

02/16/2023

Intersection: 4: Tate Springs Road W & Yorktown Avenue

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	31	2	31
Average Queue (ft)	16	0	3
95th Queue (ft)	39	2	16
Link Distance (ft)	557	577	342
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report

Baseline

02/16/2023

Intersection: 1: Tate Springs Road W/Business & Langhorne Road

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	LT	T	R	L	T	TR	LT	LT	R
Maximum Queue (ft)	101	81	11	73	143	139	88	48	25
Average Queue (ft)	35	21	0	12	55	53	33	10	5
95th Queue (ft)	79	59	7	45	115	112	70	34	20
Link Distance (ft)	646	646			181	181	355	293	293
Upstream Blk Time (%)					0	0			
Queuing Penalty (veh)					0	0			
Storage Bay Dist (ft)			205	95					
Storage Blk Time (%)				0	1				
Queuing Penalty (veh)				0	0				

Intersection: 2: Langhorne Road & Tate Springs Road E

Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	T	T	T	TR	L	R
Maximum Queue (ft)	77	93	80	117	71	121	111
Average Queue (ft)	23	28	23	42	16	46	54
95th Queue (ft)	57	69	60	89	49	92	89
Link Distance (ft)		181	181	1191	1191	1026	1026
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	110						
Storage Blk Time (%)	0	0					
Queuing Penalty (veh)	0	0					

Intersection: 3: Tate Springs Road W & Landover Place

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	52	11
Average Queue (ft)	22	0
95th Queue (ft)	47	6
Link Distance (ft)	712	355
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Tate Springs Road W & Yorktown Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	59	30
Average Queue (ft)	31	1
95th Queue (ft)	52	13
Link Distance (ft)	557	342
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

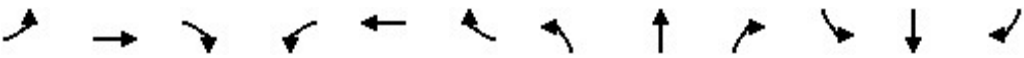
Network wide Queuing Penalty: 0

Appendix F 2025 No Build Synchro Reports

HCM 6th Signalized Intersection Summary

1: Tate Springs Road W/Business & Langhorne Road

02/16/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔	↗	↖	↔↔			↗	↖		↔↔	↗
Traffic Volume (veh/h)	3	620	77	18	400	0	9	0	23	3	1	0
Future Volume (veh/h)	3	620	77	18	400	0	9	0	23	3	1	0
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1856	1814	1934	1979	1847	1847	1714	1900	1900	1900
Adj Flow Rate, veh/h	3	674	0	20	435	0	10	0	0	3	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	3	3	11	3	0	0	0	9	0	0	0
Cap, veh/h	44	2438		585	2831	0	22	0		7	2	9
Arrive On Green	0.71	0.71	0.00	0.04	1.00	0.00	0.01	0.00	0.00	0.01	0.01	0.00
Sat Flow, veh/h	2	3455	1572	1727	3771	0	1759	0	1452	1373	458	1610
Grp Volume(v), veh/h	363	314	0	20	435	0	10	0	0	4	0	0
Grp Sat Flow(s),veh/h/ln	1853	1604	1572	1727	1837	0	1759	0	1452	1831	0	1610
Q Serve(g_s), s	0.0	6.1	0.0	0.3	0.0	0.0	0.5	0.0	0.0	0.2	0.0	0.0
Cycle Q Clear(g_c), s	6.1	6.1	0.0	0.3	0.0	0.0	0.5	0.0	0.0	0.2	0.0	0.0
Prop In Lane	0.01		1.00	1.00		0.00	1.00		1.00	0.75		1.00
Lane Grp Cap(c), veh/h	1351	1132		585	2831	0	22	0		10	0	9
V/C Ratio(X)	0.27	0.28		0.03	0.15	0.00	0.46	0.00		0.41	0.00	0.00
Avail Cap(c_a), veh/h	1351	1132		677	2831	0	186	0		194	0	170
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.98	0.98	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.6	4.6	0.0	3.1	0.0	0.0	41.7	0.0	0.0	42.1	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.6	0.0	0.0	0.0	0.0	14.3	0.0	0.0	25.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	1.7	0.0	0.1	0.0	0.0	0.3	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.1	5.2	0.0	3.1	0.0	0.0	56.0	0.0	0.0	67.7	0.0	0.0
LnGrp LOS	A	A		A	A	A	E	A		E	A	A
Approach Vol, veh/h		677	A		455			10	A		4	
Approach Delay, s/veh		5.1			0.2			56.0			67.7	
Approach LOS		A			A			E			E	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	5.5	66.0		7.1		71.5		6.5				
Change Period (Y+Rc), s	4.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	6.0	39.0		9.0		39.0		9.0				
Max Q Clear Time (g_c+I1), s	2.3	8.1		2.5		2.0		2.2				
Green Ext Time (p_c), s	0.0	5.4		0.0		3.7		0.0				

Intersection Summary

HCM 6th Ctrl Delay	3.8
HCM 6th LOS	A

Notes

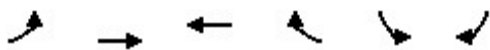
User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

HCM Signalized Intersection Capacity Analysis

2: Langhorne Road & Tate Springs Road E

02/16/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	214	430	340	59	13	83
Future Volume (vph)	214	430	340	59	13	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		2%	-2%		0%	
Total Lost time (s)	4.0	5.0	5.0		5.0	5.0
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frt	1.00	1.00	0.98		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1752	3404	3477		1805	1538
Flt Permitted	0.47	1.00	1.00		0.95	1.00
Satd. Flow (perm)	861	3404	3477		1805	1538
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	233	467	370	64	14	90
RTOR Reduction (vph)	0	0	10	0	0	84
Lane Group Flow (vph)	233	467	424	0	14	6
Heavy Vehicles (%)	2%	5%	3%	0%	0%	5%
Turn Type	pm+pt	NA	NA		Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases	2					4
Actuated Green, G (s)	69.2	69.2	57.3		5.8	5.8
Effective Green, g (s)	69.2	69.2	57.3		5.8	5.8
Actuated g/C Ratio	0.81	0.81	0.67		0.07	0.07
Clearance Time (s)	4.0	5.0	5.0		5.0	5.0
Vehicle Extension (s)	3.0	3.5	3.5		3.0	3.0
Lane Grp Cap (vph)	783	2771	2343		123	104
v/s Ratio Prot	c0.03	0.14	0.12		c0.01	
v/s Ratio Perm	c0.21					0.00
v/c Ratio	0.30	0.17	0.18		0.11	0.06
Uniform Delay, d1	1.8	1.7	5.1		37.2	37.0
Progression Factor	2.52	1.53	1.00		1.00	1.00
Incremental Delay, d2	0.2	0.0	0.2		0.4	0.2
Delay (s)	4.8	2.6	5.3		37.6	37.3
Level of Service	A	A	A		D	D
Approach Delay (s)		3.4	5.3		37.3	
Approach LOS		A	A		D	

Intersection Summary

HCM 2000 Control Delay	6.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	44.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th TWSC
3: Tate Springs Road W & Landover Place

02/16/2023

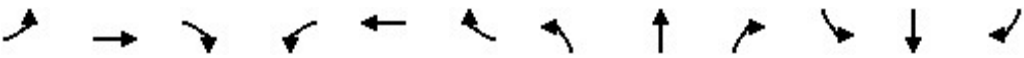
Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	5	27	0	54	42
Future Vol, veh/h	0	5	27	0	54	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	-3
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	29	0	59	46
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	193	29	0	0	29	0
Stage 1	29	-	-	-	-	-
Stage 2	164	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	796	1046	-	-	1584	-
Stage 1	994	-	-	-	-	-
Stage 2	865	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	766	1046	-	-	1584	-
Mov Cap-2 Maneuver	766	-	-	-	-	-
Stage 1	994	-	-	-	-	-
Stage 2	832	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	8.5	0		4.1		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 1046		1584	-	
HCM Lane V/C Ratio	-	- 0.005		0.037	-	
HCM Control Delay (s)	-	- 8.5		7.4	0	
HCM Lane LOS	-	- A		A	A	
HCM 95th %tile Q(veh)	-	- 0		0.1	-	

Intersection						
Int Delay, s/veh	3.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	13	14	40	33	9
Future Vol, veh/h	10	13	14	40	33	9
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, %	3	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	14	15	43	36	10
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	119	37	0	0	58	0
Stage 1	37	-	-	-	-	-
Stage 2	82	-	-	-	-	-
Critical Hdwy	7.02	6.52	-	-	4.12	-
Critical Hdwy Stg 1	6.02	-	-	-	-	-
Critical Hdwy Stg 2	6.02	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	859	1032	-	-	1546	-
Stage 1	979	-	-	-	-	-
Stage 2	928	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	839	1032	-	-	1546	-
Mov Cap-2 Maneuver	839	-	-	-	-	-
Stage 1	979	-	-	-	-	-
Stage 2	907	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	8.9	0		5.8		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 938		1546	-	
HCM Lane V/C Ratio	-	- 0.027		0.023	-	
HCM Control Delay (s)	-	- 8.9		7.4	0	
HCM Lane LOS	-	- A		A	A	
HCM 95th %tile Q(veh)	-	- 0.1		0.1	-	

HCM 6th Signalized Intersection Summary

1: Tate Springs Road W/Business & Langhorne Road

02/16/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔	↗	↖	↔↔			↗	↖		↔↔	↗
Traffic Volume (veh/h)	3	441	30	22	711	0	61	0	40	12	0	6
Future Volume (veh/h)	3	441	30	22	711	0	61	0	40	12	0	6
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1856	1769	1964	1979	1817	1847	1773	1900	1900	1900
Adj Flow Rate, veh/h	3	474	0	24	765	0	66	0	0	13	0	0
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, %	0	1	3	14	1	0	2	0	5	0	0	0
Cap, veh/h	45	2302		643	2702	0	85	0		28	0	25
Arrive On Green	0.66	0.66	0.00	0.01	0.24	0.00	0.05	0.00	0.00	0.02	0.00	0.00
Sat Flow, veh/h	3	3506	1572	1684	3829	0	1759	0	1502	1810	0	1610
Grp Volume(v), veh/h	256	221	0	24	765	0	66	0	0	13	0	0
Grp Sat Flow(s),veh/h/ln	1879	1630	1572	1684	1865	0	1759	0	1502	1810	0	1610
Q Serve(g_s), s	0.0	4.6	0.0	0.4	14.2	0.0	3.2	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	4.6	4.6	0.0	0.4	14.2	0.0	3.2	0.0	0.0	0.6	0.0	0.0
Prop In Lane	0.01		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1277	1070		643	2702	0	85	0		28	0	25
V/C Ratio(X)	0.20	0.21		0.04	0.28	0.00	0.77	0.00		0.46	0.00	0.00
Avail Cap(c_a), veh/h	1277	1070		728	2702	0	186	0		192	0	170
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.95	0.95	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.8	5.8	0.0	4.2	14.3	0.0	40.0	0.0	0.0	41.5	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.4	0.0	0.0	0.1	0.0	13.7	0.0	0.0	11.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.4	0.0	0.1	7.0	0.0	1.7	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.1	6.2	0.0	4.2	14.4	0.0	53.7	0.0	0.0	52.8	0.0	0.0
LnGrp LOS	A	A		A	B	A	D	A		D	A	A
Approach Vol, veh/h		477	A		789			66	A		13	
Approach Delay, s/veh		6.2			14.1			53.7			52.8	
Approach LOS		A			B			D			D	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	5.7	61.8		10.1		67.6		7.3				
Change Period (Y+Rc), s	4.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	6.0	39.0		9.0		39.0		9.0				
Max Q Clear Time (g_c+I1), s	2.4	6.6		5.2		16.2		2.6				
Green Ext Time (p_c), s	0.0	3.6		0.1		6.3		0.0				

Intersection Summary

HCM 6th Ctrl Delay	13.6
HCM 6th LOS	B

Notes

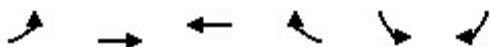
User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

HCM Signalized Intersection Capacity Analysis

2: Langhorne Road & Tate Springs Road E

02/16/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	48	454	501	18	74	203
Future Volume (vph)	48	454	501	18	74	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		2%	-2%		0%	
Total Lost time (s)	4.0	5.0	5.0		5.0	5.0
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1718	3504	3593		1805	1583
Flt Permitted	0.42	1.00	1.00		0.95	1.00
Satd. Flow (perm)	754	3504	3593		1805	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	51	483	533	19	79	216
RTOR Reduction (vph)	0	0	2	0	0	194
Lane Group Flow (vph)	51	483	550	0	79	22
Heavy Vehicles (%)	4%	2%	1%	0%	0%	2%
Turn Type	pm+pt	NA	NA		Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases	2					4
Actuated Green, G (s)	66.5	66.5	58.7		8.5	8.5
Effective Green, g (s)	66.5	66.5	58.7		8.5	8.5
Actuated g/C Ratio	0.78	0.78	0.69		0.10	0.10
Clearance Time (s)	4.0	5.0	5.0		5.0	5.0
Vehicle Extension (s)	3.0	3.5	3.5		3.0	3.0
Lane Grp Cap (vph)	632	2741	2481		180	158
v/s Ratio Prot	0.00	c0.14	c0.15		c0.04	
v/s Ratio Perm	0.06					0.01
v/c Ratio	0.08	0.18	0.22		0.44	0.14
Uniform Delay, d1	2.2	2.3	4.8		36.0	34.9
Progression Factor	1.41	1.40	1.00		1.00	1.00
Incremental Delay, d2	0.1	0.0	0.2		1.7	0.4
Delay (s)	3.1	3.3	5.0		37.7	35.3
Level of Service	A	A	A		D	D
Approach Delay (s)		3.3	5.0		35.9	
Approach LOS		A	A		D	

Intersection Summary

HCM 2000 Control Delay	11.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.27		
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	37.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th TWSC
3: Tate Springs Road W & Landover Place

02/16/2023

Intersection						
Int Delay, s/veh	2.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	38	63	0	4	48
Future Vol, veh/h	0	38	63	0	4	48
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	-	-	-3
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	41	68	0	4	52
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	128	68	0	0	68	0
Stage 1	68	-	-	-	-	-
Stage 2	60	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	866	995	-	-	1533	-
Stage 1	955	-	-	-	-	-
Stage 2	963	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	863	995	-	-	1533	-
Mov Cap-2 Maneuver	863	-	-	-	-	-
Stage 1	955	-	-	-	-	-
Stage 2	960	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	8.8	0		0.6		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	995	1533	-	
HCM Lane V/C Ratio	-	-	0.041	0.003	-	
HCM Control Delay (s)	-	-	8.8	7.4	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

Intersection						
Int Delay, s/veh	6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	45	17	17	32	16
Future Vol, veh/h	37	45	17	17	32	16
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, %	3	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	48	18	18	34	17
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	112	27	0	0	36	0
Stage 1	27	-	-	-	-	-
Stage 2	85	-	-	-	-	-
Critical Hdwy	7.02	6.52	-	-	4.12	-
Critical Hdwy Stg 1	6.02	-	-	-	-	-
Critical Hdwy Stg 2	6.02	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	868	1046	-	-	1575	-
Stage 1	991	-	-	-	-	-
Stage 2	925	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	849	1046	-	-	1575	-
Mov Cap-2 Maneuver	849	-	-	-	-	-
Stage 1	991	-	-	-	-	-
Stage 2	905	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.2	0		4.9		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	947	1575	-	
HCM Lane V/C Ratio	-	-	0.093	0.022	-	
HCM Control Delay (s)	-	-	9.2	7.3	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-	

Appendix G 2025 No Build SimTraffic Reports

Queuing and Blocking Report

Baseline

02/16/2023

Intersection: 1: Tate Springs Road W/Business & Langhorne Road

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	LT	T	R	L	T	TR	LT	LT
Maximum Queue (ft)	115	82	55	47	78	59	31	27
Average Queue (ft)	21	10	4	7	11	7	5	4
95th Queue (ft)	70	43	27	30	45	34	20	19
Link Distance (ft)	646	646			181	181	355	293
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			205	95				
Storage Blk Time (%)					0			
Queuing Penalty (veh)					0			

Intersection: 2: Langhorne Road & Tate Springs Road E

Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	T	T	T	TR	L	R
Maximum Queue (ft)	96	77	58	98	70	41	78
Average Queue (ft)	45	14	9	32	17	11	37
95th Queue (ft)	80	50	37	76	50	34	65
Link Distance (ft)		181	181	1191	1191	1026	1026
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	110						
Storage Blk Time (%)	0	0					
Queuing Penalty (veh)	0	0					

Intersection: 3: Tate Springs Road W & Landover Place

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	29	12
Average Queue (ft)	5	1
95th Queue (ft)	23	6
Link Distance (ft)	712	355
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Tate Springs Road W & Yorktown Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	38	27
Average Queue (ft)	16	2
95th Queue (ft)	40	15
Link Distance (ft)	557	342
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report

Baseline

02/16/2023

Intersection: 1: Tate Springs Road W/Business & Langhorne Road

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	LT	T	R	L	T	TR	LT	LT	R
Maximum Queue (ft)	97	89	13	65	140	141	97	40	25
Average Queue (ft)	34	20	1	9	52	53	32	10	5
95th Queue (ft)	73	59	10	37	114	115	70	32	20
Link Distance (ft)	646	646			181	181	355	293	293
Upstream Blk Time (%)						0			
Queuing Penalty (veh)						0			
Storage Bay Dist (ft)			205	95					
Storage Blk Time (%)				0	1				
Queuing Penalty (veh)				0	0				

Intersection: 2: Langhorne Road & Tate Springs Road E

Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	T	T	T	TR	L	R
Maximum Queue (ft)	75	88	87	105	75	120	120
Average Queue (ft)	22	30	26	43	18	49	55
95th Queue (ft)	55	70	67	86	53	96	90
Link Distance (ft)		181	181	1191	1191	1026	1026
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	110						
Storage Blk Time (%)	0	0					
Queuing Penalty (veh)	0	0					

Intersection: 3: Tate Springs Road W & Landover Place

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	57	6
Average Queue (ft)	23	0
95th Queue (ft)	49	4
Link Distance (ft)	712	355
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

Baseline

02/16/2023

Intersection: 4: Tate Springs Road W & Yorktown Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	64	28
Average Queue (ft)	31	1
95th Queue (ft)	51	12
Link Distance (ft)	557	342
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Appendix H 2025 Build Synchro Reports

HCM 6th Signalized Intersection Summary

1: Tate Springs Road W/Business & Langhorne Road

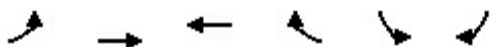
02/27/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	620	170	123	400	0	34	0	51	3	1	0
Future Volume (veh/h)	3	620	170	123	400	0	34	0	51	3	1	0
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1856	1814	1934	1979	1847	1847	1714	1900	1900	1900
Adj Flow Rate, veh/h	3	674	0	134	435	0	37	0	0	3	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	3	3	11	3	0	0	0	9	0	0	0
Cap, veh/h	44	2268		587	2751	0	60	0		7	2	9
Arrive On Green	0.66	0.66	0.00	0.01	0.25	0.00	0.03	0.00	0.00	0.01	0.01	0.00
Sat Flow, veh/h	2	3455	1572	1727	3771	0	1759	0	1452	1373	458	1610
Grp Volume(v), veh/h	363	314	0	134	435	0	37	0	0	4	0	0
Grp Sat Flow(s),veh/h/ln	1853	1604	1572	1727	1837	0	1759	0	1452	1831	0	1610
Q Serve(g_s), s	0.0	7.1	0.0	1.9	7.9	0.0	1.8	0.0	0.0	0.2	0.0	0.0
Cycle Q Clear(g_c), s	7.1	7.1	0.0	1.9	7.9	0.0	1.8	0.0	0.0	0.2	0.0	0.0
Prop In Lane	0.01		1.00	1.00		0.00	1.00		1.00	0.75		1.00
Lane Grp Cap(c), veh/h	1259	1053		587	2751	0	60	0		10	0	9
V/C Ratio(X)	0.29	0.30		0.23	0.16	0.00	0.61	0.00		0.41	0.00	0.00
Avail Cap(c_a), veh/h	1259	1053		631	2751	0	186	0		194	0	170
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.97	0.97	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.2	6.2	0.0	4.2	11.0	0.0	40.5	0.0	0.0	42.1	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.7	0.0	0.2	0.0	0.0	9.7	0.0	0.0	25.6	0.0	0.0
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	2.5	2.2	0.0	0.5	2.9	0.0	0.9	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.8	7.0	0.0	4.4	11.0	0.0	50.2	0.0	0.0	67.7	0.0	0.0
LnGrp LOS	A	A		A	B	A	D	A		E	A	A
Approach Vol, veh/h		677	A		569			37	A		4	
Approach Delay, s/veh		6.9			9.5			50.2			67.7	
Approach LOS		A			A			D			E	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	7.8	61.8		8.9		69.6		6.5				
Change Period (Y+Rc), s	4.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	6.0	39.0		9.0		39.0		9.0				
Max Q Clear Time (g_c+I1), s	3.9	9.1		3.8		9.9		2.2				
Green Ext Time (p_c), s	0.1	5.3		0.0		3.5		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			9.5									
HCM 6th LOS			A									
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM Signalized Intersection Capacity Analysis

2: Langhorne Road & Tate Springs Road E

02/27/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	217	455	433	59	13	95
Future Volume (vph)	217	455	433	59	13	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		2%	-2%		0%	
Total Lost time (s)	4.0	5.0	5.0		5.0	5.0
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frt	1.00	1.00	0.98		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1752	3404	3489		1805	1538
Flt Permitted	0.42	1.00	1.00		0.95	1.00
Satd. Flow (perm)	779	3404	3489		1805	1538
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	236	495	471	64	14	103
RTOR Reduction (vph)	0	0	7	0	0	96
Lane Group Flow (vph)	236	495	528	0	14	7
Heavy Vehicles (%)	2%	5%	3%	0%	0%	5%
Turn Type	pm+pt	NA	NA		Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases	2					4
Actuated Green, G (s)	69.2	69.2	57.3		5.8	5.8
Effective Green, g (s)	69.2	69.2	57.3		5.8	5.8
Actuated g/C Ratio	0.81	0.81	0.67		0.07	0.07
Clearance Time (s)	4.0	5.0	5.0		5.0	5.0
Vehicle Extension (s)	3.0	3.5	3.5		3.0	3.0
Lane Grp Cap (vph)	724	2771	2351		123	104
v/s Ratio Prot	c0.03	0.15	0.15		c0.01	
v/s Ratio Perm	c0.23					0.00
v/c Ratio	0.33	0.18	0.22		0.11	0.07
Uniform Delay, d1	1.8	1.7	5.3		37.2	37.1
Progression Factor	3.10	1.95	1.00		1.00	1.00
Incremental Delay, d2	0.3	0.0	0.2		0.4	0.3
Delay (s)	6.0	3.4	5.5		37.6	37.3
Level of Service	A	A	A		D	D
Approach Delay (s)		4.2	5.5		37.4	
Approach LOS		A	A		D	

Intersection Summary

HCM 2000 Control Delay	7.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	44.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th TWSC

3: Tate Springs Road W & Landover Place

02/27/2023

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	5	80	0	54	240
Future Vol, veh/h	0	5	80	0	54	240
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	-	-	-3
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	87	0	59	261
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	466	87	0	0	87	0
Stage 1	87	-	-	-	-	-
Stage 2	379	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	555	971	-	-	1509	-
Stage 1	936	-	-	-	-	-
Stage 2	692	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	529	971	-	-	1509	-
Mov Cap-2 Maneuver	529	-	-	-	-	-
Stage 1	936	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	8.7	0		1.4		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 971		1509	-	
HCM Lane V/C Ratio	-	- 0.006		0.039	-	
HCM Control Delay (s)	-	- 8.7		7.5	0	
HCM Lane LOS	-	- A		A	A	
HCM 95th %tile Q(veh)	-	- 0		0.1	-	

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	6	0	10	23	25	0	14	40	36	9	93
Future Vol, veh/h	25	6	0	10	23	25	0	14	40	36	9	93
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	3	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	7	0	11	25	27	0	15	43	39	10	101

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	202	197	61	179	226	37	111	0	0	58	0	0
Stage 1	139	139	-	37	37	-	-	-	-	-	-	-
Stage 2	63	58	-	142	189	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.72	7.12	6.52	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.72	6.12	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.72	6.12	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	756	699	1004	760	648	1032	1479	-	-	1546	-	-
Stage 1	864	782	-	972	859	-	-	-	-	-	-	-
Stage 2	948	847	-	841	721	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	699	680	1004	739	631	1032	1479	-	-	1546	-	-
Mov Cap-2 Maneuver	699	680	-	739	631	-	-	-	-	-	-	-
Stage 1	864	761	-	972	859	-	-	-	-	-	-	-
Stage 2	896	847	-	811	702	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.4		10		0		1.9	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1479	-	-	695	782	1546	-
HCM Lane V/C Ratio	-	-	-	0.048	0.081	0.025	-
HCM Control Delay (s)	0	-	-	10.4	10	7.4	0
HCM Lane LOS	A	-	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0.1	-

HCM 6th TWSC
5: Tate Springs Road W & North Access

02/27/2023

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	3	12	52	135	105
Future Vol, veh/h	28	3	12	52	135	105
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	30	3	13	57	147	114

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	287	204	261
Stage 1	204	-	-
Stage 2	83	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	703	837	1303
Stage 1	830	-	-
Stage 2	940	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	696	837	1303
Mov Cap-2 Maneuver	696	-	-
Stage 1	822	-	-
Stage 2	940	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	1.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1303	-	708	-	-
HCM Lane V/C Ratio	0.01	-	0.048	-	-
HCM Control Delay (s)	7.8	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 6th Signalized Intersection Summary

1: Tate Springs Road W/Business & Langhorne Road

02/27/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	441	91	90	711	0	203	0	199	12	0	6
Future Volume (veh/h)	3	441	91	90	711	0	203	0	199	12	0	6
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1856	1769	1964	1979	1817	1847	1773	1900	1900	1900
Adj Flow Rate, veh/h	3	474	0	97	765	0	218	0	0	13	0	0
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, %	0	1	3	14	1	0	2	0	5	0	0	0
Cap, veh/h	45	2024		600	2488	0	186	0		28	0	25
Arrive On Green	0.58	0.58	0.00	0.01	0.22	0.00	0.11	0.00	0.00	0.02	0.00	0.00
Sat Flow, veh/h	4	3505	1572	1684	3829	0	1759	0	1502	1810	0	1610
Grp Volume(v), veh/h	256	221	0	97	765	0	218	0	0	13	0	0
Grp Sat Flow(s),veh/h/ln	1879	1630	1572	1684	1865	0	1759	0	1502	1810	0	1610
Q Serve(g_s), s	0.0	5.6	0.0	1.8	14.6	0.0	9.0	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	5.6	5.6	0.0	1.8	14.6	0.0	9.0	0.0	0.0	0.6	0.0	0.0
Prop In Lane	0.01		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1128	941		600	2488	0	186	0		28	0	25
V/C Ratio(X)	0.23	0.24		0.16	0.31	0.00	1.17	0.00		0.46	0.00	0.00
Avail Cap(c_a), veh/h	1128	941		648	2488	0	186	0		192	0	170
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.95	0.95	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.8	8.8	0.0	6.3	16.7	0.0	38.0	0.0	0.0	41.5	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.6	0.0	0.1	0.1	0.0	119.4	0.0	0.0	11.3	0.0	0.0
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	2.2	1.9	0.0	0.6	7.2	0.0	10.0	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.2	9.4	0.0	6.4	16.8	0.0	157.4	0.0	0.0	52.8	0.0	0.0
LnGrp LOS	A	A		A	B	A	F	A		D	A	A
Approach Vol, veh/h		477	A		862			218	A		13	
Approach Delay, s/veh		9.3			15.6			157.4			52.8	
Approach LOS		A			B			F			D	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	7.6	55.1		15.0		62.7		7.3				
Change Period (Y+Rc), s	4.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	6.0	39.0		9.0		39.0		9.0				
Max Q Clear Time (g_c+I1), s	3.8	7.6		11.0		16.6		2.6				
Green Ext Time (p_c), s	0.0	3.5		0.0		6.3		0.0				

Intersection Summary

HCM 6th Ctrl Delay	33.7
HCM 6th LOS	C

Notes

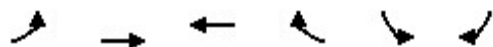
User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

HCM Signalized Intersection Capacity Analysis

2: Langhorne Road & Tate Springs Road E

02/27/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	66	596	562	18	74	211
Future Volume (vph)	66	596	562	18	74	211
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		2%	-2%		0%	
Total Lost time (s)	4.0	5.0	5.0		5.0	5.0
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frt	1.00	1.00	1.00		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1718	3504	3594		1805	1583
Flt Permitted	0.38	1.00	1.00		0.95	1.00
Satd. Flow (perm)	693	3504	3594		1805	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	70	634	598	19	79	224
RTOR Reduction (vph)	0	0	2	0	0	202
Lane Group Flow (vph)	70	634	615	0	79	22
Heavy Vehicles (%)	4%	2%	1%	0%	0%	2%
Turn Type	pm+pt	NA	NA		Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases	2					4
Actuated Green, G (s)	66.5	66.5	57.3		8.5	8.5
Effective Green, g (s)	66.5	66.5	57.3		8.5	8.5
Actuated g/C Ratio	0.78	0.78	0.67		0.10	0.10
Clearance Time (s)	4.0	5.0	5.0		5.0	5.0
Vehicle Extension (s)	3.0	3.5	3.5		3.0	3.0
Lane Grp Cap (vph)	604	2741	2422		180	158
v/s Ratio Prot	0.01	c0.18	c0.17		c0.04	
v/s Ratio Perm	0.08					0.01
v/c Ratio	0.12	0.23	0.25		0.44	0.14
Uniform Delay, d1	2.3	2.5	5.4		36.0	34.9
Progression Factor	1.43	1.49	1.00		1.00	1.00
Incremental Delay, d2	0.1	0.1	0.3		1.7	0.4
Delay (s)	3.3	3.7	5.7		37.7	35.3
Level of Service	A	A	A		D	D
Approach Delay (s)		3.7	5.7		36.0	
Approach LOS		A	A		D	

Intersection Summary

HCM 2000 Control Delay	10.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	38.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th TWSC
3: Tate Springs Road W & Landover Place

02/27/2023

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	38	364	0	4	177
Future Vol, veh/h	0	38	364	0	4	177
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	-	-	-3
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	41	391	0	4	190
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	589	391	0	0	391	0
Stage 1	391	-	-	-	-	-
Stage 2	198	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	471	658	-	-	1168	-
Stage 1	683	-	-	-	-	-
Stage 2	835	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	469	658	-	-	1168	-
Mov Cap-2 Maneuver	469	-	-	-	-	-
Stage 1	683	-	-	-	-	-
Stage 2	832	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.8	0		0.2		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 658		1168	-	
HCM Lane V/C Ratio	-	- 0.062		0.004	-	
HCM Control Delay (s)	-	- 10.8		8.1	0	
HCM Lane LOS	-	- B		A	A	
HCM 95th %tile Q(veh)	-	- 0.2		0	-	

Intersection												
Int Delay, s/veh	8.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	142	35	0	37	15	53	0	17	17	50	16	61
Future Vol, veh/h	142	35	0	37	15	53	0	17	17	50	16	61
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	3	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	153	38	0	40	16	57	0	18	18	54	17	66
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	222	194	50	204	218	27	83	0	0	36	0	0
Stage 1	158	158	-	27	27	-	-	-	-	-	-	-
Stage 2	64	36	-	177	191	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.72	7.12	6.52	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.72	6.12	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.72	6.12	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	734	701	1018	729	656	1046	1514	-	-	1575	-	-
Stage 1	844	767	-	986	869	-	-	-	-	-	-	-
Stage 2	947	865	-	801	719	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	662	676	1018	679	632	1046	1514	-	-	1575	-	-
Mov Cap-2 Maneuver	662	676	-	679	632	-	-	-	-	-	-	-
Stage 1	844	739	-	986	869	-	-	-	-	-	-	-
Stage 2	879	865	-	733	693	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	12.6		10.1			0			2.9			
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1514	-	-	665	815	1575	-	-				
HCM Lane V/C Ratio	-	-	-	0.286	0.139	0.034	-	-				
HCM Control Delay (s)	0	-	-	12.6	10.1	7.4	0	-				
HCM Lane LOS	A	-	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	1.2	0.5	0.1	-	-				

HCM 6th TWSC
5: Tate Springs Road W & North Access

02/27/2023

Intersection						
Int Delay, s/veh	4.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	159	18	8	205	109	68
Future Vol, veh/h	159	18	8	205	109	68
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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	171	19	9	220	117	73

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	392	154	190
Stage 1	154	-	-
Stage 2	238	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	612	892	1384
Stage 1	874	-	-
Stage 2	802	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	608	892	1384
Mov Cap-2 Maneuver	608	-	-
Stage 1	868	-	-
Stage 2	802	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.2	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1384	-	628	-	-
HCM Lane V/C Ratio	0.006	-	0.303	-	-
HCM Control Delay (s)	7.6	0	13.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	1.3	-	-

Appendix I 2025 Build SimTraffic Reports

Intersection: 1: Tate Springs Road W/Business & Langhorne Road

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	LT	T	R	L	T	TR	LT	LT
Maximum Queue (ft)	156	128	60	96	131	97	70	29
Average Queue (ft)	54	33	15	40	40	22	20	3
95th Queue (ft)	120	90	55	83	91	69	49	16
Link Distance (ft)	646	646			181	181	355	293
Upstream Blk Time (%)					0			
Queuing Penalty (veh)					0			
Storage Bay Dist (ft)			205	95				
Storage Blk Time (%)				0	0			
Queuing Penalty (veh)				1	1			

Intersection: 2: Langhorne Road & Tate Springs Road E

Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	T	T	T	TR	L	R
Maximum Queue (ft)	106	101	104	131	88	48	83
Average Queue (ft)	54	19	14	45	20	11	40
95th Queue (ft)	94	67	56	98	54	36	67
Link Distance (ft)		181	181	1191	1191	1026	1026
Upstream Blk Time (%)		0	0				
Queuing Penalty (veh)		0	0				
Storage Bay Dist (ft)	110						
Storage Blk Time (%)	0	0					
Queuing Penalty (veh)	1	0					

Intersection: 3: Tate Springs Road W & Landover Place

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	30	44
Average Queue (ft)	5	4
95th Queue (ft)	22	23
Link Distance (ft)	712	355
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Tate Springs Road W & South Access/Yorktown Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	45	60	4	32
Average Queue (ft)	21	27	0	3
95th Queue (ft)	45	49	3	16
Link Distance (ft)	293	555	577	148
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: Tate Springs Road W & North Access

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	49	35	2
Average Queue (ft)	18	3	0
95th Queue (ft)	44	19	2
Link Distance (ft)	281	148	127
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 2

Intersection: 1: Tate Springs Road W/Business & Langhorne Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	LT	T	R	L	T	TR	LT	R	LT	R
Maximum Queue (ft)	128	110	65	95	177	171	306	177	47	27
Average Queue (ft)	52	33	8	42	83	75	167	34	11	6
95th Queue (ft)	103	84	40	87	151	139	328	206	34	23
Link Distance (ft)	646	646			181	181	355		293	293
Upstream Blk Time (%)					0	0	6	0		
Queuing Penalty (veh)					0	0	22	0		
Storage Bay Dist (ft)			205	95					405	
Storage Blk Time (%)				0	3		6	0		
Queuing Penalty (veh)				1	3		11	0		

Intersection: 2: Langhorne Road & Tate Springs Road E

Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	T	T	T	TR	L	R
Maximum Queue (ft)	86	108	154	121	80	115	126
Average Queue (ft)	32	35	44	53	23	49	56
95th Queue (ft)	68	89	102	101	61	95	96
Link Distance (ft)		181	181	1191	1191	1026	1026
Upstream Blk Time (%)			0				
Queuing Penalty (veh)			0				
Storage Bay Dist (ft)	110						
Storage Blk Time (%)	0	0					
Queuing Penalty (veh)	0	0					

Intersection: 3: Tate Springs Road W & Landover Place

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	67	59	32
Average Queue (ft)	26	14	1
95th Queue (ft)	63	80	14
Link Distance (ft)	712	127	355
Upstream Blk Time (%)		3	
Queuing Penalty (veh)		11	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Tate Springs Road W & South Access/Yorktown Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	87	66	5	27
Average Queue (ft)	45	34	0	2
95th Queue (ft)	72	54	5	14
Link Distance (ft)	293	555	577	148
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: Tate Springs Road W & North Access

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	125	62
Average Queue (ft)	52	6
95th Queue (ft)	111	43
Link Distance (ft)	281	148
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	1
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

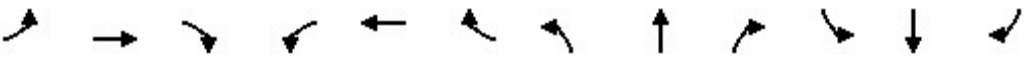
Network wide Queuing Penalty: 50

Appendix J 2025 Build with Signal Timing Optimization Synchro Reports

HCM 6th Signalized Intersection Summary

1: Tate Springs Road W/Business & Langhorne Road

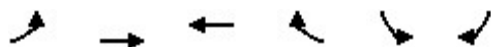
02/27/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔	↗	↖	↔↔			↗	↖		↔↔	↗
Traffic Volume (veh/h)	3	620	170	123	400	0	34	0	51	3	1	0
Future Volume (veh/h)	3	620	170	123	400	0	34	0	51	3	1	0
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1856	1814	1934	1979	1847	1847	1714	1900	1900	1900
Adj Flow Rate, veh/h	3	674	0	134	435	0	37	0	0	3	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	3	3	11	3	0	0	0	9	0	0	0
Cap, veh/h	42	2319		597	2797	0	59	0		7	2	9
Arrive On Green	0.67	0.67	0.00	0.09	1.00	0.00	0.03	0.00	0.00	0.01	0.01	0.00
Sat Flow, veh/h	2	3455	1572	1727	3771	0	1759	0	1452	1373	458	1610
Grp Volume(v), veh/h	363	314	0	134	435	0	37	0	0	4	0	0
Grp Sat Flow(s),veh/h/ln	1853	1604	1572	1727	1837	0	1759	0	1452	1831	0	1610
Q Serve(g_s), s	0.0	7.2	0.0	2.1	0.0	0.0	1.9	0.0	0.0	0.2	0.0	0.0
Cycle Q Clear(g_c), s	7.2	7.2	0.0	2.1	0.0	0.0	1.9	0.0	0.0	0.2	0.0	0.0
Prop In Lane	0.01		1.00	1.00		0.00	1.00		1.00	0.75		1.00
Lane Grp Cap(c), veh/h	1284	1077		597	2797	0	59	0		10	0	9
V/C Ratio(X)	0.28	0.29		0.22	0.16	0.00	0.63	0.00		0.41	0.00	0.00
Avail Cap(c_a), veh/h	1284	1077		710	2797	0	176	0		122	0	107
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.97	0.97	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.0	6.0	0.0	3.7	0.0	0.0	42.9	0.0	0.0	44.6	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.7	0.0	0.2	0.0	0.0	10.5	0.0	0.0	25.8	0.0	0.0
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	2.5	2.2	0.0	0.5	0.0	0.0	1.0	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.6	6.7	0.0	3.9	0.0	0.0	53.4	0.0	0.0	70.4	0.0	0.0
LnGrp LOS	A	A		A	A	A	D	A		E	A	A
Approach Vol, veh/h		677	A		569			37	A		4	
Approach Delay, s/veh		6.7			1.0			53.4			70.4	
Approach LOS		A			A			D			E	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	8.1	66.4		9.0		74.5		6.5				
Change Period (Y+Rc), s	4.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	10.0	43.0		9.0		57.0		6.0				
Max Q Clear Time (g_c+I1), s	4.1	9.2		3.9		2.0		2.2				
Green Ext Time (p_c), s	0.2	5.5		0.0		3.8		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			5.7									
HCM 6th LOS			A									
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM Signalized Intersection Capacity Analysis

2: Langhorne Road & Tate Springs Road E

02/27/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	217	455	433	59	13	95
Future Volume (vph)	217	455	433	59	13	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		2%	-2%		0%	
Total Lost time (s)	4.0	5.0	5.0		5.0	5.0
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frt	1.00	1.00	0.98		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1752	3404	3489		1805	1538
Flt Permitted	0.43	1.00	1.00		0.95	1.00
Satd. Flow (perm)	785	3404	3489		1805	1538
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	236	495	471	64	14	103
RTOR Reduction (vph)	0	0	5	0	0	97
Lane Group Flow (vph)	236	495	530	0	14	6
Heavy Vehicles (%)	2%	5%	3%	0%	0%	5%
Turn Type	pm+pt	NA	NA		Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases	2					4
Actuated Green, G (s)	74.6	74.6	62.8		5.4	5.4
Effective Green, g (s)	74.6	74.6	62.8		5.4	5.4
Actuated g/C Ratio	0.83	0.83	0.70		0.06	0.06
Clearance Time (s)	4.0	5.0	5.0		5.0	5.0
Vehicle Extension (s)	3.0	3.5	3.5		3.0	3.0
Lane Grp Cap (vph)	734	2821	2434		108	92
v/s Ratio Prot	c0.03	0.15	0.15		c0.01	
v/s Ratio Perm	c0.24					0.00
v/c Ratio	0.32	0.18	0.22		0.13	0.07
Uniform Delay, d1	1.6	1.5	4.8		40.1	39.9
Progression Factor	1.28	0.15	1.00		1.00	1.00
Incremental Delay, d2	0.2	0.0	0.2		0.5	0.3
Delay (s)	2.4	0.3	5.1		40.6	40.2
Level of Service	A	A	A		D	D
Approach Delay (s)		0.9	5.1		40.3	
Approach LOS		A	A		D	

Intersection Summary

HCM 2000 Control Delay	5.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	44.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th TWSC
3: Tate Springs Road W & Landover Place

02/27/2023

Intersection

Int Delay, s/veh 1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	5	80	0	54	240
Future Vol, veh/h	0	5	80	0	54	240
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	-	-	-3
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	87	0	59	261

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	466	87	0
Stage 1	87	-	-
Stage 2	379	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	555	971	-
Stage 1	936	-	-
Stage 2	692	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	529	971	-
Mov Cap-2 Maneuver	529	-	-
Stage 1	936	-	-
Stage 2	660	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	1.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	971	1509
HCM Lane V/C Ratio	-	-	0.006	0.039
HCM Control Delay (s)	-	-	8.7	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0.1

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	6	0	10	23	25	0	14	40	36	9	93
Future Vol, veh/h	25	6	0	10	23	25	0	14	40	36	9	93
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	3	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	7	0	11	25	27	0	15	43	39	10	101
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	202	197	61	179	226	37	111	0	0	58	0	0
Stage 1	139	139	-	37	37	-	-	-	-	-	-	-
Stage 2	63	58	-	142	189	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.72	7.12	6.52	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.72	6.12	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.72	6.12	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	756	699	1004	760	648	1032	1479	-	-	1546	-	-
Stage 1	864	782	-	972	859	-	-	-	-	-	-	-
Stage 2	948	847	-	841	721	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	699	680	1004	739	631	1032	1479	-	-	1546	-	-
Mov Cap-2 Maneuver	699	680	-	739	631	-	-	-	-	-	-	-
Stage 1	864	761	-	972	859	-	-	-	-	-	-	-
Stage 2	896	847	-	811	702	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.4		10		0		1.9					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1479	-	-	695	782	1546	-	-				
HCM Lane V/C Ratio	-	-	-	0.048	0.081	0.025	-	-				
HCM Control Delay (s)	0	-	-	10.4	10	7.4	0	-				
HCM Lane LOS	A	-	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0.1	-	-				

HCM 6th TWSC
5: Tate Springs Road W & North Access

02/27/2023

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	3	12	52	135	105
Future Vol, veh/h	28	3	12	52	135	105
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	30	3	13	57	147	114

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	287	204	261	0	-	0
Stage 1	204	-	-	-	-	-
Stage 2	83	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	703	837	1303	-	-	-
Stage 1	830	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	696	837	1303	-	-	-
Mov Cap-2 Maneuver	696	-	-	-	-	-
Stage 1	822	-	-	-	-	-
Stage 2	940	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	1.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1303	-	708	-	-
HCM Lane V/C Ratio	0.01	-	0.048	-	-
HCM Control Delay (s)	7.8	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 6th Signalized Intersection Summary

1: Tate Springs Road W/Business & Langhorne Road

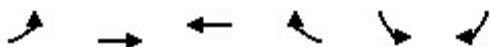
02/27/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	441	91	90	711	0	203	0	199	12	0	6
Future Volume (veh/h)	3	441	91	90	711	0	203	0	199	12	0	6
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1856	1769	1964	1979	1817	1847	1773	1900	1900	1900
Adj Flow Rate, veh/h	3	474	0	97	765	0	218	0	0	13	0	0
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, %	0	1	3	14	1	0	2	0	5	0	0	0
Cap, veh/h	47	1789		543	2259	0	271	0		28	0	25
Arrive On Green	0.51	0.51	0.00	0.09	1.00	0.00	0.15	0.00	0.00	0.02	0.00	0.00
Sat Flow, veh/h	4	3505	1572	1684	3829	0	1759	0	1502	1810	0	1610
Grp Volume(v), veh/h	256	221	0	97	765	0	218	0	0	13	0	0
Grp Sat Flow(s),veh/h/ln	1879	1630	1572	1684	1865	0	1759	0	1502	1810	0	1610
Q Serve(g_s), s	0.0	6.2	0.0	2.1	0.0	0.0	9.6	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	6.1	6.2	0.0	2.1	0.0	0.0	9.6	0.0	0.0	0.6	0.0	0.0
Prop In Lane	0.01		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1005	832		543	2259	0	271	0		28	0	25
V/C Ratio(X)	0.25	0.27		0.18	0.34	0.00	0.81	0.00		0.46	0.00	0.00
Avail Cap(c_a), veh/h	1005	832		551	2259	0	462	0		113	0	101
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.94	0.94	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.1	11.1	0.0	7.6	0.0	0.0	32.7	0.0	0.0	39.0	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.8	0.0	0.2	0.1	0.0	5.6	0.0	0.0	11.1	0.0	0.0
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	2.5	2.2	0.0	0.6	0.0	0.0	4.4	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.7	11.9	0.0	7.7	0.1	0.0	38.3	0.0	0.0	50.1	0.0	0.0
LnGrp LOS	B	B		A	A	A	D	A		D	A	A
Approach Vol, veh/h		477	A		862			218	A		13	
Approach Delay, s/veh		11.8			1.0			38.3			50.1	
Approach LOS		B			A			D			D	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	7.6	46.8		18.3		54.4		7.3				
Change Period (Y+Rc), s	4.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	4.0	28.0		21.0		36.0		5.0				
Max Q Clear Time (g_c+I1), s	4.1	8.2		11.6		2.0		2.6				
Green Ext Time (p_c), s	0.0	3.2		0.8		7.1		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			9.8									
HCM 6th LOS			A									
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM Signalized Intersection Capacity Analysis

2: Langhorne Road & Tate Springs Road E

02/27/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	66	596	562	18	74	211
Future Volume (vph)	66	596	562	18	74	211
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		2%	-2%		0%	
Total Lost time (s)	4.0	5.0	5.0		5.0	5.0
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frt	1.00	1.00	1.00		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1718	3504	3594		1805	1583
Flt Permitted	0.38	1.00	1.00		0.95	1.00
Satd. Flow (perm)	688	3504	3594		1805	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	70	634	598	19	79	224
RTOR Reduction (vph)	0	0	1	0	0	200
Lane Group Flow (vph)	70	634	616	0	79	24
Heavy Vehicles (%)	4%	2%	1%	0%	0%	2%
Turn Type	pm+pt	NA	NA		Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases	2					4
Actuated Green, G (s)	61.6	61.6	52.4		8.4	8.4
Effective Green, g (s)	61.6	61.6	52.4		8.4	8.4
Actuated g/C Ratio	0.77	0.77	0.65		0.11	0.11
Clearance Time (s)	4.0	5.0	5.0		5.0	5.0
Vehicle Extension (s)	3.0	3.5	3.5		3.0	3.0
Lane Grp Cap (vph)	596	2698	2354		189	166
v/s Ratio Prot	0.01	c0.18	c0.17		c0.04	
v/s Ratio Perm	0.08					0.01
v/c Ratio	0.12	0.23	0.26		0.42	0.14
Uniform Delay, d1	2.4	2.6	5.7		33.5	32.5
Progression Factor	0.30	0.27	1.00		1.00	1.00
Incremental Delay, d2	0.1	0.1	0.3		1.5	0.4
Delay (s)	0.8	0.7	6.0		35.0	32.9
Level of Service	A	A	A		D	C
Approach Delay (s)		0.7	6.0		33.5	
Approach LOS		A	A		C	

Intersection Summary

HCM 2000 Control Delay	8.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	38.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th TWSC
3: Tate Springs Road W & Landover Place

02/27/2023

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	38	364	0	4	177
Future Vol, veh/h	0	38	364	0	4	177
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	-	-	-3
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	41	391	0	4	190

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	589	391	0
Stage 1	391	-	-
Stage 2	198	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	471	658	-
Stage 1	683	-	-
Stage 2	835	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	469	658	-
Mov Cap-2 Maneuver	469	-	-
Stage 1	683	-	-
Stage 2	832	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.8	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	658	1168
HCM Lane V/C Ratio	-	-	0.062	0.004
HCM Control Delay (s)	-	-	10.8	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Intersection												
Int Delay, s/veh	8.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	142	35	0	37	15	53	0	17	17	50	16	61
Future Vol, veh/h	142	35	0	37	15	53	0	17	17	50	16	61
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	3	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	153	38	0	40	16	57	0	18	18	54	17	66

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	222	194	50	204	218	27	83	0	0	36	0	0
Stage 1	158	158	-	27	27	-	-	-	-	-	-	-
Stage 2	64	36	-	177	191	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.72	7.12	6.52	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.72	6.12	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.72	6.12	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	734	701	1018	729	656	1046	1514	-	-	1575	-	-
Stage 1	844	767	-	986	869	-	-	-	-	-	-	-
Stage 2	947	865	-	801	719	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	662	676	1018	679	632	1046	1514	-	-	1575	-	-
Mov Cap-2 Maneuver	662	676	-	679	632	-	-	-	-	-	-	-
Stage 1	844	739	-	986	869	-	-	-	-	-	-	-
Stage 2	879	865	-	733	693	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	12.6			10.1			0			2.9		
HCM LOS	B			B								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1514	-	-	665 815	1575	-	-
HCM Lane V/C Ratio	-	-	-	0.286 0.139	0.034	-	-
HCM Control Delay (s)	0	-	-	12.6 10.1	7.4	0	-
HCM Lane LOS	A	-	-	B B	A A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.2 0.5	0.1	-	-

HCM 6th TWSC
5: Tate Springs Road W & North Access

02/27/2023

Intersection						
Int Delay, s/veh	4.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	159	18	8	205	109	68
Future Vol, veh/h	159	18	8	205	109	68
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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	171	19	9	220	117	73
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	392	154	190	0	-	0
Stage 1	154	-	-	-	-	-
Stage 2	238	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	612	892	1384	-	-	-
Stage 1	874	-	-	-	-	-
Stage 2	802	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	608	892	1384	-	-	-
Mov Cap-2 Maneuver	608	-	-	-	-	-
Stage 1	868	-	-	-	-	-
Stage 2	802	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13.2	0.3		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1384	-	628	-	-	
HCM Lane V/C Ratio	0.006	-	0.303	-	-	
HCM Control Delay (s)	7.6	0	13.2	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	1.3	-	-	

Appendix K 2025 Build with Signal Timing Optimization SimTraffic Reports

Intersection: 1: Tate Springs Road W/Business & Langhorne Road

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	LT	T	R	L	T	TR	LT	LT
Maximum Queue (ft)	143	126	66	89	101	74	62	36
Average Queue (ft)	49	31	14	36	31	13	19	4
95th Queue (ft)	112	88	54	75	73	47	47	20
Link Distance (ft)	646	646			181	181	355	293
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			205	95				
Storage Blk Time (%)				0	0			
Queuing Penalty (veh)				0	0			

Intersection: 2: Langhorne Road & Tate Springs Road E

Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	T	T	T	TR	L	R
Maximum Queue (ft)	109	124	66	112	73	42	86
Average Queue (ft)	51	11	8	38	19	11	38
95th Queue (ft)	91	52	36	87	53	34	67
Link Distance (ft)		181	181	1191	1191	1026	1026
Upstream Blk Time (%)		0					
Queuing Penalty (veh)		0					
Storage Bay Dist (ft)	110						
Storage Blk Time (%)	0	0					
Queuing Penalty (veh)	1	0					

Intersection: 3: Tate Springs Road W & Landover Place

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	32	32
Average Queue (ft)	5	3
95th Queue (ft)	23	17
Link Distance (ft)	712	355
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Tate Springs Road W & South Access/Yorktown Avenue

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	54	60	30
Average Queue (ft)	20	27	2
95th Queue (ft)	46	49	13
Link Distance (ft)	293	555	148
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Tate Springs Road W & North Access

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	50	33
Average Queue (ft)	20	3
95th Queue (ft)	44	18
Link Distance (ft)	281	148
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 2

Intersection: 1: Tate Springs Road W/Business & Langhorne Road

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	LT	T	R	L	T	TR	LT	LT	R
Maximum Queue (ft)	151	134	55	95	158	152	187	44	25
Average Queue (ft)	69	45	5	36	66	63	96	11	5
95th Queue (ft)	126	104	32	79	127	119	162	33	20
Link Distance (ft)	646	646			181	181	355	293	293
Upstream Blk Time (%)					0	0			
Queuing Penalty (veh)					0	0			
Storage Bay Dist (ft)			205	95					
Storage Blk Time (%)				0	2				
Queuing Penalty (veh)				1	2				

Intersection: 2: Langhorne Road & Tate Springs Road E

Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	T	T	T	TR	L	R
Maximum Queue (ft)	81	88	103	131	83	106	126
Average Queue (ft)	28	12	29	55	22	48	58
95th Queue (ft)	62	51	74	104	61	92	97
Link Distance (ft)		181	181	1191	1191	1026	1026
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	110						
Storage Blk Time (%)	0	0					
Queuing Penalty (veh)	0	0					

Intersection: 3: Tate Springs Road W & Landover Place

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	53	29
Average Queue (ft)	23	1
95th Queue (ft)	48	11
Link Distance (ft)	712	355
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Tate Springs Road W & South Access/Yorktown Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	92	66	2	25
Average Queue (ft)	45	34	0	2
95th Queue (ft)	73	55	2	12
Link Distance (ft)	293	555	577	148
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: Tate Springs Road W & North Access

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	98	31
Average Queue (ft)	47	2
95th Queue (ft)	77	13
Link Distance (ft)	281	148
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 3

Appendix L Turn Lane Warrant Forms

Left turn lane warrants

	AM	PM
% lefts	19%	
VA	64	
VO	240	
northern access		

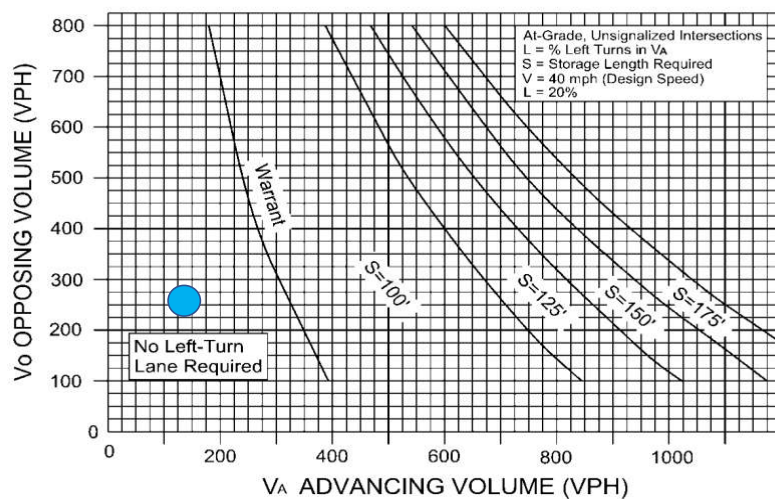


FIGURE 3-7 WARRANT FOR LEFT TURN STORAGE LANES ON TWO LANE HIGHWAY

	AM	PM
% lefts		4%
VA		212
VO		177
northern access		
% lefts	0%	0%
VA	54	34
VO	138	127
southern access		

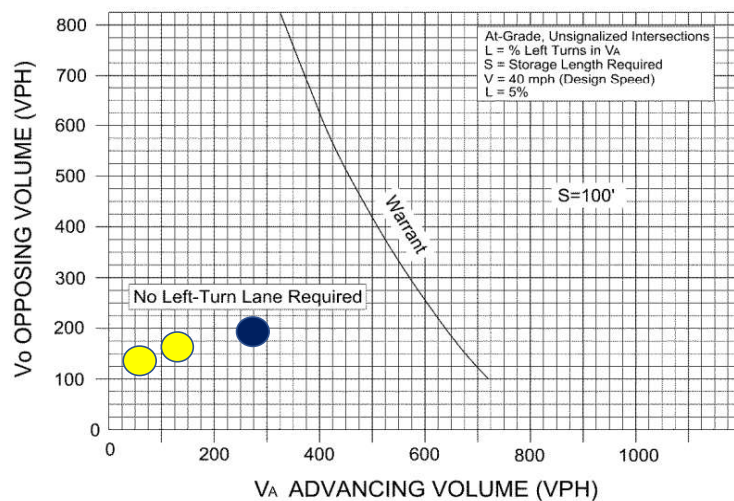


FIGURE 3-4 WARRANT FOR LEFT TURN STORAGE LANES ON TWO LANE HIGHWAY

Right turn lane warrants

	AM	PM
right turns	105	68
approach total	240	177
rights > 40, total < 300	yes	yes
adjusted rights	85	48
northern access		

right turns	93	61
approach total	138	127
rights > 40, total < 300	yes	yes
adjusted rights	73	41
southern access		

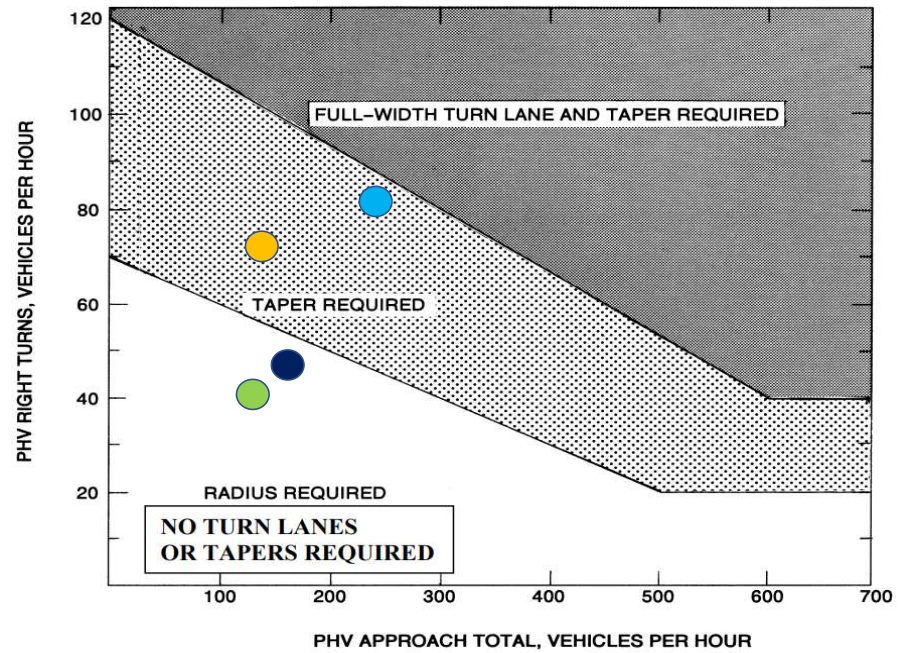


FIGURE 3-26 WARRANTS FOR RIGHT TURN TREATMENT (2-LANE HIGHWAY)



Tue Feb 14 2023

Imagery © 2023 Nearmap, HERE

500 ft

nearmap

**Centra Health – Rezoning
1901 Tate Springs Road & Others
April 12, 2023**

PLEASE PRINT CLEARLY

[illegible]

AGENDA ITEM SUMMARY

MEETING DATE

May 23, 2023

PRESENTED BY

Rachel Frischeisen, Senior Planner

AGENDA ITEM # IV.3

Conditional Use Permit (CUP) - Residential/Commercial Mixed-Use - 5900 and 5906 Fort Avenue

RECOMMENDATION

This item will appear for City Council vote on the June 13, 2023 Public Hearing agenda. Approval of a CUP to allow thirty-one (31) apartments as part of a mixed-use development in a B-3, Community Business District.

SUMMARY

The Way, LLC is petitioning for a conditional use permit at 5900 and 5906 Fort Avenue to allow thirty-one (31) apartments as part of a mixed use development. A CUP is required because the proposed development would exceed the ratio of fifty percent (50%) commercial use to fifty percent (50%) residential use allowed within the current zoning district.

Ten (10) apartments would be located in a former carpet and flooring store. The existing building will be modified to contain commercial space, nine (9) two-story units, and one (1) unit in the basement. A new three-story building will also be constructed on a vacant portion of the property and will contain twenty-one (21) apartments. The two buildings will be connected by a lobby.

The Future Land Use Map (FLUM) recommends a Community Commercial use for the property. Community Commercial uses provide for residential development on upper floors of commercial structures or as transitional structures between residential and commercial buildings.

PRIOR ACTION(S)

May 10, 2023: The Planning Commission recommended approval (6-1) of the CUP petition.

May 10, 2023: The Planning Division recommended approval of the CUP petition.

FISCAL IMPACT

N/A

CONTACT(S)

Rachel Frischeisen, Senior Planner
Tom Martin, City Planner

ATTACHMENT(S)

1. Planning Commission Minutes, Report, and Attachments

REVIEWED BY



Kent White, Director of Community Development

Date: May 15, 2023



Mercedes Braun, Executive Assistant to the City Manager

Date: May 16, 2023



Wynter C. Benda, City Manager

Date: May 16, 2023



Alicia Finney, Clerk of Council

Date: May 18, 2023

MINUTES OF THE MAY 10, 2023 PLANNING COMMISSION MEETING (MINUTES HAVE NOT BEEN APPROVED):

Petition of The Way, LLC, for a Conditional Use Permit in a B-3, Community Business District to allow thirty-one (31) apartments in a mixed-use building at 5900 and 5906 Fort Avenue.

Ms. Rachel Frischeisen, Senior Planner, provided the following summary to the Commission. The purpose of this petition is to allow thirty-one (31) apartments. The proposal would exceed the ratio of 50% commercial to 50% residential, which is allowed by right in the B-3, Community Business district. The properties are currently zoned B-3, which was established in 1978. The City's Future Land Use Map (FLUM) currently recommends a Community Commercial use for this property. These areas are defined by retail, personal service, entertainment, and restaurant uses that will draw customers from several regions within the City. They typically contain clusters of businesses, often at major intersections and shopping centers. Residential uses may be established on the upper floors of commercial structures or as transitional structures between residential and commercial buildings. The subject properties contain a total of seven tenths (0.7) of an acre. 5900 Fort Avenue contains a one-story structure that was constructed in 1955. It is approximately thirteen thousand (13,000) square feet in size and was most recently used as a carpet and flooring store. 5906 Fort Avenue is currently vacant. The property is bound by commercial use to the east and north (across Fort Avenue), by Quaker Memorial Church to the west, and by residential uses to the south. The existing building at 5900 will be modified to contain commercial space, nine (9) two-story units, and one (1) unit in the basement. A new three-story building will be constructed on the vacant portion at 5906 Fort Avenue and will contain twenty-one (21) units. The proposed use of the property should have limited impact on the area and should fit in well with the surrounding area. The City's Technical Review Committee (TRC) reviewed this petition on March 21, 2023 and comments related to the petition have, or will be, addressed prior to final site plan approval. The Planning Division recommends approval of the CUP with the condition outlined in the packet.

Ms. Amy Seipp of Accupoint Surveying & Design was present to speak on behalf of the petition. They will be taking a building that is currently in decline and repurposing and revitalizing it. The vacant lot will be developed and connect to the existing building, which will be modified to be two-stories. This will be a good transition from commercial to residential. The units will be townhome-type units. Parallel and onsite parking will be available for residents, along with a bike rack. A green space will be preserved in the back, and a vegetative buffer will be installed between the project and existing homes.

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

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

Chair Johnson closed the public hearing.

Commissioner Marion asked for clarification on the landscaping.

Ms. Seipp replied that there is a required buffer between the proposed mixed-use properties and the residences behind these properties. They are attempting to screen it from the adjacent commercial property as this is a mixed-use development. She noted there will also be some green space in the front, between the building and parking area, as well as street trees.

Commissioner Perault asked for clarification that the ratio of residential to commercial includes the addition that will be built.

Ms. Seipp replied that the ratio will be approximately 70% residential to 30% commercial.

Commissioner Perault asked for further clarification on the ratio given that the addition ought to be included in those calculations.

Ms. Seipp replied that the residential use will be the majority of the structure.

Commissioner Marion asked for clarification on the requirement for a CUP. She asked if a petition would still need CUP approval if the ratio exceeded the 50% to 50% by something minor such as 51% to 49%.

Ms. Frischeisen replied that the Zoning Ordinance allows no more than 50% residential in mixed-use buildings.

Commissioner Gammon asked if the units will be rented or sold.

The petitioner replied from the audience that the units will be for rent.

Commissioner Perault asked how many parking spaces will be included.

Ms. Seipp replied that there will be one (1) parking space per unit.

Commissioner Perault asked where the overflow parking will be located.

Ms. Seipp replied that the tenants are only allowed one (1) car per unit.

Commissioner Perault stated that there is no rule set in place that a tenant cannot own more than one car. He asked where those extra cars will be parked.

Ms. Seipp replied that the shared parking is for the commercial space as well as the residential units. There is also on street parking.

Commissioner Gammon noted that many commercial areas do not permit after hours parking.

Ms. Seipp replied that the commercial space will be owned by the same owner as the residential space.

Commissioner Gammon asked if the owner will officially allow overflow parking from the apartment units to the commercial parking area.

Ms. Seipp replied that the residential and commercial parking area are one in the same.

Commissioner Perault asked how many total parking spaces will be provided.

Chair Johnson replied that there are thirty-one (31) total parking spaces.

Commissioner Perault asked for clarification that once the thirty-one (31) parking spaces given for the tenants are used then cars can be parked in the commercial parking area.

Ms. Seipp replied that this will be similar to living in a downtown loft in regards to parking. There is also public on-street parking.

Commissioner Rogers stated that one could park on John Lynch Place and along the nearby access road.

Ms. Frischeisen stated that the plan does not show additional parking for the commercial portion of the parking. However, there is typically little overlap between commercial parking use and tenant parking use. The Zoning Ordinance provides that shared parking may be considered through the Technical Review Committee (TRC) at the site plan phase. The applicant must show that shared parking is feasible and the number of spaces proposed is adequate to meet the projected parking demand at all hours.

Ms. Seipp stated that the existing businesses in this area rely on open parking.

Commissioner Marion asked for clarification where the access will be into the commercial space.

Ms. Seipp replied that it will be in the front, facing Fort Avenue.

Commissioner Marion asked if the sidewalk will extend to the parking in the front. She stated she hopes that the commercial use that takes this space will be closed on weekends.

Ms. Seipp replied that it will likely be an office use.

Chair Johnson asked where will an extra thirty-one (31) cars be parked if the capacity is maxed out and each unit has two (2) cars.

Ms. Seipp replied that determining where extra cars will park is typically not regulated in rental situations. She noted that part of the rental agreement may be that there is a designated space for tenants to park or each tenant will get a permit.

Commissioner Bowden noted that there are already people parking on this street and it is wide enough for this. The petitioner will not be able to completely determine where overflow parking will go until they have the units filled.

Commissioner Perault noted that old Fort Avenue, where this business is located, has parking on one side and there could be spaces designated on the other side.

Ms. Seipp replied that they have looked at historical photos of this area and people have always parked along this street. Public improvements will be done to meet City standards due to the parking being within the public right of way.

Chair Johnson noted that the units are a mix of sizes and could have up to three individuals.

Commissioner Rogers noted that parking is not an issue for this petition. He asked for further clarification on the requirement of a CUP.

Ms. Frischeisen replied that the B-3 and B-5 zoning districts are both limited to a 50% commercial to 50% residential ratio unless a CUP is approved. Standalone apartments, or additional residential units exceeding the ratio, can be allowed in these districts with the approval of a CUP. Whether the applicant wishes to exceed the ratio or wishes to have standalone apartments, both require the same public hearing process.

Commissioner Bowden noted that this area needs to be cleaned up a bit and this could assist in that. This seems like a small space for a commercial use.

Ms. Seipp replied it will be an office use, such as an independent real estate agent or insurance agent. The intent is to adhere as closely as possible to what is allowable by right.

Commissioner Bowden noted that this development makes sense for the neighborhood.

Ms. Seipp stated that the commercial space will be limited on what uses it is made available to.

Commissioner Bowden noted that this will decrease the parking concern.

Commissioner Henderson asked if there will be assigned parking.

Ms. Seipp replied that there will be one space designated per unit and given by permit.

Commissioner Rogers stated that he likes that this will be reusing space that has been sitting there for some time. He hopes it will cast a vision for redevelopment across the street from these properties.

Commissioner Perault stated that this will be a huge improvement to the area. He noted that he is glad they are not creating a new egress onto old Fort Avenue.

Commissioner Gammon stated that if they approve 70% to 30% ratios here, then they must be prepared to approve similar petitioners in other areas across the City.

Commissioner Bowden stated that the advantage of a CUP is that it gives the Commission the flexibility to determine in each case if the change makes sense.

Ms. Seipp replied that with a CUP the underlying zoning will not be changed.

Commissioner Perault noted that it is wise to think about what the ratio should be.

Commissioner Rogers stated that this can be addressed in the Comprehensive Plan. He noted that he is in support of this petition and others similar to this in general. This discussion leads him to believe that they need to look at what development is like today rather than in the past.

Ms. Frischeisen stated that the public hearing process gives the Commission the ability to judge each petition on its own merits and to consider the context of each property.

Commissioner Gammon asked if notices were sent out to neighbors for this petition.

Ms. Seipp replied that signs were posted per the Zoning Ordinance and adjacent owner letters were sent.

Chair Johnson stated that the businesses in this area have not been doing well and development like this will revitalize the area. She applauded the petitioner for the vision. In this specific situation, this is a good thing for the property.

Commissioner Gammon noted that congestion problems are happening due to rentals in the City. Ownership creates a stake in the community but renting does not. The City has a high rental ratio currently.

Commissioner Henderson noted that this petition will be turning this space into something usable.

Commissioner Rogers made the following motion, seconded by Commissioner Marion, and approved by the following vote:

"Based on the preceding Findings of Fact, the Planning Commission recommends to City Council approval of the request of The Way, LLC for a Conditional Use Permit at 5900 and 5906 Fort Avenue in a B-3, Community Business District, subject to the following condition:

- 1. The property shall be developed in substantial compliance with the concept plan as prepared by Accupoint Surveying and Design, LLC, dated April 6, 2023."**

AYES: Bowden, Henderson, Johnson, Marion, Perault, and Rogers	6
NOES: Gammon	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: May 10, 2023
Re: **Conditional Use Permit (CUP) – Residential / Commercial Mixed-Use – 5900 and 5906 Fort Avenue**

I. PETITIONER

The Way, LLC, PO Box 390, Concord, VA 24538

Representative: Amy Seipp, PE, Accupoint Surveying & Design, LLC, 6200 Fort Avenue, Lynchburg, VA 24502

Property Owner: Same as petitioner

II. LOCATION

The subject properties contain a total of approximately seven tenths (0.7) of an acre located at 5900 and 5906 Fort Avenue.

III. PURPOSE

The purpose of the petition is to allow thirty-one (31) apartments. Ten (10) would be located in an existing building along with a commercial space. Twenty-one (21) would be located in a proposed new building. The proposal would exceed the ratio of fifty percent (50%) commercial to fifty percent (50%) residential which is allowed “by-right” in the B-3, Community Business District.

IV. SUMMARY

- The *Future Land Use Map (FLUM)* recommends a Community Commercial use for the property. Residential uses may be established on the upper floors of commercial structures or as transitional structures between residential and commercial buildings.
- The proposed use would exceed the ratio of fifty percent (50%) commercial to fifty percent (50%) residential which is permitted by-right. Additional residential space is allowable by CUP in this zoning district.
- Part of the ground floor in the existing building would be utilized for commercial space.

The Planning Division recommends approval of the Conditional Use Permit petition.

V. FINDINGS OF FACT

1. **Comprehensive Plan.** The *FLUM* of the *Comprehensive Plan 2013-2030* recommends a Community Commercial use for the property.

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. Most community shopping centers range from 100,000 to 200,000 square feet and serve 40,000 to 70,000 people. Regional shopping centers would be at least as large as Community Commercial ones, 100,000 to 200,000 square feet, possibly larger, if parcels of sufficient size can be found or assembled. They are intended to serve 70,000 to 100,000 people. Office, research and development, and technology development uses may be permitted in Community Commercial areas as long as traffic and other impacts to the

community are mitigated. In particular, conversion of existing vacant retail space to these uses may be appropriate in areas where there is sufficient retail to serve the community and space for employment uses is needed. Residential uses may be established on the upper floors of commercial structures or as transitional structures between residential and commercial buildings. (p. 75-76)

2. **Zoning.** The subject property was annexed into the City in 1958. The existing B-3, Community Business District zoning was established in 1978. Residential uses exceeding the fifty/fifty (50/50) ratio of commercial to residential are permitted in the B-3, Community Business District upon approval of a CUP.
3. **Board of Zoning Appeals (BZA).** The Zoning Official has determined that no variances would be needed for the development of the property as proposed.
4. **Surrounding Area.** There have been several items requiring City Council approval in the immediate area:
 - On February 13, 1979, Council approved the request of W. Logan Rowse to rezone property located behind 6006 Fort Avenue from R-2, Single-Family Residence, to B-1, Limited Business District to allow for a two (2) story addition to a furniture store.
 - On February 14, 1984, Council approved the request of Reams and Company, Inc. to rezone property located behind 6006 Fort Avenue from B-1, Limited Business District to B-3, Community Business District to allow for the expansion of a furniture store.
 - On August 9, 1988, Council approved the CUP petition of Fort Avenue Church of Christ to allow a child care center at 1132 Sandusky Drive.
 - On March 13, 2001, Council approved the CUP petition of Quaker Memorial Presbyterian Church to allow a columbarium at 5810 Fort Avenue.
 - On May 13, 2008, Council approved the CUP petition of Quaker Memorial Presbyterian Church to allow the expansion of an existing parking facility at 5810 Fort Avenue.

5. **Site Description.** The property consists of approximately seven tenths (0.7) of an acre located at 5900 and 5906 Fort Avenue.

5900 Fort Avenue contains a one (1) story “fire resistant” structure constructed in 1955. The structure is approximately thirteen thousand, two hundred and ninety-two (13,292) square feet in size, and was most recently used as a carpet/flooring store.

5906 Fort Avenue is currently vacant.

The property is bound by commercial uses to the east and to the north (across Fort Avenue), by institutional uses to the west (Quaker Memorial Presbyterian Church), and residential uses to the south.



6. **Proposed Use of Property.** If the CUP is approved, the existing building at 5900 Fort Avenue would be modified to contain approximately two thousand, eight hundred and twenty (2,820) square feet of commercial space and nine (9) two-story units and one (1) unit

in the basement. A new three-story building would be constructed on 5906 Fort Avenue and would contain twenty-one (21) units.

- 7. Traffic, Parking and Public Transit.** The petitioner was not required to conduct a traffic analysis as part of the CUP submittal.

The Zoning Ordinance requires one (1) parking space per dwelling unit, for a total of thirty-one (31) parking spaces. The submitted concept plan shows thirty-one (31) spaces.

While the plan does not show additional parking for the commercial portion of the building, the provided spaces should be sufficient for most commercial uses, as many spaces will likely be unused by tenants during business hours. The Zoning Ordinance provides that shared parking may be considered during the site plan review process when the applicant shows that shared parking is feasible and that the number of spaces proposed is adequate to meet the projected parking demand at all hours.

The property is served by Greater Lynchburg Transit Company (GLTC) Routes 6/7X and 11, with two (2) bus stops located within four hundred (400) feet of the proposed development. The bus stops are not connected by sidewalk.

- 8. Stormwater Management.** An erosion & sediment control / stormwater management plan will be required prior to final site plan approval and permits being issued. The submitted concept plan indicates that underground detention may be utilized to mitigate stormwater quantity.
- 9. Emergency Services.** The City Fire Marshal had no comments of concern and noted that compliance with the 2018 International Fire Code (IFC) will be required if the project moves into the design phase.
- The City's Police Department had no comments of concern.
- 10. Impact.** The proposed use of the property should have limited impact on the area. The project would retain some commercial space, while providing additional residential units. The site is located on a corner lot with commercial uses on one side and residential homes on another. The proposed apartments should fit into the surrounding area appropriately.
- 11. Technical Review Committee.** The Technical Review Committee (TRC) reviewed the concept plan March 21, 2023. Comments related to the proposed use have or will be addressed by the petitioner prior to final site plan approval.

VI. PLANNING DIVISION RECOMMENDATION

Based on the preceding Findings of Fact, the Planning Commission recommends to City Council approval of the request of The Way, LLC for a Conditional Use Permit at 5900 and 5906 Fort Avenue in a B-3, Community Business District, subject to the following condition:

1. The property shall be developed in substantial compliance with the concept plan as prepared by Accupoint Surveying and Design, LLC, dated April 6, 2023.

This matter is respectfully offered for your consideration.

William T. Martin

William T. Martin, AICP
City Planner

pc: Wynter Benda, City Manager
Greg Patrick, Deputy City Manager
Kent White, Director of Community Development
Matthew Freedman, City Attorney
J. Lee Newland, City Engineer
Cynthia Kozerow, Lynchburg Police Department
Thomas Goode, Fire Marshal
Doug Saunders, Building Official
Kevin Henry, Zoning Administrator
Amy Seipp, PE, Representative
The Way, LLC, Petitioner & Property Owner

VII. ATTACHMENTS

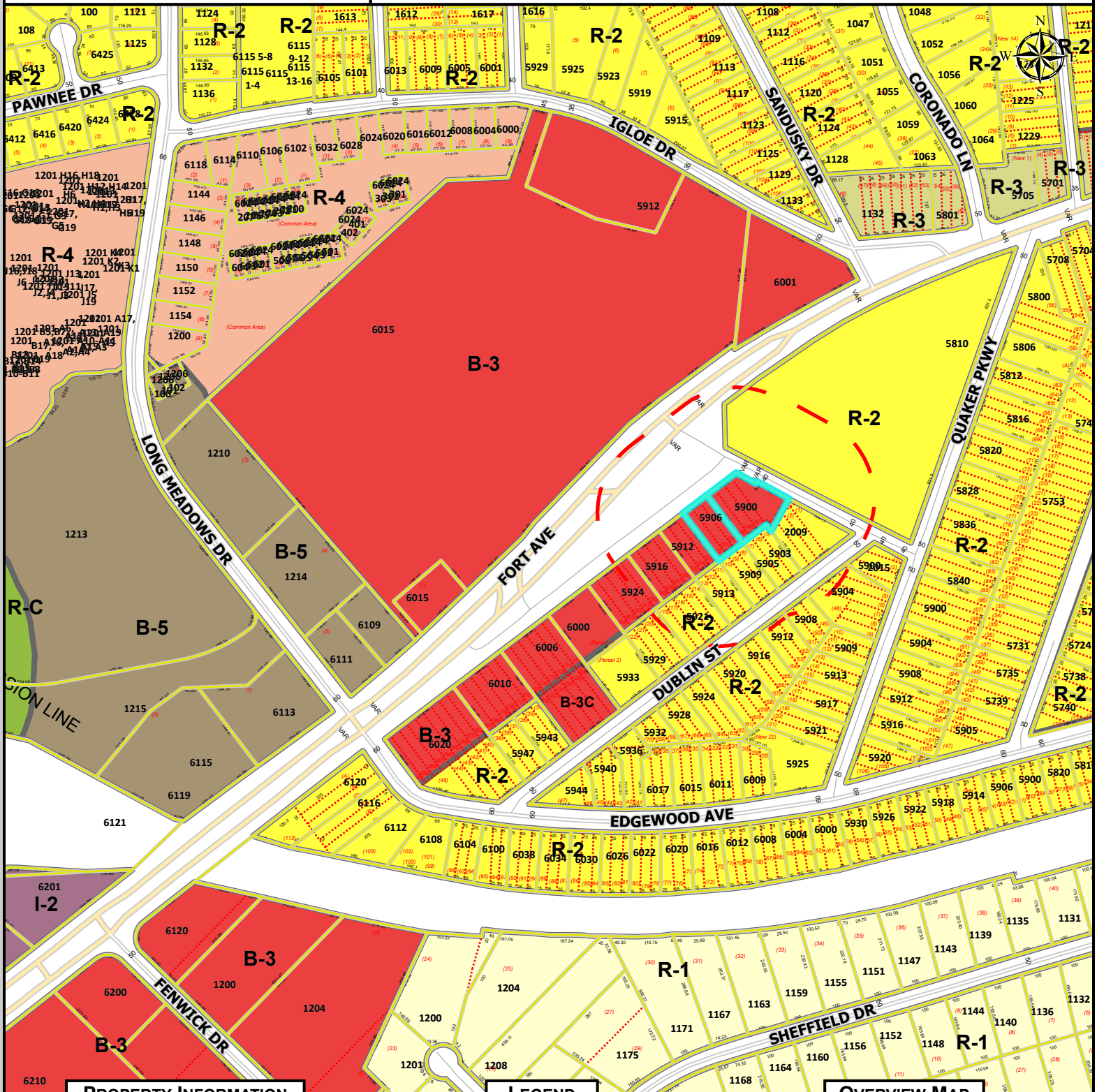
- 1. Zoning Map with Adjoining Property Owners**
- 2. Future Land Use Map**
- 3. Watershed Map**
- 4. Planimetric and Topographic Map**
- 5. Concept Plan**
- 6. Schematic Layout**
- 7. Narrative**
- 8. Property Photograph**

Zoning

TRC

5906 FORT AVE 5900 FORT AVE

Accupoint Surveying & Design, LLC



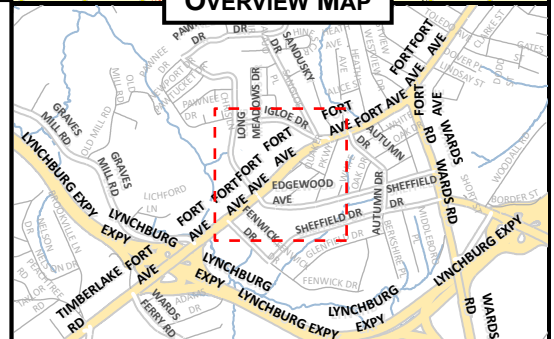
PROPERTY INFORMATION

PARCEL ID	ADDRESS
16013050	5906 FORT AVE
16013046	5900 FORT AVE

LEGEND

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

OVERVIEW MAP

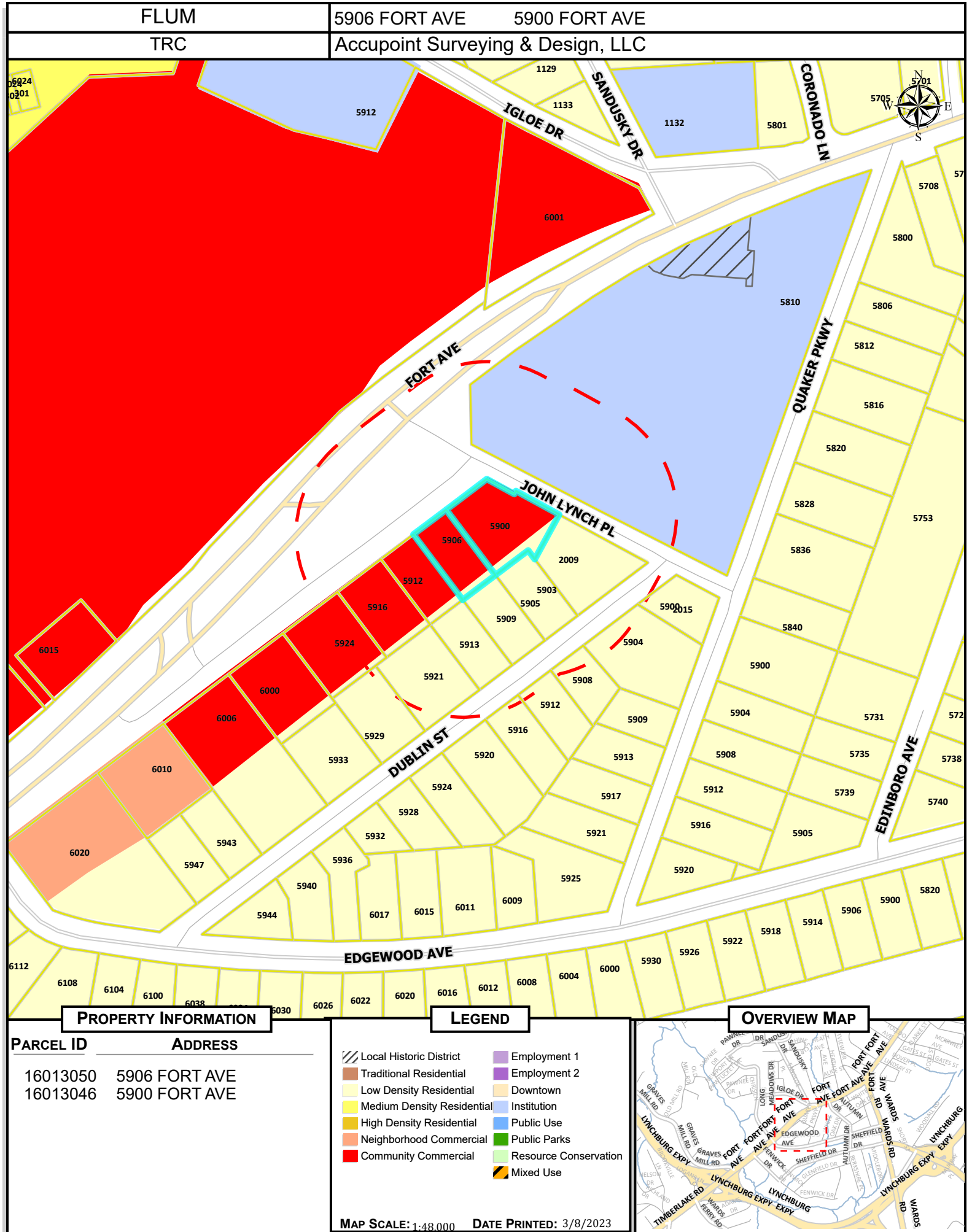


MAP SCALE: 1:48,000 DATE PRINTED: 3/8/2023

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

5900 and 5906 Fort Avenue

Parcel ID	Address	Owner
16014001	5810 FORT AVE	QUAKER MEMORIAL PRESBYTERIAN CHURCH
16012055	5916 DUBLIN ST	JACKSON, ROBERT L & MARETTA R
16012052	5912 DUBLIN ST	RB30 LLC
16012049	5908 DUBLIN ST	ANDERSON, CURTIS RAY & MARTHA
16012004	5904 DUBLIN ST	SANTIMORE, DANIEL C
16012001	2015 JOHN LYNCH PL	GILES, MARLENE S & JOSEPH N
16013019	5929 DUBLIN ST	JONES, JACK M SR TRS
16013014	5921 DUBLIN ST	VICTORIA'S INVENTORY LLC
16013011	5913 DUBLIN ST	HAVENS RIDGE LLC
16013060	5924 FORT AVE	LAIR, JAMES L
16013008	5909 DUBLIN ST	LEAL HOLDINGS LLC
16013056	5916 FORT AVE	VICTORIA'S INVENTORY LLC
16013005	5903 DUBLIN ST	LEAL HOLDINGS LLC
16013053	5912 FORT AVE	VICTORIA'S INVENTORY LLC
16013001	2009 JOHN LYNCH PL	LEAL HOLDINGS LLC
16013050	5906 FORT AVE	WAY LLC
16013046	5900 FORT AVE	WAY LLC



Watershed

5906 FORT AVE

5900 FORT AVE

TRC

Accupoint Surveying & Design, LLC



PROPERTY INFORMATION

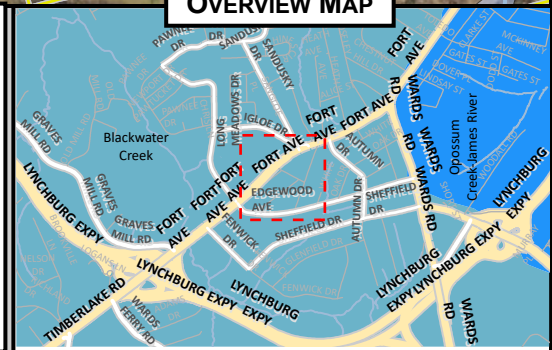
PARCEL ID	ADDRESS
16013050	5906 FORT AVE
16013046	5900 FORT AVE

LEGEND

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

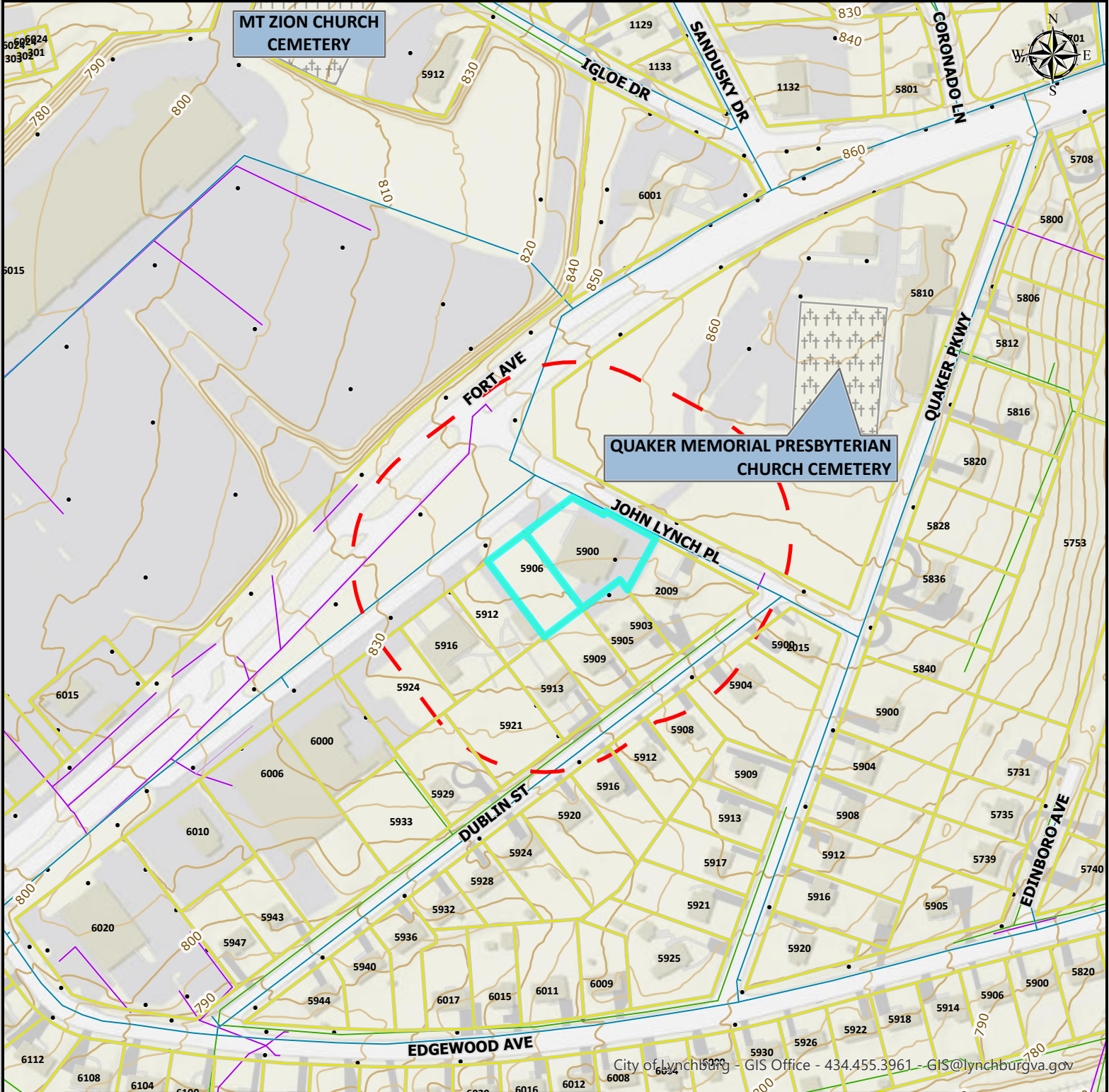
MAP SCALE: 1:48,000 DATE PRINTED: 3/8/2023

OVERVIEW MAP



MT ZION CHURCH
CEMETERY

QUAKER MEMORIAL PRESBYTERIAN
CHURCH CEMETERY



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

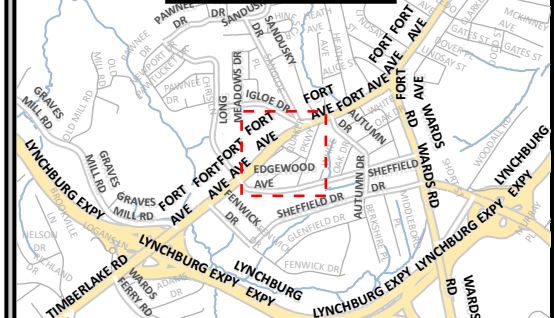
PROPERTY INFORMATION

PARCEL ID	ADDRESS
16013050	5906 FORT AVE
16013046	5900 FORT AVE

LEGEND

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

OVERVIEW MAP



MAP SCALE: 1"=48' 000' DATE PRINTED: 3/8/2023

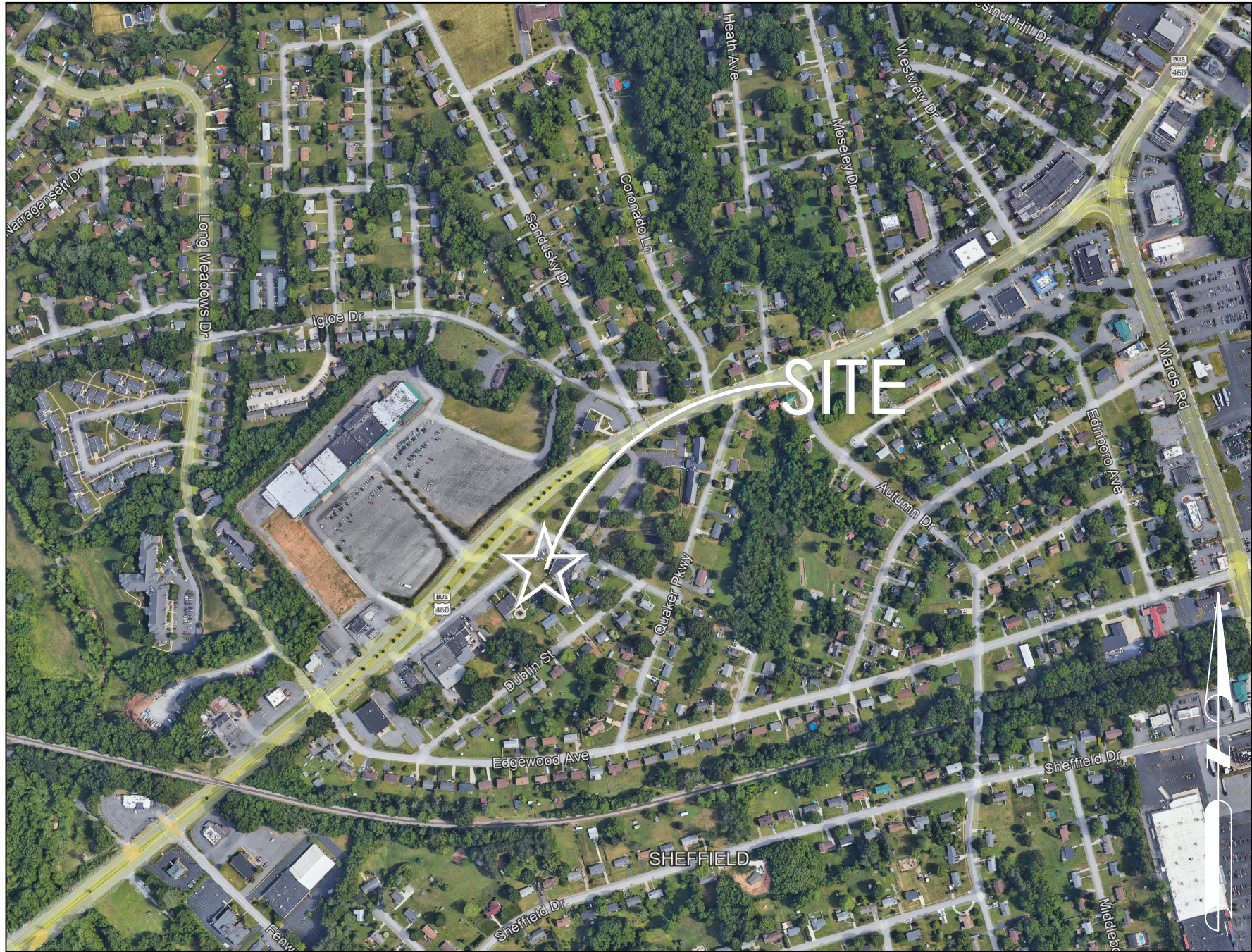
JENCAL, LLC.

5900 & 5906 FORT AVENUE

APRIL 6, 2023

GENERAL NOTES

1. THIS PLAN WAS PREPARED AT THE REQUEST OF JENCAL, LLC.
2. NO DELINEATION OF WETLANDS WAS REQUESTED OR MADE AS PART OF THIS PLAN.
3. BY GRAPHIC SCALING ONLY, THIS PROPERTY AS PLATTED FALLS WITHIN THE FLOOD ZONE UNSHADED "X" AS DETERMINED BY FEMA AND SHOWN ON THEIR MAP AS NUMBER 5100930102D BEARING AN EFFECTIVE DATE OF JUNE 3, 2008.
4. THIS PROPERTY IS ZONED B-3 COMMUNITY BUSINESS.
6. THIS PARCEL IS CURRENTLY SERVED BY CITY OF LYNCHBURG WATER AND SANITARY SEWER.
7. EXISTING UTILITIES ARE SHOWN AT APPROXIMATE LOCATIONS. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXACT LOCATION AND DEPTHS PRIOR TO CONSTRUCTION.
8. THE CONTRACTOR SHALL CONTACT THE CITY ENVIRONMENTAL REVIEWER, THE CITY CONSTRUCTION COORDINATOR, AND MISS UTILITY (811) AT LEAST 48 HOURS PRIOR TO ANY CONSTRUCTION OR EXCAVATION ACTIVITY AND ADVISE THE NATURE AND LOCATION OF WORK.
9. NO SITE WORK, LOGGING, GRUBBING OR GRADING IS PERMITTED PRIOR TO THE ISSUANCE OF A LAND DISTURBING PERMIT.
10. ALL CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE CURRENT EDITION OF THE CITY OF LYNCHBURG MANUAL OF SPECIFICATIONS AND STANDARD DETAILS.
11. THE LIMITS OF CLEARING AND GRADING AND ALL CRITICAL AREAS SHOULD BE CLEARLY MARKED/FLAGGED IN THE FIELD PRIOR TO THE PRE-CONSTRUCTION CONFERENCE.
12. THE CONTRACTOR SHALL BE FULLY LIABLE FOR ANY DAMAGES TO PUBLIC OR PRIVATE PROPERTY CAUSED BY CONSTRUCTION OPERATION AND SHALL RESTORE DAMAGED PROPERTY TO EXISTING OR BETTER CONDITION AT NO ADDITIONAL COST TO THE OWNER.
13. ALL GRASSED AREAS DISTURBED BY CONSTRUCTION SHALL BE SEEDED AND PROTECTED WITH EROSION CONTROL PRACTICES AND AS SHOWN ON THE PLAN HEREIN.
14. VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL DEVICES SHALL BE CONSTRUCTED AND MAINTAINED FOR ALL DISTURBED AREAS IN ACCORDANCE WITH ALL LOCAL REQUIREMENTS AND THE LATEST EDITION OF THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK. ALL EROSION AND SEDIMENT CONTROL DEVICES SHALL BE INSTALLED BEFORE EXCAVATION BEGINS.
15. THE CONTRACTOR SHALL REPLACE ALL DISTURBED SURFACES IN KIND, INCLUDING PAVEMENT, STONE, DITCHES, MAILBOXES, SHRUBS, ETC. AND/OR AS SHOWN ON THIS PLAN.
16. ALL PROPERTY PINS DISTURBED DURING CONSTRUCTION SHALL BE REPLACED BY A LICENSED LAND SURVEYOR.
14. HORIZONTAL CONTROL IS BASED ON NAV 83 VA SOUTH ZONE. VERTICAL CONTROL IS BASED ON NAVD88 GEOID 18.
15. MAINTAIN OVERHEAD AND UNDERGROUND ELECTRICAL, TELEPHONE, AND GAS SERVICES AND ALL OTHER UNDERGROUND UTILITIES DURING ENTIRE CONSTRUCTION PERIOD. OUTAGES WILL NOT BE ALLOWED. SHOULD OUTAGES BECOME NECESSARY, CONTACT THE ENGINEER OF RECORD IMMEDIATELY.
16. ANY SITE WORK AND DETAILS NOT COVERED BY THESE PLANS OR THE CITY OF LYNCHBURG MANUAL OF SPECIFICATIONS AND STANDARD DETAILS SHALL CONFORM TO THE VIRGINIA DEPARTMENT OF TRANSPORTATION'S ROAD AND BRIDGE SPECIFICATIONS, CURRENT EDITIONS.
17. THIS ENGINEER AND/OR SURVEYOR TAKES NO RESPONSIBILITY FOR THE LOCATION OR ACCURACY OF THE UTILITIES AS SHOWN HEREIN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE UTILITY COMPANIES TO SEE IF ANY UTILITIES EXIST WITHIN THE PROJECT AREA BEFORE CONSTRUCTION BEGINS. ANY COST INCURRED BY DAMAGING ANY UTILITY WITHIN THE PROJECT SHALL BE AT THE EXPENSE OF THE CONTRACTOR.
18. WATER SERVICE CONNECTIONS SHALL NOT BE USED FOR DEMOLITION, CONSTRUCTION, OR LANDSCAPING PURPOSES UNTIL THE APPROPRIATE BACKFLOW PREVENTION ASSEMBLY HAS BEEN INSTALLED AND APPROVED AND A PASSING TEST HAS BEEN SUBMITTED TO THE DEPARTMENT OF WATER RESOURCES. THIS INCLUDES NEW AND EXISTING WATER SERVICE CONNECTIONS, AS WELL AS TEMPORARY AND PERMANENT WATER SERVICE CONNECTIONS.
19. ALL LIGHTING SHALL BE SHIELDED, NON-GLARE TYPE LIGHTING AND SHALL NOT EXCEED ZERO CANDLEPOWER AT THE PROPERTY LINES.
20. ALL CONNECTIONS TO PUBLIC WATER AND SANITARY SEWER SHALL BE PERFORMED IN ACCORDANCE WITH THE CITY OF LYNCHBURG MANUAL OF SPECIFICATIONS AND STANDARD DETAILS, LATEST EDITION.
21. ALL EXPOSED SOILS SHALL BE PERMANENTLY SEEDED AND STABILIZED IN ACCORDANCE WITH VIRGINIA E&S REGULATIONS IMMEDIATELY AFTER REACHING FINISHED GRADE. FINISHED GRADE IS FINAL GRADE OF THE SITE AFTER EXCAVATING OR FILLING WHICH CONFORMS TO THE APPROVED FINAL GRADING PLAN. THE FINISH GRADE IS ALSO THE GRADE AT THE TOP OF A PAVED SURFACE.
22. APPROXIMATE EARTH QUANTITIES MAY DIFFER FROM ACTUAL CONDITIONS AND THE CONTRACTOR SHALL ENSURE PROPER SHRINK FACTORS.
23. SOIL MATERIALS SHALL BE FREE OF DEBRIS, ROOTS, WOOD, SCRAP MATERIAL, VEGETATION, REFUSE, SOFT UNSOUND PARTICLES, AND FROZEN DELETERIOUS OR OBJECTIONABLE MATERIALS. THE MAXIMUM PARTICLE DIAMETER SHALL BE ONE-HALF THE LIFT THICKNESS. COMMON FILL MATERIAL SHALL BE UNCLASSIFIED SOIL MATERIAL WITH THE CHARACTERISTICS REQUIRED TO COMPACT TO THE SOIL DENSITY SPECIFIED FOR THE INTENDED LOCATION. BACKFILL AND FILL MATERIAL: ASTM D 2487, CLASSIFICATION GW, GP, SW, SP WITH A MAXIMUM OF 10 PERCENT BY WEIGHT PASSING ASTM D 1140, NO. 200 SIEVE.



DRAWING INDEX

- C-1 SHEET 1 OF 2: COVER SHEET
C-2 SHEET 2 OF 2: SITE CONCEPTUAL PLAN

GENERAL INFORMATION

SITE DATA:

OWNER INFORMATION:

NAME: WAY, LLC.
ADDRESS: PO BOX 390
CONCORD, VA 24538

REPRESENTATIVE: DARYL CALFEE (JENCAL, LLC.)
PHONE: 540-816-0515
E-MAIL ADDRESS: DARYLCALFEE@GMAIL.COM

ENGINEER INFORMATION:

NAME: ACCUPOINT SURVEYING & DESIGN, LLC
ADDRESS: 6200 FORT AVENUE
LYNCHBURG, VA 24502

PROJECT ENGINEER: AMY K. IGARTA-SEIPP, PE
REGISTRATION NUMBER: 0402 036952
OFFICE PHONE: 434-610-4334
E-MAIL ADDRESS: ASEIPP@ACCUPOINTSURVEYING.COM

SOURCE OF SURVEY: ACCUPOINT SURVEYING & DESIGN, LLC

SOURCE OF TOPOGRAPHY: CITY OF LYNCHBURG

COUNTY/CITY, STATE: LYNCHBURG, VIRGINIA

TAX MAP REFERENCES: 16013046 & 16013050

ZONING: B-3 COMMUNITY BUSINESS

ACREAGE: 0.713 ACRES

PROPOSED PROPERTY USE: COMMERCIAL SPACE AND APARTMENTS

SETBACK:

FRONT: 0'
SIDE: 0'
REAR: 50' FROM R-2 RESIDENTIAL PROPERTIES



Know what's below.
Call before you dig.
MISS UTILITY TICKET NUMBER:
TBD

"I HEREBY CERTIFY THAT, TO THE BEST OF MY ABILITY, THIS PLAN HAS BEEN PREPARED IN ACCORDANCE WITH THE LATEST CITY OF LYNCHBURG MANUAL OF SPECIFICATIONS AND STANDARD DETAILS AND CITY CODE."	
SIGNATURE: <i>Amy K. Igarta-Seipp</i>	REGISTRATION NUMBER: <u>0402 036952</u>
PRINTED NAME & TITLE: <u>AMY K. IGARTA-SEIPP, PRINCIPAL ENGINEER</u> DATE: <u>APRIL 6, 2023</u>	
"I HEREBY CERTIFY THAT ALL SITE CONSTRUCTION, DRAINAGE, AND GRADING WILL BE DONE PURSUANT TO THIS PLAN AND THAT THE APPLICABLE STORMWATER MANAGEMENT CONDITIONS AND REQUIREMENTS OF THE CITY OF LYNCHBURG, THE COMMONWEALTH OF VIRGINIA AND THE FEDERAL GOVERNMENT AND ITS AGENCIES ARE HEREBY MADE PART OF THIS PLAN."	
SIGNATURE: _____	TITLE: _____
PRINTED NAME: _____	DATE: _____
CITY ENGINEER: _____ TITLE: _____	
TRC: _____	TITLE: _____
ESC: _____	TITLE: _____
PROJECT NAME & LOCATION: JENCAL, LLC. 5900 & 5906 FORT AVEUNE - LYNCHBURG, VA 24502	
IF BORROW MATERIAL IS REQUIRED FOR SITE GRADING, CONTRACTOR WILL SUBMIT DOCUMENTS IDENTIFYING THE APPROVED OFF-SITE LOCATION FROM WHICH MATERIAL WILL BE OBTAINED.	

CONCEPTUAL PLAN FOR JENCAL, LLC. 5900 & 5906 FORT AVENUE CITY OF LYNCHBURG, VIRGINIA			
REVISION/DATE:			
SCALE:			
ASD JOB #:	2022-741		
FILE #:	2022-741 CONCEPT		
PARCEL ID:	16013046 & 16013050		
DATE:	APRIL 6, 2023		
C-1 COVER SHEET			



LEGEND

PROPERTY LINE

EXISTING 1" CONTOURS

EXISTING 5' CONTOURS

HANDICAP STRIPING

HANDICAP SIGN

HANDICAP PARKING SPACE

PARKING QUANTITY

SETBACK LINE

BIKE PARKING

SITE NOTES:

1. EXISTING AND PROPOSED SERVICE CONNECTIONS SHALL NOT BE USED FOR DEMOLITION, GRADING, LANDSCAPING, OR ANY CONSTRUCTION PURPOSE UNTIL APPROPRIATE BACKFLOW DEVICES HAVE BEEN INSTALLED, TESTED AND TEST RESULTS HAVE BEEN APPROVED BY THE CITY OF LYNCHBURG. MORE IN DEPTH UTILITY INFORMATION (CONNECTIONS, LINES, ETC.) WILL BE ESTABLISHED ONCE PROJECT IS IN DESIGN PHASE.

2. IF ANY BACKFLOW PREVENTION ASSEMBLIES ARE FOUND DURING DEMOLITION OR OTHER WORK, THEY SHALL NOT BE REMOVED, RELOCATED, OR REPLACED WITHOUT ADVANCE AUTHORIZATION FROM CITY OF LYNCHBURG UTILITIES AND SERVICE AUTHORITY. MORE IN DEPTH UTILITY INFORMATION (CONNECTIONS, LINES, ETC.) WILL BE ESTABLISHED ONCE PROJECT IS IN DESIGN PHASE.

3. IF ANY DISCREPANCIES BETWEEN PLANS AND ACTUAL CONDITIONS ARE DISCOVERED RELATIVE TO EXISTING OR PROPOSED PUBLIC WATER OR SEWER CONNECTIONS, THE CITY OF LYNCHBURG SHALL BE NOTIFIED IMMEDIATELY.

4. ALL PUBLIC INFRASTRUCTURE SHALL BE CONSTRUCTED IN ACCORDANCE WITH CITY OF LYNCHBURG MANUEL OF SPECIFICATIONS AND STANDARD DETAILS.

5. LANDSCAPING AND/OR OTHER SITE FEATURES SHALL NOT BE SUCH THAT THEY IMPACT THE REQUIRED ALLOWANCES FOR ANY RP AND/OR RPDA FOR BACKFLOW NOW OR IN THE FUTURE.

6. NO SITE LIGHTING IS PROPOSED AT THIS TIME.

7. STORMWATER MAINTENANCE IS DETERMINED TO BE UNDERGROUND AT THIS TIME. LOCATION AND MORE INFORMATION WILL BE PROVIDED ONCE PROJECT IS IN DESIGN PHASE.

PARKING:

BICYCLE PARKING-ONE (1) SPACE FOR EVERY SIX (6) DWELLING UNITS

DWELLING UNITS: 31 TOTAL/6=(5.16) 6 TOTAL BICYCLE PARKING SPOTS REQUIRED

STANDARD PARKING-ONE (1) SPACE PER DWELLING UNIT

DWELLING UNITS: 31 TOTAL/1=31 TOTAL STANDARD PARKING SPACES REQUIRED

HANDICAP (ADA) PARKING: ONE (1) SPACE PER 25 PARKING SPACES

PARKING SPACES: 31 TOTAL=2 TOTAL HANDICAP (ADA) PARKING SPACES REQUIRED

PARKING TABULATION				
SPACE TYPE	REQUIRED	EXISTING	PROPOSED	TOTAL
STANDARD (9'X18')	31	17	14	31
ADA	2	0	2	2
BIKE	6	0	1 SPACE WITH RACK FOR 6 BIKES	1 SPACE WITH RACK FOR 6 BIKES

LANDSCAPE CALCULATIONS:

1. PARKING LANDSCAPE SHADE TREES:

SHADE TREE = 1 EACH 8 PARKING SPACES

31 SPACES/8 = 3.875 = 4 SHADE TREES REQUIRED

2. PARKING LANDSCAPE SHRUBS:

MEDIUM SHRUBS = 1/EACH PARKING SPACE

31 PARKING SPACES = 31 MEDIUM SHRUBS REQUIRED

3. STREET TREES: (PER SECTION 35.2-63)

1 TREE FOR EVERY 40 FT OF STREET FRONTAGE

STREET FRONTAGE = 168.41 FT/40 FT = (4.21) 5 STREET TREES REQUIRED

4. FOUNDATION PLANTINGS: (PER SECTION 35.2-63.8 (a))

1 LARGE SHRUB PER 10 LF OF BUILDING = 301.38 LF/10 = (30.14) 30 LARGE SHRUBS REQUIRED

3 SMALL SHRUBS PER 10 LF OF BUILDING = 301.38 LF/3 = (100.46) 100 SMALL SHRUBS REQUIRED

FOUNDATION PLANTINGS LANDSCAPE TABULATION (PER SECTION 35.2-63.8)							
SYMBOL	TYPE	BIOTANICAL NAME	COMMON NAME	SIZE	CANOPY SF	QUANTITY	QUANTITY & CANOPY TOTAL SF
	LARGE SHRUB	CELTIS OCCIDENTALIS	HACKBERRY	254-380 SF AT 20 YR SPREAD	380	5	5 X 380 = 1,900 SF
	SMALL SHRUB	LIRIOPE MUSCARI	LILY TURF	12" - 18" SPREAD	3	31	31 X 3 = 93 SF

PARKING LANDSCAPE TABULATION (PER SECTION 35.2-63.7 (a))							
SYMBOL	TYPE	BIOTANICAL NAME	COMMON NAME	SIZE	CANOPY SF	QUANTITY	QUANTITY & CANOPY TOTAL SF
	SHADE TREE	CERCIS CANADENSIS	EASTERN REDBUD	133-201 SF AT 20 YR SPREAD	201	4	4 X 201 = 804 SF
	MEDIUM SHRUB	RHODODENDRON	FIREBALL AZALEA	48" - 72" SPREAD	36	31	33 X 36 = 1,188 SF

STREET TREES LANDSCAPE TABULATION (PER SECTION 35.2-63.5)							
SYMBOL	TYPE	BIOTANICAL NAME	COMMON NAME	SIZE	CANOPY SF	QUANTITY	QUANTITY & CANOPY TOTAL SF
	SHADE TREE	ACER RUBRUM	RED MAPLE	177-314 SF AT 20 YR SPREAD	314	5	5 X 314 = 1,570 SF

ACCUPOINT
SURVEYING & DESIGN

SURVEYORS • ENGINEERS • SOIL EVALUATORS

6200 FORT AVENUE, LYNCHBURG, VA 24502

PH: 434-610-4334 WWW.ACCUPOINTSURVEYING.COM

CONCEPTUAL PLAN
FOR
JENCAL, LLC.
5900 & 5906 FORT AVENUE
CITY OF LYNCHBURG, VIRGINIA

REVISION/DATE:

SCALE:

1" = 20'

ASD JOB #:

2022-741

FILE #:

2022-741 CONCEPT

PARCEL ID:

16013046 & 16013050

DATE:

APRIL 6, 2023

811

Know what's below.
Call before you dig.
MISS UTILITY TICKET NUMBER:
TBD

C-2
SITE CONCEPTUAL
PLAN

Page 156 of 232



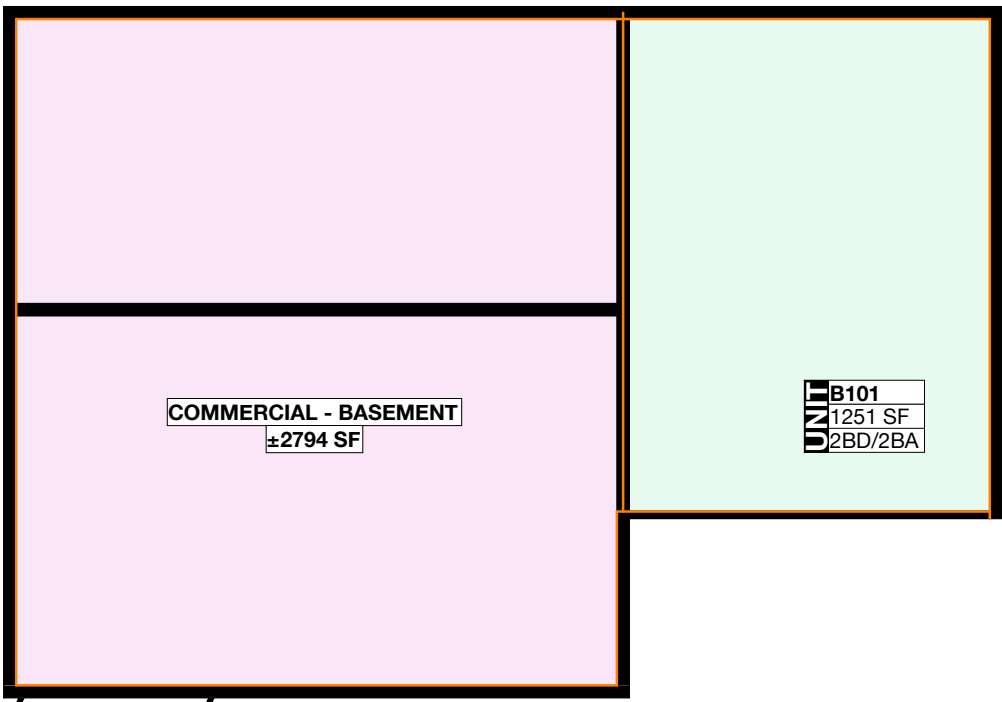
CUP APPLICATION
03.07.2023

NOT FOR CONSTRUCTION

ARCHITECT:
ADO/ Architecture Design Office
728 E Main Street
Richmond, Virginia 23219
804 343 1212

3 LEVELS 2&3 PLAN
A101
1/16" = 1'-0" 0 16 32 48 FT

2 LEVEL 1 PLAN
A101
1/16" = 1'-0" 0 16 32 48 FT



1 BASEMENT PLAN
A101
1/16" = 1'-0" 0 16 32 48 FT

5900 FORT AVENUE

Lynchburg, VA 24502
PROPOSED FLOOR PLANS

PROJECT NUMBER
23-5900

A101



April 6, 2023

The purpose of this project is for the development of commercial space and apartments with associated parking. The project includes an existing building and preliminary proposed building locations, parking, and appurtenant travel ways. The existing site has an existing building and is bordered by John Lynch Pl. to the North, Fort Ave. to the west, community business located at 5912 Fort Ave. to the south-southwest, single-family homes of 5903, 5905, 5909, & 5913 Dublin St. and 2009 John Lynch Pl. to the south - southeast.



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DBE# 723629



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AGENDA ITEM SUMMARY

MEETING DATE

May 23, 2023

PRESENTED BY

Tom Martin, City Planner

AGENDA ITEM # IV.4

Draft Annual Action Plan - Community Development Block Grant and HOME Program

RECOMMENDATION

This item will appear for City Council vote on the June 13, 2023 Public Hearing agenda. Approval of the Fiscal Year (FY) 2024 (Program Year 2023) Community Development Block Grant (CDBG) and HOME Program Annual Action Plan (AAP) and adopt a resolution approving the Plan.

SUMMARY

The Department of Housing and Urban Development (HUD) requires local governments, which receive federal Community Planning and Development (CPD) formula block grant funds, to prepare an Annual Action Plan as a component of the approved 2020-2024 Five-Year Consolidated Plan. The Plan outlines the City's needs, goals, and objectives for community development (both housing and non-housing areas). The Plan has been prepared and is comprised of the required components, including the CDBG and HOME projects that will be implemented during the upcoming program year to address the identified needs and objectives.

PRIOR ACTION(S)

January 10, 2023: Public hearing and approval of the 2020-2024 Consolidated Plan Goals for FY 2024 Annual Action Plan

March 30, 2023: Community Development Advisory Committee (CDAC) Meeting

April 25, 2023: Public hearing and approval of the CDAC project recommendations for the CDBG and HOME Program

FISCAL IMPACT

FY 2024 decrease in CDBG (\$6,002) and decrease in HOME Program (\$42,951) funding based on final entitlement amounts from HUD.

CONTACT(S)

Melva Walker, Grants Manager
Tom Martin, City Planner

ATTACHMENT(S)

1. FY 2024 Draft Annual Action Plan

REVIEWED BY



Kent White, Director of Community Development

Date: May 15, 2023



Mercedes Braun, Executive Assistant to the City Manager

Date: May 16, 2023



Wynter C. Benda, City Manager

Date: May 16, 2023



Alicia Finney, Clerk of Council

Date: May 18, 2023



Community Development Block Grant (CDBG)

HOME Program



Program Year 2023 | Fiscal Year 2024
Annual Action Plan | July 1, 2023 - June 30, 2024

Executive Summary

AP-05 Executive Summary - 24 CFR 91.200(c), 91.220(b)

1. Introduction

The City of Lynchburg receives an annual entitlement allocation of funding from the U. S. Department of Housing and Urban Development (HUD) to be used for the benefit of low-income persons or neighborhoods. The funding is based on a formula and a number of community development factors including population, the extent of poverty, housing overcrowding, and slower population growth in relationship to other metropolitan areas.

The City of Lynchburg receives two different entitlement grants from HUD, the Community Development Block Grant (CDBG) and the HOME Investment Partnerships Program Grant. The City uses these funds to leverage other public and private funding towards community development and housing projects.

The City of Lynchburg, as an entitlement jurisdiction in the CDBG and HOME Programs, is required by HUD to submit a consolidated plan every five years. The Consolidated Plan defines a specific course of action to meet the community development and housing needs for the citizens of Lynchburg. It integrates economic, physical, environmental, community and human development in a comprehensive and coordinated fashion so that the City, Lynchburg Redevelopment and Housing Authority (LRHA), and nonprofit organizations can work together to assist in meeting the needs of families and/or individuals. The strategic plan in this document also sets forth program goals, specific objectives, annual goals, and benchmarks for measuring progress. In so doing, it helps the City and citizens keep track of results and learn what works in the community.

This Consolidated Plan corresponds to the City's five fiscal years, which began July 1, 2020 and ends June 30, 2025. Once a year, City staff writes an Action Plan. The Action Plan outlines projects and the amount of funding that will go towards the goals outlined in the Consolidated Plan. At the conclusion of each fiscal year, City staff writes a final report, called the Consolidated Annual Performance and Evaluation Report (CAPER), to report the progress towards the Consolidated Plan goals and accomplishments by project.

The CDBG and HOME funding allocations have been trending downwards and that trend is expected to continue. However, this Plan takes into account the increasing importance of identifying and prioritizing the most critical needs to be addressed with CDBG and HOME Program funds.

2. Summarize the objectives and outcomes identified in the Plan

This could be a restatement of items or a table listed elsewhere in the plan or a reference to another location. It may also contain any essential items from the housing and homeless needs assessment, the housing market analysis or the strategic plan.

The Strategic Plan within the 2020-2024 Consolidated Plan provides a framework to address the needs of the City for the five years using CDBG and HOME funds. The three overarching objectives guiding the proposed activities are:

- Providing Decent, Affordable Housing
- Creating Suitable Living Environments
- Creating Economic Opportunities

Outcomes show how programs and activities benefit a community or the people served. The three outcomes that will illustrate the benefits of each activity funded by the CDBG and HOME programs are:

- Improve Availability/Accessibility
- Improve Affordability
- Improve Sustainability

Activities funded in the five-year plan and the Program Year 2023 Annual Action Plan will support at least one objective and one outcome. The City's framework for realizing the objectives and outcomes include the following goals:

- Provide Decent, Affordable Housing
- Provide a Suitable Living Environment
- Increase Homeownership
- End Chronic Homelessness

The goals listed below are intended to provide broad guidance in the allocation of CDBG and HOME Program funds granted to the City by HUD for the five years that began on July 1, 2020 and ends on June 30, 2025. The Community Development Advisory Committee (CDAC) supports the allocation of funds to achieve measurable results for both housing and non-housing goals. These goals were reviewed and reaffirmed by City Council on January 10, 2023 for the Fiscal Year (FY) 2024 (Program Year 2023) Annual Action Plan.

Housing Goals

- Support initiatives to increase permanent affordable housing in the rental markets. Increase the number of owner-occupied units. Emphasis to be placed on mixed income and inclusive communities.
- Support the preservation of affordable housing in both the rental and sales markets, including the rehabilitation of substandard housing.
- Support efforts for the removal and redevelopment of dilapidated and condemned structures to eliminate neighborhood deterioration, blight and blighting influences.

Non-Housing Goals

- Support the improvements to public facilities and infrastructure.
- Support efforts for the identification and remediation of rental housing in substandard conditions.

- Support neighborhood partnerships that facilitate self-sufficiency and enable families and individuals to maintain their housing, remain in their neighborhoods, and age in place.
- Support efforts that align with the goals of the City's Blueprint for Opportunity: Building Tomorrow's City of Lynchburg 2019-2023 to improve the economic base, job skills, and health of the community.
- Promote public service activities which support the healthy development of the City's at-risk youth, adults, and families.
- Support efforts to develop, sustain, and coordinate a comprehensive, seamless system of services for homeless citizens in order to move the homeless population toward obtaining permanent housing.
- Support efforts to remove barriers to escape poverty and strengthen low-income households and families.

3. Evaluation of past performance

This is an evaluation of past performance that helped lead the grantee to choose its goals or projects.

The following is a summary of the City's past performance as reported to HUD in the Consolidated Annual Performance Report (CAPER) for overall performance in Program Year 2021 (FY 2022).

CDBG Program- Approximately 85% (\$656,301) of the CDBG funds were expended on activities that benefited low-to-moderate income (LMI) persons within the City. With this amount the City was above the minimum threshold of 70% set in 24 CFR 570.901(a).

There was 18.88% (\$108,355) of Lynchburg's CDBG allocation and prior years' funding expended on planning and administration, which was under the maximum of 20% allowed according to 24 CFR 570.206(g).

There was 1.94% (\$123,781) of Lynchburg's CDBG allocation and prior years' funding expended for public service activities; therefore, the City was under the maximum of 15% mandated by 24 CFR 570.201(e).

HOME & CDBG Program- Housing

HOME funds were used by increasing the number of affordable rental units and an owner-occupied unit. Greater Lynchburg's Habitat for Humanity (GLHFH) provided Homebuyer Homeownership for one (1) unit through its Down Payment Assistance Project to an eligible client. There was \$18,360 of the City's HOME entitlement funds expended on this unit. There were three (3) rental units rehabilitated by private landlords through the Rental Rehabilitation Program at Lynchburg Redevelopment and Housing Authority (LRHA). These rehabilitated units, provided affordable rental housing units for three families. There was \$29,532 of CDBG funds expended for the rehabilitation of these properties. The private landlords invested a total of \$61,116.

CDBG - Public Improvements/Facilities - The Tinbridge Hill Neighborhood Pedestrian Improvements-Phase 2 project received \$417,665.25 in CDBG funds. Construction was completed for the installation of the waterline with associated appurtenances along sections of Taylor Street, Monroe Street, Polk Street,

Jackson Street, Third Street, and Fourth Street. New sidewalk and accessible ramps were constructed along sections of Fourth Street and Monroe Street, complete with segmented block walls. There was \$186,987 of CDBG funds expended for this project during PY 2021. The City expended \$1,307,407 of Capital Improvements Project funds in conjunction with the CDBG funds to complete this phase of the project.

In PY 2021, there was \$512,607 allocated for the Jefferson Park Revitalization Improvements project. During this program year, the design for Phase I of the park improvements was completed, which included a new basketball court, stair improvements to the old amphitheater, a small loop trail in the park, an Americans with Disabilities Act (ADA) accessible trail into the park, neighborhood “patio” with a pavilion on the former tennis court, park lighting, and the required stormwater management. Improvements under this grant will continue in Program Year 2022. During PY 2021, there was \$143,597 expended for this project.

CDBG - Public Services - Through the Coordinated Homeless Intake and Assessment (CHIA) project, a uniform intake tool was developed to quickly assess individual and family needs and assure they are diverted from the homeless response system or expeditiously placed in the most appropriate housing program. CHIA assisted 3,939 people and expended \$64,621.98 during Program Year 2021. The Scoutreach program, a Boy Scouts of America and Lynchburg Parks and Recreation Department program, is a program at the neighborhood centers that offers an opportunity for school-age youth to broaden their experiences inside and beyond the neighborhood setting. In PY 2021, 26 youth were served and \$17,676.25 was expended.

4. Summary of Citizen Participation Process and consultation process

Summary from citizen participation section of plan.

The planning process for the preparation of the Five-Year Consolidated Plan and FY 2024 Annual Action Plan included the following distinct elements:

- Focus group sessions with representatives from City government (staff), non-profit organizations, and other service providers to gain stakeholder input on the identification of City needs.
- Additional meetings and interviews with City departmental staff and other provider agencies and stakeholders throughout the planning process to understand the current scope of programs, issues, and concerns. The one-on-one conversations helped to develop strategies to address the community needs that were identified in the focus group sessions.
- Review of existing community development-related planning documents, including the City of Lynchburg’s 2030 Comprehensive Plan.
- There was one public meeting conducted by the Community Development Advisory Committee (CDAC) and three public hearings conducted by City Council for the FY 2024 Annual Action Plan to review the housing and non-housing goals and the proposed project applications. Public notices were published in the local newspaper, *The News and Advance*, along with notifying community organizations through electronic mail and social media.

5. Summary of public comments

This could be a brief narrative summary or reference an attached document from the Citizen Participation section of the Con Plan.

On January 10, 2023 City Council conducted a public hearing to receive citizens' comments concerning the Community Development Block Grant (CDBG) and HOME Program housing and non-housing goals for the FY 2024 Annual Action Plan. At the public hearing, City staff gave a summary of the proposed goals. There was no one present who wished to speak to this item, and the public hearing was closed. City Council approved the goals.

On March 30, 2023 the Community Development Advisory Committee (CDAC) held a public meeting to review submitted CDBG and HOME Program applications and formulate recommendations for consideration by City Council regarding the anticipated allocation of \$711,153.90 in CDBG entitlement, and reprogrammable funds and \$470,879.88 in HOME Program entitlement and reprogrammable funds. There were representatives from the various agencies that had submitted project applications present at this meeting. CDAC members reviewed each application and asked questions of the respective agency representatives for clarifications. At the conclusion of the meeting, the Committee unanimously agreed on the recommended projects for the CDBG and HOME Program that would be submitted to City Council for approval.

On April 25, 2023 City Council conducted a public hearing to receive public input and adopt the proposed FY 2024 CDBG and HOME Program projects. There was no one present who wished to speak to the item. City Council unanimously approved the CDAC recommendations for projects to be funded.

On June 13, 2023, City Council will conduct a public hearing to accept comments regarding the draft FY 2024 Annual Action Plan.

6. Summary of comments or views not accepted and the reasons for not accepting them

Any comments received during the public comment period will be reviewed and incorporated.

7. Summary

The public participation in FY 2024 Annual Action Plan carried general themes of the need for goals that would provide for programs and activities that serve the homeless and persons in poverty; provide education awareness activities to guide persons in securing homeownership through pre and post-counseling, maintaining/retaining their homes and down payment assistance; and provide affordable rental housing for low-to-moderate income persons and persons with disabilities.

PR-05 Lead & Responsible Agencies – 91.200(b)

1. Agency/entity responsible for preparing/administering the Consolidated Plan

Describe the agency/entity responsible for preparing the Consolidated Plan and those responsible for administration of each grant program and funding source.

Agency Role	Name	Department/Agency
CDBG Administrator	LYNCHBURG	Community Development/Grants Administration
HOME Administrator	LYNCHBURG	Community Development/Grants Administration

Table 1 – Responsible Agencies

Narrative (optional)

The City of Lynchburg's Community Development Grants Administration Office is the lead agency for the preparation of the Consolidated Plan.

Consolidated Plan Public Contact Information

City of Lynchburg
Department of Community Development
Grants Administration Office
900 Church Street
Lynchburg, VA 24504
Contact: Melva C. Walker, Grants Manager
Phone: 434.455.3916
Email: melvacwalker@lynchburgva.gov
Website: www.lynchburgva.gov/grants-administration

AP-10 Consultation – 91.100, 91.200(b), 91.215(l)

1. Introduction

The City of Lynchburg utilized an outreach effort to maximize input from stakeholders. This outreach effort included the Community Development Advisory Committee (CDAC) meeting, public meetings, and published meeting notices and social media avenues (City's website and Grants Administration website).

Provide a concise summary of the jurisdiction's activities to enhance coordination between public and assisted housing providers and private and governmental health, mental health and service agencies (91.215(l))

To ensure the participation of and coordination between public and private agencies, the Grants Administration staff sent informational material and written communication to community organizations for preliminary discussions on the Plan and the needs of the citizens of Lynchburg. Some of the agencies contacted included: Lynchburg Redevelopment and Housing Authority (LRHA), Lynchburg Health Department, Johnson Health Center, Lynchburg Department of Human Services, Miriam's House, The Gateway, Inc., Rush Homes, Central Virginia Continuum of Care, City of Lynchburg Office of Economic Development, Lynchburg Community Action Group, United Way of Central Virginia, Region 2000, and Divisions of Neighborhood Services/Code Enforcement and Inspections within the Department of Community Development.

Describe coordination with the Continuum of Care and efforts to address the needs of homeless persons (particularly chronically homeless individuals and families, families with children, veterans, and unaccompanied youth) and persons at risk of homelessness.

The City of Lynchburg is a member of the Central Virginia Continuum of Care (CVCoC), which is a regional group of agencies that focuses on issues pertaining to homelessness. Through the participation of the members of the CVCoC the agency can more effectively address the needs of homeless individuals and families, including the following: homelessness prevention; outreach/assessment (i.e. case management); emergency services; transitional housing; and permanent supportive housing. In addition, the City along with the CVCoC, and Miriam's House as the lead agency, has a partnership with Lynchburg Redevelopment and Housing Authority (LRHA) for a Homeless Intake Coordinator position to provide a coordinated intake process for homeless persons. This position and the coordinated intake process provide a higher level of coordination with the CVCoC to address the needs of homeless persons.

Describe consultation with the Continuum(s) of Care that serves the jurisdiction's area in determining how to allocate ESG funds, develop performance standards for and evaluate outcomes of projects and activities assisted by ESG funds, and develop funding, policies and procedures for the operation and administration of HMIS

The City of Lynchburg does not receive Emergency Solutions Grant (ESG) funds.

2. Describe Agencies, groups, organizations and others who participated in the process and describe the jurisdiction's consultations with housing, social service agencies and other entities

Table 2 – Agencies, groups, organizations who participated

1	Agency/Group/Organization	LYNCHBURG REDEVELOPMENT AND HOUSING AUTHORITY (LRHA)
	Agency/Group/Organization Type	PHA
	What section of the Plan was addressed by Consultation?	Housing Need Assessment Public Housing Needs Homelessness Strategy Anti-poverty Strategy
	Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	Lynchburg Redevelopment and Housing Authority (LRHA), the Public Housing Authority (PHA), was consulted through stakeholder interviews, telephone interviews, social media, public meetings and public hearings. The outcomes for the Annual Action Plan including the consultation with this agency should include: improved access to affordable housing for low-to-moderate income persons.
2	Agency/Group/Organization	Rush Homes, Inc.
	Agency/Group/Organization Type	Services-Persons with Disabilities
	What section of the Plan was addressed by Consultation?	Housing Need Assessment Housing needs- persons with disabilities
	Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	Rush Homes was consulted through stakeholder interviews, telephone interviews, social media, public meetings and public hearings. The outcomes for the Annual Action Plan including the consultation with this agency should include: improved access to affordable housing for disabled, low-to-moderate income persons.
3	Agency/Group/Organization	GREATER LYNCHBURG HABITAT FOR HUMANITY
	Agency/Group/Organization Type	Housing
	What section of the Plan was addressed by Consultation?	Housing Need Assessment Anti-poverty Strategy Low-to-moderate income families

	Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	Greater Lynchburg Habitat for Humanity (GLHFH) was consulted through stakeholder interviews, telephone interviews, social media, public meetings and public hearings. The outcomes for the Annual Action Plan including the consultation with this agency should include: improved access to affordable housing for low-to-moderate income persons.
4	Agency/Group/Organization	LYNCHBURG COMMUNITY ACTION GROUP, INC. (LYN-CAG)
	Agency/Group/Organization Type	Housing Services - Housing Services-Persons with HIV/AIDS Services-homeless Services-Education Services-Employment Service-Fair Housing
	What section of the Plan was addressed by Consultation?	Housing Need Assessment Homeless Needs - Chronically homeless Homeless Needs - Families with children Homelessness Needs - Veterans Homelessness Needs - Unaccompanied youth Homelessness Strategy Non-Homeless Special Needs HOPWA Strategy Anti-poverty Strategy Lead-based Paint Strategy
	Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	Lyn-CAG was consulted through stakeholder interviews, telephone interviews, social media, public meetings and public hearings. The outcomes for the Annual Action Plan including the consultation with this agency should include: improved access to affordable housing, rehabilitation to owner-occupied housing, and the availability of community and housing services for low-to-moderate income persons.
5	Agency/Group/Organization	LYNCHBURG COVENANT FELLOWSHIP
	Agency/Group/Organization Type	Housing Services - Housing Services-Elderly Persons
	What section of the Plan was addressed by Consultation?	Housing Need Assessment Anti-poverty Strategy

	Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	Lynchburg Covenant Fellowship (LCF) was consulted through stakeholder interviews, telephone interviews, social media, public meetings and public hearings. The outcomes for the Annual Action Plan including the consultation with this agency should include: improved access to affordable housing and the availability of housing for low-to-moderate income persons and the elderly.
6	Agency/Group/Organization	BOYS AND GIRLS CLUB OF GREATER LYNCHBURG
	Agency/Group/Organization Type	Services-Children
	What section of the Plan was addressed by Consultation?	Anti-poverty Strategy
	Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	Boys and Girls Club of Greater Lynchburg was consulted through stakeholder interviews, social media, public meetings and public hearings. The outcomes for the Annual Action Plan including the partnership with the Lynchburg Police Department improves neighborhood organizations and the relationship with youth in the community.
7	Agency/Group/Organization	LYNCHBURG POLICE DEPARTMENT
	Agency/Group/Organization Type	Other government - Local Collaborate with Boys and Girls Club programs
	What section of the Plan was addressed by Consultation?	Anti-poverty Strategy
	Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	The Lynchburg Police Department was consulted through stakeholder interviews, social media, public meetings and public hearings. The outcomes for the Annual Action Plan including the consultation with the Lynchburg Police Department improves the neighborhood organizations and watches that the officers participate in for prevention of crime and provide safety to the neighborhoods and in its collaboration with the Boys and Girls Club working with youth.
8	Agency/Group/Organization	Lynchburg Parks and Recreation
	Agency/Group/Organization Type	Other government - Local
	What section of the Plan was addressed by Consultation?	Anti-poverty Strategy Recreational activities

	Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	The City's Parks and Recreation Department was consulted through stakeholder interviews, social media, public meetings and public hearings. The outcomes for the Annual Action Plan include the consultation with this agency should include: access to recreational activities for youth and adults in the low-moderate income population. Public facility improvements for the Neighborhood Centers and parks.
9	Agency/Group/Organization	FREE CLINIC OF CENTRAL VIRGINIA
	Agency/Group/Organization Type	Services-Health
	What section of the Plan was addressed by Consultation?	Homeless Needs - Families with children Anti-poverty Strategy
	Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	The Free Clinic of Central Virginia was consulted through stakeholder interviews, social media, public meetings and public hearings. The outcomes for the Annual Action Plan including the consultation with this agency will include health and wellness services to offer low-moderate income persons to increase healthy living.
10	Agency/Group/Organization	Central Virginia Health Department
	Agency/Group/Organization Type	Services-Health Health Agency
	What section of the Plan was addressed by Consultation?	Homeless Needs - Families with children Anti-poverty Strategy
	Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	The Central Virginia Health Department was consulted through stakeholder interviews, social media, public meetings and public hearings. The outcomes for the Annual Action Plan including the consultation with this agency will include health and wellness services to offer low-moderate income persons to increase healthy living.
11	Agency/Group/Organization	Johnson Health Center
	Agency/Group/Organization Type	Services-Health Health Agency
	What section of the Plan was addressed by Consultation?	Homeless Needs - Families with children Anti-poverty Strategy

	Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	The Johnson Health Center was consulted through stakeholder interviews, social media, public meetings and public hearings. The outcomes for the Annual Action Plan including the consultation with this agency will include health and wellness services to offer low-moderate income persons to increase healthy living.
12	Agency/Group/Organization	Centra Foundation
	Agency/Group/Organization Type	Services-Health Regional organization Foundation
	What section of the Plan was addressed by Consultation?	Anti-poverty Strategy Community health needs of those in poverty
	Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	The Centra Foundation was consulted through stakeholder interviews, social media, public meetings and public hearings. The outcomes for the Annual Action Plan including the consultation with this agency will include funding opportunities to the community to increase health and wellness opportunities.
13	Agency/Group/Organization	VIRGINIA'S REGION 2000 LOCAL GOVERNMENT COUNCIL
	Agency/Group/Organization Type	Regional organization
	What section of the Plan was addressed by Consultation?	Economic Development Anti-poverty Strategy
	Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	Virginia's Region 2000 Local Government Council was consulted through stakeholder interviews, social media, public meetings and public hearings. The outcomes for the Annual Action Plan including the consultation with this agency should include improved regional partnerships to achieve the goals and objectives of the Annual Action Plan.
14	Agency/Group/Organization	LYNCHBURG ASSOCIATION OF REALTORS
	Agency/Group/Organization Type	Service-Fair Housing Regional organization
	What section of the Plan was addressed by Consultation?	Housing Need Assessment

	Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	The Lynchburg Association of Realtors was consulted through stakeholder interviews, social media, public meetings and public hearings. The outcomes for the Annual Action Plan including the consultation with this agency should include enhancing the opportunities for low-moderate income persons to purchase affordable housing.
15	Agency/Group/Organization	UNITED WAY OF CENTRAL VIRGINIA, INC.
	Agency/Group/Organization Type	Planning organization
	What section of the Plan was addressed by Consultation?	Homelessness Strategy Non-Homeless Special Needs Anti-poverty Strategy
	Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	The United Way of Central Virginia was consulted through stakeholder interviews, social media, public meetings and public hearings. The outcomes for the Annual Action Plan including the consultation with this agency should include improved regional partnerships to achieve the goals and objectives for the Annual Action Plan.
16	Agency/Group/Organization	LYNCHBURG CITY SCHOOLS
	Agency/Group/Organization Type	Services-Children Services-Education Other government - Local
	What section of the Plan was addressed by Consultation?	Homeless Needs - Families with children Anti-poverty Strategy
	Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	The Lynchburg City Schools was consulted through stakeholder interviews, social media, public meetings and public hearings. The outcomes for the Annual Action Plan including the consultation with this agency will include improved educational opportunities and partnerships to explore programs to offer for low-moderate income persons to obtain housing and life skills stability.
17	Agency/Group/Organization	Miriam's House
	Agency/Group/Organization Type	Services-Victims of Domestic Violence Services - Victims Lead Agency-CVCoC
	What section of the Plan was addressed by Consultation?	Anti-poverty Strategy Shelter

	Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	Miriam's House was consulted through stakeholder interviews, telephone interviews, social media, public meetings and public hearings. The outcomes for the Annual Action Plan including the consultation with this agency will expand affordable housing opportunities for homeless women and children and assist in providing improved public services.
18	Agency/Group/Organization	Lynchburg Area Center for Independent Living
	Agency/Group/Organization Type	Services-Persons with Disabilities
	What section of the Plan was addressed by Consultation?	Anti-poverty Strategy
	Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	Lynchburg Area Center for Independent Living (LACIL) was consulted through stakeholder interviews, telephone interviews, social media, public meetings and public hearings. The outcomes for the Annual Action Plan including the consultation with this agency should include: improved access to affordable housing for disabled, low-to-moderate income persons.
19	Agency/Group/Organization	City of Lynchburg Department of Social Services
	Agency/Group/Organization Type	Services - Housing Services-Children Child Welfare Agency Other government - Local
	What section of the Plan was addressed by Consultation?	Housing Need Assessment Homeless Needs - Chronically homeless Homeless Needs - Families with children Anti-poverty Strategy
	Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	The City's Division of Social Services was consulted through stakeholder interviews, social media, public meetings and public hearings. The outcomes for the Annual Action Plan including the consultation with this agency should include enhancing availability of services for low-moderate persons to enhance opportunities to bridge out of poverty.
20	Agency/Group/Organization	Blue Ridge Mountains Council- Boy Scouts of America
	Agency/Group/Organization Type	Services-Children
	What section of the Plan was addressed by Consultation?	Anti-poverty Strategy

	Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	Blue Ridge Mountains Council- Boy Scouts of America was consulted through stakeholder interviews, social media, public meetings and public hearings. The outcomes for the Annual Action Plan including the partnership with the City of Lynchburg Parks and Recreation Department improves neighborhood organizations and the relationship with youth in the community.
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Identify any Agency Types not consulted and provide rationale for not consulting

City staff is not aware of any agencies that were not contacted to participate in relation to the housing and community development needs for the City.

Other local/regional/state/federal planning efforts considered when preparing the Plan

Name of Plan	Lead Organization	How do the goals of your Strategic Plan overlap with the goals of each plan?
Continuum of Care	Central Virginia CoC	Information from the application provided a framework for the homeless needs section.
Analysis of Impediments to Fair Housing (AI)	City of Lynchburg	The Fair Housing Action Plan implementation recommendations from the AI were reviewed for the Annual Action Plan.
The City of Lynchburg Comprehensive Plan 2013	City of Lynchburg	The Comprehensive Plan was reviewed to match the Annual Action Plan goals.

Table 3 – Other local / regional / federal planning efforts

Narrative (optional)

None

AP-12 Participation – 91.105, 91.200(c)

1. Summary of citizen participation process/Efforts made to broaden citizen participation Summarize citizen participation process and how it impacted goal-setting

On January 10, 2023 City Council conducted a public hearing to receive comments on the housing and non-housing community development goals adopted in the Consolidated Plan for 2020-2024 by City Council on February 11, 2020 regarding the needs common to low- and moderate- income persons and individuals with mental illness, intellectual and physical disabilities, substance abuse or addiction, persons with HIV-Aids, persons that are homeless, and elderly persons. No public comments were received about the goals. City Council adopted the goals for the FY 2024 Annual Action Plan at the public hearing.

The Community Development Advisory Committee (CDAC) conducted a public meeting on March 30, 2023 to review CDBG/HOME allocations and make recommendations for allocations. In accordance with the process outlined in the City's Citizen Participation Plan, a notice was published in The News and Advance on March 14, 2023 stating the purpose of this meeting was to review submitted CDBG and HOME Program applications and formulate recommendations for consideration by City Council regarding the allocation of entitlement and reprogrammable funds.

CDAC and the public were informed that City Council would hold a public hearing on April 25, 2023 on the project recommendations of the CDAC. In addition, a timetable was provided that noted the remaining public meetings that would be held to complete the allocation process and submittal of the Annual Action Plan. There was no one present who wished to speak to this item. City Council unanimously approved the CDAC recommendations for projects to be funded.

On June 13, 2023, City Council will conduct a public hearing to accept comments regarding the draft Fiscal Year (FY) 2024 Annual Action Plan.

Citizen Participation Outreach

Sort Order	Mode of Outreach	Target of Outreach	Summary of response/ attendance	Summary of Comments received	Summary of comments not accepted and reasons	URL (If applicable)
1	Public Hearing	Non-targeted/ broad community	January 10, 2023 City Council public hearing. No comments were received.	No comments were received.	There were no public comments that were not considered by City Council in the approval of the goals for the Annual Action Plan.	www.lynchburgva.gov/city-council-meetings

Sort Order	Mode of Outreach	Target of Outreach	Summary of response/ attendance	Summary of Comments received	Summary of comments not accepted and reasons	URL (If applicable)
2	Public Hearing	Non-targeted/ broad community	April 25, 2023 City Council public hearing. No comments were received.	No comments were received.	There were no public comments that were not considered by City Council.	www.lynchburgva.gov/city-council-meetings
3	Public Hearing	Non-targeted/ broad community	June 13, 2023 City Council public hearing.	No comments were received.	There were no public comments that were not considered by City Council.	www.lynchburgva.gov/city-council-meetings
4	Public Meeting	Non-targeted/ broad community	March 30, 2023 - Public meeting of the Community Development Advisory Committee (CDAC) to review submitted CDBG and HOME Program applications.	Applicants provided an overview of the agency's respective CDBG or HOME Program application .	There were no public comments that were not considered or accepted by CDAC.	

Sort Order	Mode of Outreach	Target of Outreach	Summary of response/ attendance	Summary of Comments received	Summary of comments not accepted and reasons	URL (If applicable)
5	Internet Outreach	Minorities Non-English Speaking - Specify other language Persons with disabilities Non-targeted/ broad community Residents of Public and Assisted Housing	Public notices were posted on the Grants Administration webpage and the City's front webpage for the January 10, 2023 City Council public hearing; for the April 25, 2023 City Council public hearing; and the June 13, 2023 City Council public hearing.	No public comments were received for the public hearings already completed.	There were no public comments that were not considered by City Council for the public hearings already conducted.	www.lynchburgva.gov/grants-administration

Table 4 – Citizen Participation Outreach

Expected Resources

AP-15 Expected Resources – 91.220(c)(1,2)

Introduction

The City of Lynchburg receives Federal Community Development Block Grant and HOME Investment Partnerships Program funds from the US Department of Housing and Urban Development (HUD) on an annual basis. For the purpose of this Strategic Plan, the City assumes its allocations each year over the five-year period will remain approximately the same and in line with the Program Year 2020 allocation. The Annual Action Plans submitted in each of the subsequent years will reflect actual allocation amounts received.

Anticipated Resources

Program	Source of Funds	Uses of Funds	Expected Amount Available Year 1				Expected Amount Available Remainder of Con Plan \$	Narrative Description
			Annual Allocation: \$	Program Income: \$	Prior Year Resources: \$	Total: \$		
CDBG	public - federal	Acquisition Admin and Planning Economic Development Housing Public Improvements Public Services	708,843	0	2,311	711,154	677,913	CDBG funds will support housing and non-housing community development in the City of Lynchburg.

Program	Source of Funds	Uses of Funds	Expected Amount Available Year 1				Expected Amount Available Remainder of Con Plan \$	Narrative Description
			Annual Allocation: \$	Program Income: \$	Prior Year Resources: \$	Total: \$		
HOME	public - federal	Acquisition Homebuyer assistance Homeowner rehab Multifamily rental new construction Multifamily rental rehab New construction for ownership TBRA	378,083	0	92,796	470,879	498,535	HOME funds will continue to support affordable housing through rehabilitation and new development in the City of Lynchburg.

Table 5 - Expected Resources – Priority Table

Explain how federal funds will leverage those additional resources (private, state and local funds), including a description of how matching requirements will be satisfied

The City of Lynchburg will continue to partner with other public agencies and nonprofit organizations, when feasible, to leverage resources and maximize outcomes in housing and community development. The City plans to meet the HOME Program match requirements by utilizing the volunteer labor and construction material costs accrued from the construction of homes completed by Greater Lynchburg Habitat for Humanity.

If appropriate, describe publicly owned land or property located within the jurisdiction that may be used to address the needs identified in the plan

N/A

Discussion

None

DRAFT

Annual Goals and Objectives

AP-20 Annual Goals and Objectives

Goals Summary Information

Sort Order	Goal Name	Start Year	End Year	Category	Geographic Area	Needs Addressed	Funding	Goal Outcome Indicator
1	Increase permanent affordable housing (rental mar)	2020	2024	Affordable Housing	Citywide	Increase access to/ quality of affordable housing Housing Rehabilitation Affordable Housing for Special Needs Populations	HOME: \$125,000	Rental units constructed: 8 Household Housing Unit
2	Increase the number of owner-occupied units	2020	2024	Affordable Housing	Citywide	Increase access to/ quality of affordable housing Housing Rehabilitation Affordable Housing for Special Needs Populations	HOME: \$312,880	Homeowner Housing Added: 8 Household Housing Unit
3	Improve the City's public facilities	2020	2024	Non-Housing Community Development	CENSUS TRACTS 4,5,6,7, 11, and 19	Infrastructure Improvements Public Facility Improvements	CDBG: \$489,904	Public Facility or Infrastructure Activities other than Low/Moderate Income Housing Benefit: 1840 Persons Assisted

Sort Order	Goal Name	Start Year	End Year	Category	Geographic Area	Needs Addressed	Funding	Goal Outcome Indicator
4	Promote Public Service Activities	2020	2024	Non-Homeless Special Needs	Citywide	Public Services	CDBG: \$84,160	Public service activities other than Low/Moderate Income Housing Benefit: 50 Persons Assisted Homelessness Prevention: 5000 Persons Assisted
5	Provide quality oversight/admin fed. programs	2020	2024	admin	Citywide	Planning/Administration	CDBG: \$137,090 HOME: \$33,000	Other: 0 Other

Table 6 – Goals Summary

Goal Descriptions

1	Goal Name	Increase permanent affordable housing (rental market)
	Goal Description	Fund activities that expand the supply and improve the condition of housing affordable to lower income households. Fund activities that leverage other public and private resources such as Low-Income Housing Tax Credit projects. Support incentives to increase permanent affordable multifamily rental housing as well as direct assistance to low-income households. Emphasis to be placed on mixed income and inclusive communities.
2	Goal Name	Increase the number of owner-occupied units
	Goal Description	Increasing the number of owner-occupied units through programs such as the Greater Lynchburg Habitat for Humanity and FARRR Foundation programs to provide down payment assistance, and housing development and the Community Housing Development Organization (CHDO) will stabilize the City's housing stock through new construction. Emphasis to be placed on mixed income and inclusive communities.

3	Goal Name	Improve the City's public facilities
	Goal Description	Fund non-housing community development proposals that eliminate a threat to public health and safety and/or expand affordable housing development to include water/sewer projects, drainage projects, sidewalks, street improvements, neighborhood improvements, and solid waste disposal projects.
4	Goal Name	Promote Public Service Activities
	Goal Description	Promote public service activities which support the healthy development of the City's at-risk youth, adults, and families. Promote efforts to remove barriers to escape poverty and strengthen low-income households and families. Promote neighborhood partnerships that facilitate self-sufficiency and enable families and individuals to maintain their housing, remain in their neighborhoods, and age in place. Support efforts to develop, sustain, and coordinate a comprehensive, seamless system of services for homeless citizens in order to move the homeless population toward obtaining permanent housing.
5	Goal Name	Provide quality oversight/admin fed. programs
	Goal Description	Provide staff for the administration and oversight of the Community Development Block Grant (CDBG) and HOME Program, Neighborhood Plans and the Analysis of Impediments to Fair Housing.

Projects

AP-35 Projects – 91.220(d)

Introduction

The City's FY 2023 planned actions will address the City's priority housing and community development needs. The projects are outlined below.

Projects

#	Project Name
1	City Administration
2	Tyreeanna and Pleasant Valley Gateway Improvements
3	Jefferson Park Revitalization Improvements
4	Central Virginia Continuum of Care (CVCoC)/Coordinated Homeless Intake and Access (CHIA)
5	Parks and Recreation Department-Boy Scouts of America Scoutreach Program
6	Rush Homes Carolyn's Place Rental Housing Development (CHDO)
7	Greater Lynchburg Habitat for Humanity Homeownership Program
8	Lynchburg Redevelopment and Housing Authority (LRHA) Home for Good Project
9	FARRR Foundation - Lighthouse Beloved Community Land Trust Down Payment Assistance Program

Table 7 - Project Information

Describe the reasons for allocation priorities and any obstacles to addressing underserved needs

The City will invest the majority of CDBG and HOME Program funds City-wide. Investing in affordable housing projects City-wide will also assist the City in affirmatively furthering fair housing and avoiding the concentration of low-income populations. The City will target its CDBG infrastructure and public improvement activities to census tracts with 51% of its residents at 80% or below the Area Median Income (AMI). Utilizing federal funds, the City will address the needs of the community in low-to-moderate areas and City-wide.

AP-38 Project Summary

Project Summary Information

1	Project Name	City Administration
	Target Area	Citywide
	Goals Supported	Provide quality oversight/admin fed. programs
	Needs Addressed	Planning/Administration
	Funding	CDBG: \$137,090 HOME: \$33,000
	Description	Funding will be used for the general oversight, monitoring, administration, and personnel costs associated with the projects and programs funded with the CDBG and HOME Program.
	Target Date	6/30/2024
	Estimate the number and type of families that will benefit from the proposed activities	N/A - Planning and Administration
	Location Description	City Hall, 900 Church Street, Lynchburg, VA
	Planned Activities	Administration of the CDBG and HOME Program
2	Project Name	Tyreeanna and Pleasant Valley Gateway Improvements
	Target Area	CENSUS TRACTS 4,5,6,7, 11, and 19
	Goals Supported	Improve the City's public facilities

	Needs Addressed	Infrastructure Improvements
	Funding	CDBG: \$118,000
	Description	This project is for neighborhood improvements in the Tyreeanna and Pleasant Valley Neighborhood. The City plans to install gateway signage and landscaping to visually enhance the area at Concord Turnpike / U.S. 460, which is a major corridor carrying traffic into the City. Residents expressed the need for City gateway improvements during the development of the Neighborhood Plan, as well as the desire for signage identifying the distinct Pleasant Valley and Tyreeanna areas. Smaller gateway improvements would be installed for these areas.
	Target Date	6/30/2024
	Estimate the number and type of families that will benefit from the proposed activities	There are approximately 475 persons in the neighborhood that will benefit from this project. There are approximately 199 households and the percentage of low-to-moderate income persons in Census Tract 19 is 66.2%.
	Location Description	Concord Turnpike/U.S. Route 460
	Planned Activities	Design and construction improvements to entry points (known as "gateways") into the City at U.S. 460/Concord Turnpike/Pleasant Valley Road and into the Tyreeanna and Pleasant Valley Neighborhoods. Typical gateway improvements include signage and landscaping. Gateway Improvements were identified as a high priority in the Tyreeanna & Pleasant Valley Neighborhood Plan to improve neighborhood identity and wayfinding.
3	Project Name	Jefferson Park Revitalization Improvements
	Target Area	CENSUS TRACTS 4,5,6,7, 11, and 19
	Goals Supported	Improve the City's public facilities
	Needs Addressed	Infrastructure Improvements Public Facility Improvements
	Funding	CDBG: \$371,904

	Description	Jefferson Park is a key site and landmark in the Dearington neighborhood. It sits at the crossroads between the Dearington Apartments, a Lynchburg Redevelopment and Housing Authority (LRHA) owned and operated rowhouse development, and single-family homes of the Dearington Neighborhood. Last year, City Council approved the Dearington Neighborhood Plan and a resolution designating the Dearington Hills Apartments as a revitalization area which support improvement of housing and amenities in this part of the neighborhood. This application builds on current efforts to transform and activate the portions of the park most accessible to all neighborhood residents.
	Target Date	6/30/2024
	Estimate the number and type of families that will benefit from the proposed activities	There are approximately 1,365 Dearington residents who will be served by this project, which encompasses 635 housing units.
	Location Description	405 N York Street, Lynchburg, VA
	Planned Activities	The continuation of this project in Program Year 2023 will provide additional funding and will be leveraged to build an ADA accessible trail down the hillside from Kirby Street, a connecting loop to the Jefferson Park Neighborhood Center, installing lighting and railings along the existing connector trail between the Dearington Apartments and Kirby Street, and improvements to the neighborhood plaza. Completing the work outlined above will be an important step in showing renewed investment in Jefferson Park and the Dearington Neighborhood and will pave the way for a series of planned work in the area.
4	Project Name	Central Virginia Continuum of Care (CVCoc)/Coordinated Homeless Intake and Access (CHIA)
	Target Area	Citywide
	Goals Supported	Promote Public Service Activities
	Needs Addressed	Homeless Housing and Services
	Funding	CDBG: \$65,000

Description	Miriam's House as the Lead Agency for the Central Virginia Continuum of Care, in partnership with the Lynchburg Redevelopment and Housing Authority, will continue providing a homeless hotline, Coordinated Homeless Intake and Access (CHIA), for households experiencing a housing crisis. This service was created in 2014 to comply with the Department of Housing and Urban Development's requirement that every community have a coordinated intake process for homeless services in order to be eligible for federal homeless assistance grants. Each year the CVCoc receives approximately 1 million dollars in federal and state homeless assistance grants to leverage this local investment. Funding for the CHIA program is used to employ a full-time Coordinated Entry Specialist that connects households experiencing homelessness or those about to become homeless with the right level of intervention to quickly resolve their crisis. The CHIA program assesses each caller for safety, homeless diversion, and available resources to ensure that every household is provided with a homeless response service such as street outreach, shelter, or homeless intervention. In 2022, there were over 5,136 households experiencing a housing crisis that were served through CHIA which is the highest call volume since program inception.
Target Date	6/30/2024
Estimate the number and type of families that will benefit from the proposed activities	This project, through the CHIA coordinator, plans to serve 5,000 people.
Location Description	409 Magnolia Street, Lynchburg, VA
Planned Activities	The primary access point for homeless response services is a homeless hotline that is answered by the Coordinated Entry Specialist at CHIA. CHIA provides a phone-based assessment and referral to homeless diversion, homeless prevention, emergency shelter, domestic violence services and other appropriate housing interventions and services. CHIA operates during normal business hours and partners with Roads to Recovery who responds to hotline calls during non-business hours. This partnership ensures that the homeless hotline is available to households experiencing a housing crisis 24/7. The CDBG funds will be used to provide salaries and benefits for the Coordinated Entry Specialist and other associated operational program costs.

5	Project Name	Parks and Recreation Department-Boy Scouts of America Scoutreach Program
	Target Area	CENSUS TRACTS 4,5,6,7, 11, and 19
	Goals Supported	Promote Public Service Activities
	Needs Addressed	Public Services
	Funding	CDBG: \$19,160
	Description	Boy Scouts of America plans to continue to offer Scoutreach to youth in Lynchburg's central city neighborhoods, by partnering with the Lynchburg Parks and Recreation Department throughout the school year. Currently there are 2 centers where Scouting is being offered. Yoder Center and Fairview Center serving 15 youth at each of the centers. Scoutreach is the Boy Scout of America's commitment to making sure that all young people have an opportunity to join Scouting, regardless of their circumstances, neighborhood, or ethnic background. Scoutreach meets the developmental needs of youth in urban settings. Scouting, by emphasizing ethics and moral values, addresses many of the social concerns of parents and youth in our country. Scouting prepares urban and rural youth to be leaders, to accept responsibility, and to care about principles and causes beyond their own self-interest. Our biggest asset in urban and rural neighborhoods is a well-defined program based on values, learning by doing, fun, and positive role models.
	Target Date	6/30/2024
	Estimate the number and type of families that will benefit from the proposed activities	The Parks and Recreation Department plans to serve approximately 50 youth through the Scoutreach Program.
	Location Description	Jefferson Park Neighborhood Center; Fairview Heights Neighborhood Center; Yoder Neighborhood Center; and other Centers as requested by youth.

	Planned Activities	Boy Scouts of American plans to offer Scoutreach to youth in Lynchburg's central city neighborhoods by partnering with the Lynchburg Parks and Recreation Department throughout the school year and utilizing the Neighborhood Centers as meeting locations. With continued funding, the Scoutreach program can continue serving local youth. Scouts participating in the program will have a greater sense of community and will demonstrate a higher degree of moral character than their peers. The CDBG funds will be used to provide for program staff support and other supplies needed for the youth within the program.
6	Project Name	Rush Homes Carolyn's Place Rental Housing Development (CHDO)
	Target Area	Citywide
	Goals Supported	Increase permanent affordable housing (rental mar)
	Needs Addressed	Increase access to/ quality of affordable housing Affordable Housing for Special Needs Populations
	Funding	HOME: \$125,000
	Description	Carolyn's Place will provide eight needed affordable and accessible new construction apartments primarily for individuals with disabilities who are exiting homelessness and require Permanent Supportive Housing (PSH) services. Tenants residing at Carolyn's Place will have incomes of no greater than 60 percent of the area median income (AMI) (likely lower given the preference for leasing to those exiting homelessness). Carolyn's Place, all new construction, is anticipated to include four one-bedroom apartment units and four efficiency apartment units. The design will include duplexes and/or quadplexes. All apartments will feature universal design and Section 504 accessibility standards. The craftsman style buildings will have cement board siding exteriors. Interiors will include luxury vinyl tile flooring. Other features of the units include washer/dryers and an energy efficient design. Funding sources are projected to include City HOME, State HOME-American Rescue Plan, and Department of Housing and Community Development (DHCD) HOME funds as well as the Virginia Housing Trust Fund and National Housing Trust Fund. In Calendar Year 2022, the City of Lynchburg conducted HOME American Rescue Plan Stakeholder Consultation Sessions. In these sessions, stakeholders expressed broad support for the need to add additional permanent supportive housing units to the affordable rental housing supply in Lynchburg. Additionally, Carolyn's Place will support the City's broader goal of adding additional affordable rental housing to the Lynchburg market.
	Target Date	6/30/2024

	Estimate the number and type of families that will benefit from the proposed activities	This project will provide eight (8) housing units for individuals with disabilities who are exiting homelessness and require permanent supportive housing services.
	Location Description	The planned housing development may be located in Census Tract 19 or another local targeted census tract.
	Planned Activities	Carolyn's Place will provide eight needed affordable and accessible new construction apartments primarily for individuals with disabilities who are exiting homelessness and require Permanent Supportive Housing services.
7	Project Name	Greater Lynchburg Habitat for Humanity Homeownership Program
	Target Area	Citywide
	Goals Supported	Increase the number of owner-occupied units
	Needs Addressed	Increase access to/ quality of affordable housing
	Funding	HOME: \$62,879

	Description	Greater Lynchburg Habitat for Humanity (GLHFH) develops homeownership opportunities for low-income families that would not qualify or be able to afford homeownership through conventional bank mortgages. GLHFH builds good quality, moderately appointed homes and sells them to qualified applicants. The target population for the program is families whose income falls in the range of 40% to 80% of HUD's Area Median Income (AMI), adjusted for size of family. To qualify, families must demonstrate need (residing in over-crowded, poor, unsafe, unhealthy, and/or unaffordable housing); they must have the ability to pay a no-interest mortgage (must have a steady income and low debt to income ratio); and must be willing to partner with GLHFH (provide sweat equity, participate in training, and prepare for the responsibilities of homeownership). GLHFH solicits funding, materials, and volunteer labor from the community and is thereby allowing the organization the ability to maintain low construction costs. GLHFH is therefore able to sell the home to the qualified family with a no-interest mortgage loan. Families have to provide 200 (single applicant) to 300 (multiple applicants) hours of labor, referred to as "sweat equity" to the project. The mortgagees must attend homebuyer classes, conducted in partnership with Lynchburg Community Action Group (Lyn-CAG), designed to prepare them for homeownership. The series of classes provide education about financial literacy, budgeting, home maintenance, taxes and insurance, predatory lending, and loss mitigation options, and include the required training facilitated by a HUD Certified Housing Counselor through a Memorandum of Understanding with Lyn-CAG.
	Target Date	
	Estimate the number and type of families that will benefit from the proposed activities	GLHFH plans to provide down payment assistance to two (2) low-to-moderate income families.
	Location Description	The newly-constructed houses will be within the Knott Street Development project located on Knott Street.
	Planned Activities	GLHFH will use HOME funds to pay for down-payment assistance which will reduce the principal balance so that the family can afford the monthly mortgage payments. GLHFH defines "payment affordability" as not more than 30% of monthly income, though GLHFH strives for 25%, when possible, to make the homes affordable for families in the lower tiers of HUD Area Median Income (AMI).
8	Project Name	Lynchburg Redevelopment and Housing Authority (LRHA) Home for Good Project

	Target Area	CENSUS TRACTS 4,5,6,7, 11, and 19
	Goals Supported	Increase the number of owner-occupied units
	Needs Addressed	Increase access to/ quality of affordable housing
	Funding	HOME: \$150,000
	Description	
	Target Date	
	Estimate the number and type of families that will benefit from the proposed activities	There will be one housing unit constructed and one family will benefit from this activity.
	Location Description	The property is located in the Dearington Neighborhood, 302 Smyth Street
	Planned Activities	As part of previously CDBG-funded activities, LRHA has undertaken predevelopment activities to renovate an existing home using CDBG funds already programmed for a property recently acquired by LRHA. Located in the Dearington Neighborhood, the property at 302 Smyth Street is currently a vacant single-family, single-story home. The Authority plans to renovate the existing building, subject to an engineering evaluation of the structure. As part of the ongoing activities and to fully utilize the site, using HOME funds, LRHA will then build a new single family home adjacent to the existing structure, on the same property.
9	Project Name	FARRR Foundation - Lighthouse Beloved Community Land Trust Down Payment Assistance Program
	Target Area	Citywide
	Goals Supported	Increase the number of owner-occupied units
	Needs Addressed	Increase access to/ quality of affordable housing
	Funding	HOME: \$100,000

Description	FARRR Foundation plans to construct 80 single family, net-zero homes on 55 acres of land located behind the Jubilee Center within Census Tract 19. These homes will be constructed within the Lighthouse Beloved Community Community Land Trust program(LBC CLT). Lighthouse Beloved Community CLT is an emerging Community Land Trust program under the FARRR Foundation Inc. to offer shared equity homeownership opportunities to income-restricted individuals and families. The goal is to create a stock of permanently affordable owner-occupied homes in Lynchburg that will also be sustainable and energy efficient that meet net-zero requirements. Phase 1 of the development includes a total of 80 single family homes for families living below 80% of the Area Medium Income (AMI).
Target Date	6/30/2024
Estimate the number and type of families that will benefit from the proposed activities	Down payment assistance will be provided to five (5) first-time homebuyers who are low-to-moderate income.
Location Description	
Planned Activities	FARRR Foundation will use the HOME funding for down payment assistance to support low-income households to become first-time home buyers. The funds will be used to strengthen the homebuyer's purchase towards a newly constructed net-zero home in Lighthouse Beloved Community CLT (LBC CLT). Lighthouse Beloved Community CLT is an emerging Community Land Trust program under the FARRR Foundation Inc. to offer shared equity homeownership opportunities to income-restricted individuals and families.

AP-50 Geographic Distribution – 91.220(f)

Description of the geographic areas of the entitlement (including areas of low-income and minority concentration) where assistance will be directed

Areas of racial/ ethnic concentration are defined as census block groups where the percentage of a minority group is 10 percentage points above the Citywide average. All references to census block groups hereafter will simply be referred to as “block groups” for brevity.

Across Lynchburg in 2013, Blacks comprised 28.2% of the population, Hispanics 3.1%, and Asians 2.7%. Therefore, an area of Black concentration would include any block group where the percentage of Black residents is 38.2% or higher, a Hispanic concentration would include a block group percentage of 13.1% or higher, and an Asian concentration would include a block group percentage of 12.7% or higher.

In order to locate racially/ethnically concentrated areas that are also areas of poverty, low and moderate income (LMI) data were layered on top of racially and ethnically concentrated areas. This created racially and ethnically concentrated areas of poverty (RCAPs and ECAPs). The identified RCAPs and ECAPs are displayed in block groups. These maps are in the Unique Appendices.

Geographic Distribution	
Target Area	Percentage of Funds
CENSUS TRACTS 4,5,6,7, 11, and 19	94
Citywide	6

Table 8 - Geographic Distribution

Rationale for the priorities for allocating investments geographically

The City will invest CDBG and HOME Program funds within the targeted census tracts and city-wide. Investing in affordable housing projects city-wide will also assist the City in affirmatively furthering fair housing and avoiding the concentration of low-income populations. The City will target its public services and CDBG infrastructure and public improvement activities to census tracts with 51% of its residents at 80% or below the Area Median Income (AMI). In addition to the CDBG and HOME Program planned activities, the City continues to target its Code enforcement efforts in the census tracts adjacent to the City’s Central Business District, where there is a higher concentration of poverty.

Discussion

In FY 2024 the project/activities allocations for the designated geographic locations are as follows:

Census Tracts 4, 5, 6, 7, 11, and 19 - 70%; 10% City-wide (CDBG Program)
City-wide - 93% (HOME Program)

Affordable Housing

AP-55 Affordable Housing – 91.220(g)

Introduction

The following are the affordable housing goals in the City of Lynchburg for this Annual Action Plan.

One Year Goals for the Number of Households to be Supported	
Homeless	5,000
Non-Homeless	0
Special-Needs	0
Total	5,000

Table 9 - One Year Goals for Affordable Housing by Support Requirement

One Year Goals for the Number of Households Supported Through	
Rental Assistance	8
The Production of New Units	8
Rehab of Existing Units	0
Acquisition of Existing Units	0
Total	16

Table 10 - One Year Goals for Affordable Housing by Support Type

Discussion

The Coordinated Homeless Intake Access (CHIA) worker plans on serving approximately 5,000 persons through diversion or placement in transitional or permanent housing.

Rush Homes will construct eight (8) affordable and accessible apartments for rent for eligible, disabled individuals through its Community Housing Development Organization (CHDO) program. Greater Lynchburg Habitat for Humanity (GLHFH) will provide down payment assistance for two (2) new owner-occupied units. LRHA's HOME for Good Program will construct one unit through the program for an eligible homebuyer. The FARRR Foundation will provide down payment assistance to five (5) low-to-moderate income persons for homeownership.

AP-60 Public Housing – 91.220(h)

Introduction

Lynchburg Redevelopment and Housing Authority (LRHA) owns and manages 328 public housing units located throughout the City. The publicly-owned rental housing units are in four different locations: Dearington, Birchwood, Langview, and Brookside.

The Lynchburg Redevelopment and Housing Authority is dedicated to the improvement of the quality of life for all Lynchburg citizens by being a leader in community development, revitalizing neighborhood and facilitating economic growth and development, by seeking and entering into partnership with organizations and clients to achieve safe, decent, and affordable housing, with an emphasis on homeownership, maintained in a manner that fosters pride and dignity.

Actions planned during the next year to address the needs to public housing

In an effort to keep the housing stock in good condition ongoing revitalization efforts will continue in both the interior and exterior of the public housing apartments. Past efforts have included replacement windows and doors, exterior improvements, and interior flooring.

According to the Annual Plan for Fiscal Year 2022 (FY 2022), Lynchburg Redevelopment and Housing Authority (LRHA) plans to undertake the following new activities within FY 2022 and beyond:

- Choice Neighborhoods - LRHA will consider Choice Neighborhood Initiatives (CNI) Planning Grant opportunities in the next fiscal year for Dearington and Birchwood Public Housing complexes.
- Mixed Finance Modernization or Development - LRHA has concluded its Strategic Plan with residents, staff and stakeholders and entered into a Master Development Agreement with a Developer to begin revitalization of Dearington Hill Apartments. The agency submitted a Low-Income Housing Tax Credit (LIHTC) funding application for the first phase of Dearington in March 2023. LRHA will begin a master planning process in the summer of 2023 for Birchwood.
- Demolition and/or Disposition – LRHA anticipates incorporating plans to its overall strategy to possibly demolish or dispose of properties for mixed finance development.
- Conversion of Public Housing to Project Based Assistance under Rental Assistance Demonstration (RAD). As part of its strategic planning process the LRHA will identify properties and explore RAD conversion.

Actions to encourage public housing residents to become more involved in management and participate in homeownership

LRHA has partnered with the City of Lynchburg for many years in the use of HOME funds to construct new homes and revitalize neighborhoods for the benefit of low-to-moderate income families. In furtherance of this partnership LRHA developed the "Home for Good" Program in 2022, which is the Authority's vehicle for addressing the need for affordable homeownership in the City of Lynchburg. In this program LRHA will directly hire the architects and contractors who will undertake the design and construction and identify and select the families that will occupy them, thus streamlining the process to provide additional affordable housing in Lynchburg. Additionally, LRHA encourages and supports other

programs and activities to improve the quality of life for public housing residents. These programs address need in the following areas: drug prevention, resident participation in community organizations and activities, employment resources, housing counseling classes, homeownership opportunities, economic development, and self-sufficiency.

If the PHA is designated as troubled, describe the manner in which financial assistance will be provided or other assistance

LRHA is not designated as troubled.

Discussion

None

DRAFT

AP-65 Homeless and Other Special Needs Activities – 91.220(i)

Introduction

Most homelessness initiatives in the City are coordinated through the Central Virginia Continuum of Care (CVCoc), a recipient of funding through the U. S. Department of Housing and Urban Development's (HUD) Continuum of Care Program. Also participating in the CVCoc are the counties of Amherst, Appomattox, Bedford, and Campbell.

The CVCoc is a regional organization comprised of agencies that serve as the lead entity for Continuum of Care Programs. The CVCoc currently has 32-member agencies, with Miriam's House serving as the lead agency.

Describe the jurisdictions one-year goals and actions for reducing and ending homelessness including

Reaching out to homeless persons (especially unsheltered persons) and assessing their individual needs

The Central Virginia Continuum of Care (CVCoc) operates the homeless response system within Lynchburg and has a strategic plan to end homelessness. One of the identified goals is to ensure access points for those experiencing a housing crisis are accessible, standardized, and transparent in-service delivery. The CVCoc's primary access point for homeless services is through a homeless hotline, Coordinated Homeless Intake and Access (CHIA). CHIA assesses households experiencing a housing crisis to divert, prevent homelessness, and refer to emergency assistance in an accessible manner through phone conversations. Households fleeing domestic violence are identified and connected with victim service providers. Initial screening occurs for diversion and prevention. Eligible households receive prevention services, including landlord mediation, eviction payment, relocation, housing stabilization. If no other housing options exist, the household is referred to an emergency shelter that fits their needs and honors client choice (geographic location, accessibility). A Housing Barrier Assessment, a prioritization tool, and a Coordinated Entry Referral are used by the CVCoc's case conferencing teams to determine severity of housing barriers and vulnerability and to connect to the appropriate level of intervention. Since 2018 the CVCoc has operated a street outreach program, Homeless Outreach and Mobile Engagement (HOME), to ensure outreach to persons experiencing unsheltered homelessness. HOME engages with unsheltered persons in the area's parks, soup kitchens, under bridges and when notified of an unsheltered person's location. An ongoing goal of the CVCoc is to be continually evaluating the system's success at engaging all persons experiencing homelessness and successfully moving them from homelessness and into housing. Over the last three years there has been an increase in rapid re-housing and permanent supportive housing availability through the CVCoc which has further ensured that households experiencing homelessness have the resources to quickly move into stable rental housing and retain their housing.

Addressing the emergency shelter and transitional housing needs of homeless persons

As soon as someone is experiencing a crisis impacting their housing stability, they are assessed through the CVCoc homeless hotline, Coordinated Homeless Intake and Access (CHIA). A Coordinated Entry Specialist at CHIA first has a problem-solving conversation with the household in efforts to divert them from becoming homeless. If diversion is unsuccessful, a household is referred to an emergency shelter

bed, as available. Households needing special attention due to a domestic violence situation are referred to the domestic violence hotline through the YWCA of Central Virginia. Once in shelter, the household's housing barriers and needs are assessed through shelter case management. Households belonging to a priority subpopulation (families, youth, veterans, and chronically homeless) are additionally assessed using the CVCoc Coordinated Entry Referral form and the Matching for Appropriate Placement (MAP) tool to be used by the case conferencing teams in order to make appropriate referrals for services such as rapid re-housing and permanent supportive housing. Shelter staff provide targeted housing focused case management to locate safe and affordable housing as quickly as possible. In 2018, the CVCoc's average length of time homeless persons were in emergency shelter was 37 days. In 2020 the average length of time persons experienced homelessness was reduced to 34 days due to increased landlord recruitment, increased rapid re-housing and permanent supportive housing capacity, and ongoing case conferencing with homeless response providers in order to collaboratively serve households with high barriers. In 2022 the average length of time persons experienced homelessness increased to 48 days due to rising rental costs, landlords' increased preferences, and lack of housing options. The two- year recidivism rate indicates 84% maintain housing after CVCoc discharge. Housing stability will continue to increase through expanded housing stabilization services and use of best practices (critical time intervention and landlord/tenant mediation). Prior to discharge, staff ensure households have wraparound services in substance recovery, mental health, employment, education, healthcare, legal services, and childcare to strengthen stability. Discharged households are connected with aftercare support groups and rental counseling. The Housing Barriers Assessment and MAP tool assess previous homelessness to identify returns and strategically target resources. The CVCoc collaborates with the local federally qualified health center (Johnson Health Center), Community Service Board (Horizon Behavioral Health) and the City's Division of Social Services to assess eligibility for healthcare coverage. The local Division of Social Services assesses Medicaid eligibility and enrolls clients. For persons ineligible for health insurance, the Free Clinic of Central Virginia partners with the CVCoc to provide low barrier, free medical care to homeless persons.

Helping homeless persons (especially chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth) make the transition to permanent housing and independent living, including shortening the period of time that individuals and families experience homelessness, facilitating access for homeless individuals and families to affordable housing units, and preventing individuals and families who were recently homeless from becoming homeless again

The CVCoc has identified four priority subpopulations which are chronically homeless individuals, families with children, veterans and their families and unaccompanied youth. In 2018, the CVCoc was invited to join Community Solutions' Built for Zero (BFZ) campaign. The campaign is a national change effort working to help communities end homelessness amongst specific populations through developing real time data on homelessness, optimizing local housing resources, tracking progress toward monthly goals, and accelerating proven strategies. Through these efforts, in October of 2018, the CVCoc launched a By-Name List, a real time list of all people within the CVCoc priority subpopulations experiencing homelessness in the Lynchburg area. It includes a robust set of data points that support coordinated access and prioritization at a household level and an understanding of homeless inflow and outflow at a system level. Since the launch of the By-Name List there have been hundreds of homeless households identified and offered housing assistance.

Veteran-specific homeless response providers, HUD-Veteran Affairs Supportive Housing (HUD-VASH) and Supportive Services for Veteran Families (SSVF) target homeless veterans and provide housing and supportive services. Each week these providers meet with other members of the CVCoc to review the By-Name List of every veteran experiencing homelessness to problem solve and identify rapid solutions to end their homeless episode. They, like all homeless services providers, enter client-level data into the CVCoc Homeless Management Information System (HMIS) allowing more visibility into the flow of next step interventions for veterans. The Homeless and Housing Services (HHS) Committee continues to work on strategies to prevent and end homelessness in the Central Virginia region. Currently, the three top goals of focus are to prevent people from losing their housing and divert people from entering the homeless services system, to quickly connect people experiencing homelessness to housing assistance and services tailored to their unique needs and strengths to help them achieve and maintain stable housing, and to increase employment and income growth for homeless persons.

Case conferencing has allowed CVCoc partners to present households experiencing homelessness to the CVCoc to develop effective and efficient interventions which decrease the length of time households experience homelessness. CVCoc projects follow a “Housing First” approach to minimize the time households experience homelessness by lowering barriers to project entry, decreasing involuntary discharge and not predicating services on housing readiness. A priority subpopulation within the CVCoc is households with children which ensures quick admittance to rapid re-housing projects to begin housing search and placement. The CVCoc’s current largest rapid re-housing project is dedicated to households with children. From 2016 to 2023 family homelessness decreased by 37%.

In the 2018 Point-In-Time (PIT) Count, unaccompanied youth experiencing homelessness increased from years past. The CVCoc expanded rapid re-housing resources to include unaccompanied youth ages 18-24. As a result, the 2023 PIT Count reported a 78% decrease in homeless youth since 2018.

Helping low-income individuals and families avoid becoming homeless, especially extremely low-income individuals and families and those who are: being discharged from publicly funded institutions and systems of care (such as health care facilities, mental health facilities, foster care and other youth facilities, and corrections programs and institutions); or, receiving assistance from public or private agencies that address housing, health, social services, employment, education, or youth needs.

The CVCoc operates a homeless prevention program that targets households imminently at risk of homelessness. The program uses a targeting tool that identifies households who will become homeless but for intervention. This program offers rental assistance, landlord mediation, housing relocation and housing stabilization services. In relation to youth aging out of foster care, patients released from medical facilities, patients released from mental health institutions, and ex-offenders released from correctional institutions, the CVCoc continues to work in cooperation with individuals from local law enforcement agencies, supportive service agencies, and other interested parties to coordinate discharge.

Discussion

Foster Care (Youth Aging Out): The City’s Division of Social Services meets with youth in foster care at least 90 days prior to discharge in order to plan for the impending discharge. Family partnership meetings are held to develop a transitional plan with each youth that focuses on housing. The vast

majority of youth leaving the foster care system return to their families of origin and many of them remain with their foster families despite being discharged from the system. Representatives from Lynchburg Department of Human Services sit on the CVCoC Board and on CVCoC committees to ensure increased coordination.

Health Care: The CVCoC policies require coordination with healthcare institutions for discharge planning and prevent, when possible, discharges to homelessness. The CVCoC coordinates with the local healthcare system, Centra, for discharge planning. The staff at Centra manages discharge planning with area housing agencies, providers, and organizations in the CVCoC to ensure safe and adequate placement of those being released from the hospital system. Representatives from Centra sit on the CVCoC Board and on committees to ensure increased collaboration.

Mental Health: Horizon Behavioral Health is an active member and board member of the CVCoC. The CVCoC has provided ongoing training to its members with regards to accessing services from Horizon Behavioral Health. Horizon Behavioral Health has received from the CVCoC information about current and new referral options in the area through organization presentations and announcements. Horizon currently operates two homeless response programs that pair access to affordable housing with intensive wrap-around supportive services for individuals with a serious mental illness.

Corrections: The CVCoC participates on the Blue Ridge Re-entry Council to ensure that persons exiting correctional facilities are not discharged to homelessness.

AP-75 Barriers to affordable housing – 91.220(j)

Introduction:

The City of Lynchburg completed an Analysis of Impediments to Fair Housing Choice (AI) in 2020. The AI, in addition to identifying fair housing issues, also identified potential barriers to affordable housing. Those barriers include: access to community assets and opportunities; location and type of affordable housing; and discriminatory lending behavior towards members of the protected class.

Actions it planned to remove or ameliorate the negative effects of public policies that serve as barriers to affordable housing such as land use controls, tax policies affecting land, zoning ordinances, building codes, fees and charges, growth limitations, and policies affecting the return on residential investment

Overall, the Zoning Ordinance of the City of Lynchburg is at a low risk relative to discriminatory provisions for housing members of protective classes and building design and construction standards in Lynchburg more than adequately implements accessible measures for people with disabilities by utilizing state building codes. However, the following are some opportunities that city administration continues to encourage in the public and private sector to provide further access to affordable housing:

- the City of Lynchburg will allocate FY 2024 HOME funds to create eight (8) homeowner-occupied units, encourage 15 more potential homeowners to purchase homes, and create eight (8) units of rental housing for persons with disabilities who are exiting homelessness;
- encourage potential homeowners to purchase homes;
- coordinate with the Greater Lynchburg Transit Company (GLTC) to increase routes that will provide access to community assets and opportunities through public transit;
- investing resources in higher opportunity areas and encouraging landlords to accept Housing Choice Vouchers (HCV) through the public housing authority; and
- continue to provide education and outreach to private lenders and borrowers regarding fair housing and lending discrimination, in addition to organizations that currently advocate for fair housing.

Discussion:

The City of Lynchburg continues to support efforts to improve the lives of low- and moderate-income households in the Community. Through the development of affordable housing and funding for public services, the City partners with public and private housing agencies and local social service agencies to meet the needs of the community. For public awareness of fair housing and access to affordable housing, City staff placed a public notice in The News and Advance during "April is Fair Housing Month". (See Public Participation attachment) Lynchburg Community Action Group (Lyn-CAG), a local non-profit and community partner, conducted a "Fair Housing-Know Your Rights" training for local housing providers during Fair Housing Month. (See Public Participation attachment)

AP-85 Other Actions – 91.220(k)

Introduction:

In FY 2024, the City of Lynchburg plans the following actions to help address the housing and community development needs of City residents, especially low/moderate income residents.

Actions planned to address obstacles to meeting underserved needs

Inadequate resources are the chief obstacle to meeting underserved needs ---both financial and human (staffing). The Central Virginia Continuum of Care (CVCoC) received \$433,833 in Fiscal Year 2022 funding to continue its efforts in providing Permanent Supportive Housing and Rapid Re-housing for homeless persons. The City allocated a total of \$130,000 of Community Development Block Grant (CDBG) funds in Program Years 2022 and 2023 to support the Coordinated Homeless Intake Access (CHIA) system for persons who are homeless or about to be homeless. CHIA provides the support for these persons to access the necessary resources needed to find shelter, services, and/or permanent housing. The City of Lynchburg will continue to collaborate with human and social service agencies and the CVCoC to identify potential resources for meeting the service needs of City residents. The City will continue to support the efforts of service agencies to maximize the use of available resources and to obtain additional resources whenever possible.

Actions planned to foster and maintain affordable housing

Using HOME Program funds, it is anticipated that Rush Homes with the Carolyn's Place Rental Development project will provide eight (8) affordable and accessible new construction units for individuals with disabilities who are exiting homelessness and require Permanent Supportive Housing services. Greater Lynchburg Habitat for Humanity plans to assist two (2) low-to-moderate income households through its Homeownership Program by providing down payment assistance. Lynchburg Redevelopment and Housing Authority plans to construct one (1) new owner-occupied housing unit. The FARRR Foundation plans to provide down payment assistance to five (5) low-income households.

Actions planned to reduce lead-based paint hazards

All City written agreements with CDBG and/or HOME Subrecipients contain provisions requiring compliance with lead-based paint rules, and are subject to procedures developed by the Grants Administration Office to ensure appropriate stages of due diligence are complete and of record prior to CDBG and/or HOME funds being disbursed. The Subrecipients and contract providers of housing rehabilitation program services will conduct risk assessments and clearance inspections for applicable rehabilitation projects, as required. All properties purchased with financial assistance provided by the CDBG and HOME Program must be inspected for lead-based paint hazards, if constructed prior to 1978, prior to final approval of application for assistance. Payment of subsidies is only issued after receipt of the inspection report revealing no lead-based paint hazard present at time of purchase.

Actions planned to reduce the number of poverty-level families

The City of Lynchburg has a taskforce in the community to identify the causes and possible local solutions to addressing poverty. The Bridges to Progress taskforce and steering committee continues to address issues of poverty in the City of Lynchburg. The City has invested in this group with general funds due to the success seen by the initiative. Reducing poverty enables families to move towards self-sufficiency and increases their ability to afford housing. The City's anti-poverty strategy and the Consolidated Plan both work towards a shared goal of enabling every family to afford decent housing in suitable living environments. To the extent possible given its limited resources, the City will continue to support organizations that provide supportive services to encourage local economic development, and to preserve and improve affordable housing options as part of its strategy to prevent and alleviate poverty.

Actions planned to develop institutional structure

The City's Grants Administration Office is responsible for carrying out the provisions of this Consolidated Plan. Working in conjunction with its public and private partners, City staff distributes, monitors, and executes the functions of the plan and reports on its progress. Coordination with other departments within City administration is essential to smooth delivery of services, and the achievement of desired outcomes.

Primarily, the City's strategies will be conducted in the various partnerships the City enjoys with the public and private housing developers and service providers operating in the City and in the region. These include public partners, such as the Lynchburg Redevelopment and Housing Authority (LRHA), and several private non-profits such as Lynchburg Community Action Group (Lyn-CAG), Greater Lynchburg Habitat for Humanity (GLHFH), Rush Homes, and FARRR Foundation (Lighthouse Beloved Community Land Trust); and the various Central Virginia Continuum of Care organizations/non-profits. These and others work separately and collectively, along with City staff, on projects that achieve the goals stated by City Council.

Actions planned to enhance coordination between public and private housing and social service agencies

As discussed in the Consolidated Plan, the City of Lynchburg actively works to coordinate community development efforts between public and private housing and social service agencies. The strategies to address the gaps include the following:

- Strengthen the intake process and procedures for CHIA to provide a clearer understanding to the partnering agencies and homeless persons;
- Affordable Housing Resource Center to provides a centralized access point to all affordable housing resources and programs available in the City of Lynchburg; and
- CHIA Homeless Intake Coordinator was Miriam's House.

Discussion:

None

Program Specific Requirements

AP-90 Program Specific Requirements – 91.220(I)(1,2,4)

Introduction:

The City plans to address the overall minimum benefit of 70% of CDBG funds in Program Years 2022, 2023, and 2024.

Community Development Block Grant Program (CDBG)

Reference 24 CFR 91.220(I)(1)

Projects planned with all CDBG funds expected to be available during the year are identified in the Projects Table. The following identifies program income that is available for use that is included in projects to be carried out.

1. The total amount of program income that will have been received before the start of the next program year and that has not yet been reprogrammed	0
2. The amount of proceeds from section 108 loan guarantees that will be used during the year to address the priority needs and specific objectives identified in the grantee's strategic plan.	0
3. The amount of surplus funds from urban renewal settlements	0
4. The amount of any grant funds returned to the line of credit for which the planned use has not been included in a prior statement or plan	0
5. The amount of income from float-funded activities	0
Total Program Income:	0

Other CDBG Requirements

1. The amount of urgent need activities	0
2. The estimated percentage of CDBG funds that will be used for activities that benefit persons of low and moderate income. Overall Benefit - A consecutive period of one, two or three years may be used to determine that a minimum overall benefit of 70% of CDBG funds is used to benefit persons of low and moderate income. Specify the years covered that include this Annual Action Plan.	70.00%

HOME Investment Partnership Program (HOME)

Reference 24 CFR 91.220(l)(2)

1. **A description of other forms of investment being used beyond those identified in Section 92.205 is as follows:**

The City of Lynchburg does not intend to use other forms of investment.

2. **A description of the guidelines that will be used for resale or recapture of HOME funds when used for homebuyer activities as required in 92.254, is as follows:**

In accordance with HOME Program regulations at 24 CFR Part 92, properties assisted must remain affordable during the affordability period. Under recapture provisions, this period is based on the direct HOME subsidy to the homebuyer and includes down payment assistance, gap financing, and interest rate buy downs, as available.

The HOME affordability periods are as follows:

- Project under \$15,000 are five-year term
- Projects from \$15,001 - \$40,000 are ten-year term
- Projects over \$40,000 are fifteen-year term

HOME-assisted units are subject to affordability for the entirety of the affordability period. These HOME-assisted units are subject to a recapture provision in order to assure that the units either remain affordable (i.e. housing eligible clients) or that the City recovers its investment based on the terms of the agreement. Funds are recaptured only from the net proceeds of the sale or foreclosure. In accordance with HOME CPD 12-003 Notice "Guidance on Resale and Recapture Provision Requirements under the HOME Program" the City has submitted to the HUD Richmond Field Office the Recapture Restriction Agreement used by the City for homebuyer projects. This document includes the basic requirements for recapture provisions in HOME Investment Partnerships (HOME) program homebuyer projects. The document was reviewed by the HUD Richmond Field Office staff and was found to be acceptable for compliance with Sec. 92.254(a)(5) of the HOME Program regulations.

3. **A description of the guidelines for resale or recapture that ensures the affordability of units acquired with HOME funds? See 24 CFR 92.254(a)(4) are as follows:**

In addition, the City will enforce the recapture provision requirement in its contractual agreement with its sub-recipients and CHDO organization(s). This recapture provision must be used by all subrecipients, and CHDO organization(s) when transactions are sale of property using HOME Investment Partnership Program. Therefore, all the sub-recipients or the CHDO organization(s) will be responsible for passing the recapture provision requirement to the purchaser of the HOME-assisted unit in the form of a "Recapture Restriction Agreement", deed or land covenant that runs concurrently with the affordability period.

4. **Plans for using HOME funds to refinance existing debt secured by multifamily housing that is rehabilitated with HOME funds along with a description of the refinancing guidelines required that will be used under 24 CFR 92.206(b), are as follows:**

Not applicable. During Program Year 2023 (FY 2024), the City of Lynchburg does not anticipate using HOME Program funds to finance or refinance debt secured by multi-family housing that is being rehabilitated with HOME funds.

DRAFT

AGENDA ITEM SUMMARY

MEETING DATE

May 23, 2023

PRESENTED BY

Tim Mitchell, Director of Water Resources

AGENDA ITEM # IV.5

Virginia Department of Health Drinking Water State Revolving Fund FY 2022 Bipartisan Infrastructure Law Lead Service Line Inventory Funding

RECOMMENDATION

After a public hearing on June 13, 2023, City Council is requested to take the following actions to fund an Environmental Protection Agency mandate that requires the development of an inventory of water service lines, identifying both the public and private materials of each service followed by replacement of all lead service lines with the issuance of a principal forgiveness amount not to exceed \$600,000 of repayment revenue bonds and a \$190,000 principal forgiveness grant.

A. Conduct the required public hearing pursuant to Section 15.2-2206.A of the Code of Virginia for the issuance of a principal forgiveness amount not to exceed \$600,000 of revenue obligation debt service bonds with a 10 year term and an interest rate of 1.0%.

B. Adopt a resolution authorizing the following:

(1) Issuance not to exceed \$600,000 in principal repayment of revenue bonds to Virginia Resources Authority.

(2) Enter into a funding agreement with Virginia Resources Authority a grant to the City in the form of principal forgiveness of \$190,000.

(3) Authorize the City Manager, Deputy City Manager or Chief Financial Officer to execute appropriated documents.

C. Adopt a resolution amending the Water Capital Projects Fund budget and appropriating \$600,000 with resources from the Drinking Water State Revolving Fund for the Lead and Copper Service Line Inventory Project.

SUMMARY

On December 16, 2021 the Environmental Protection Agency issues the Lead and Copper Rule Revisions (LCRR) which includes but is not limited to the requirement to conduct a lead service line inventory by October 16, 2024. This involves identifying and making publically available the both public and private water service line materials for all water connections in the City. Additional requirements also include lead sampling at all schools and day care facilities, new consumer notification requirements, and ultimate removal of all lead service lines.

The City was awarded this funding opportunity by the Virginia Department of Health through the Virginia Drinking Water State Revolving Fund FY 2022 Bipartisan Infrastructure Law Lead Service Line Inventory program.

PRIOR ACTION(S)

Adoption of the FY 2023 Capital Improvement Program Budget that included the Lead and Copper Water Service Line appropriation of \$300,000 to start the beginning stages of the development of an inventory of water service lines.

FISCAL IMPACT

Debt service associated with the new revenue bond issue.

CONTACT(S)

Tim Mitchell, Director of Water Resources

ATTACHMENT(S)

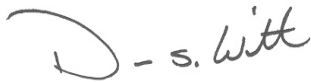
1. Initial_Offer_Letter_BIL_04L-22_City_of_Lynch

REVIEWED BY



Tim Mitchell, Director of Water Resources

Date: May 18, 2023



Donna Witt, Chief Financial Officer

Date: May 19, 2023



Greg Patrick, Deputy City Manager

Date: May 19, 2023



Alicia Finney, Clerk of Council

Date: May 19, 2023



COMMONWEALTH of VIRGINIA

Colin M. Greene, MD, MPH
State Health Commissioner

Department of Health
P O BOX 2448
RICHMOND, VA 23218

TTY 7-1-1 OR
1-800-828-1120

November 7, 2022

Subject: City of Lynchburg
Water – City of Lynchburg
Water Service Line Inventory
BIL 04L-22

Mr. Timothy A. Mitchell, Director
Lynchburg Water Resources Department
City of Lynchburg
525 Taylor Street
Lynchburg, Virginia 24501

Re: Virginia Drinking Water State Revolving Fund
FY 2022 Bipartisan Infrastructure Law (BIL)
BIL Initial Offer – Lead Service Line Inventory

Dear Mr. Mitchell:

The Virginia Department of Health (VDH) has completed a preliminary review of your application for drinking water construction funds. The determination of the funding package is shown below; however, this determination and your inclusion in VDH's Intended Use Plan is contingent on the availability of federal and state funding as well as the conditions below.

Based on the information provided, VDH determined the total funding package for your project is estimated to be **\$500,000**. The funding package consists of **\$190,000 as principal forgiveness** (grant) and **\$310,000 as a loan with a 10-year term, and an interest rate of 1.0%**.

VDH recommends waterworks owners implement a revenue growth model that includes automatic annual rate adjustments that exceed inflation. Having adequate financial resources is crucial to maintaining a successful and sustainable waterworks. VDH recommends waterworks self-evaluate their financial positions using the attached ***Building Financial Sustainability/Financial Health Indicators*** to ensure they are able to provide for financial sustainability. You should begin to prepare your latest audited financial statement (fiscal year 2022) to avoid any delays in credit review and loan closing.

VDH recommends all waterworks maintain updated Waterworks Business Operation Plans, Asset Management Plans, and/or Capital Improvement Plans. For more information on these plans, please contact Ms. Jeanean B. Francis, Capacity Development Sustainability Coordinator, at (804) 292-5681 or Jeanean.Bustamante@vdh.virginia.gov. Mr. Barry Matthews, CPG, TCDO Division Director, is also

Mr. Timothy A. Mitchell, Director
 November 7, 2022
 Page 2

available to answer questions on the Technical, Managerial, and Financial (TMF) review and he can be reached at (804) 864-7515 or Barry.Matthews@vdh.virginia.gov.

Lead and Copper Rule Revisions (LCRR) guidance which includes service line inventory information is located on VDH's webpages - <https://www.vdh.virginia.gov/drinking-water/lcrr-guidance/> . This VDH webpage also includes a link to EPA's webpage that provides LCRR Service Line Inventory Guidance - <https://www.epa.gov/ground-water-and-drinking-water/revised-lead-and-copper-rule> . Please work with the Danville Field Office on the Service Line Inventory. The phone number for this office is (434) 836-8416.

Currently, the federal Drinking Water State Revolving Fund (DWSRF) appropriation and final requirements have not yet been finalized. However, all recipients should expect to comply with the Build America/Buy America Act which includes American Iron and Steel, Davis Bacon Prevailing Wage, and other provisions will be required.

The funding package and loan closing are conditioned on and are subject to change based on (but not limited to) the following:

- (1) The availability of federal and state match funds to support the DWSRF Program,
- (2) New restrictions/conditions that the EPA or VDH may require for participation in the Program or in the use of the SRF funds,
- (3) The purpose, benefit, or scope of the project changes from the Preliminary Engineering Report (PER) or the DWSRF Application; or the VDH-ODW Field Office does not concur with the project purpose, benefit, or scope,
- (4) Owner complying with the DWSRF Program requirements, and owner's progress to a timely closing according to a pre-negotiated schedule, or delays/changes in project readiness to proceed,
- (5) Owner's history of activities with the ODW/DWSRF Program (i.e. late or non-payments or non-compliance),
- (6) Owner obtaining user agreements from future water users in the project area, (if applicable)
- (7) The financial estimates provided in your loan application changing,
- (8) Owner's ability to secure the loan, all loan offers will require an acceptable credit review by the Virginia Resources Authority,
- (9) Owner soliciting other lenders for parity on this new debt,
- (10) Owner being debarred or suspended from applying for state or federal funds,
- (11) Waterworks maintaining compliance with the Virginia *Waterworks Regulations* and other applicable state/federal laws, regulations, policies, and procedures, and
- (12) EPA mandates that all program assistance recipients demonstrate full technical, financial, and managerial capacity in order to receive funds. VDH may place special requirements on recipients in order to ensure capacity requirements are met prior to loan closing.

An acceptance of this funding offer reflects a commitment on your part to these requirements. VDH reserves the right to by-pass any project that has not executed financial agreements within 12 months from the date of VDH's original award letter.

Mr. Timothy A. Mitchell, Director
November 7, 2022
Page 3

Please notify me in writing as soon as possible but no later than December 16, 2022 at the address above of your acceptance of this initial funding package offer or any concerns and additional factors that should be considered. Failure to notify me can be deemed as your withdrawal from this program. Please use the above referenced project number and name on all correspondence. If necessary, I can be contacted at (804) 864-7201 or at Kelly.Ward@vdh.virginia.gov.

Sincerely,

DocuSigned by:



8C1C79E9EDA547F...

Kelly Ward, Director

Division of Construction Assistance, Planning & Policy

cc: James Talian, City of Lynchburg
Barry Matthews, CPG, Division Director – Training, Capacity Development and Outreach
Keith Kornegay, P.E., FCAP Project Team Leader, Lexington Field Office
May Fornari, LEAP Program Manager
Brian Blankenship, P.E., ODW Field Director, Danville Field Office
Joe Bergeron, VRA, Director of Financial Services and Investments

VDH/OFFICE OF DRINKING WATER
FINANCIAL AND CONSTRUCTION ASSISTANCE PROGRAMS (FCAP)

Building Financial Sustainability/Financial Health Indicators

Having adequate financial capacity and an acceptable credit review is a Program requirement for revolving fund loan projects. Listed below are some financial indicators that may be evaluated during a review by VDH or by the Virginia Resources Authority (VRA). Reviews are not limited to the factors listed below and may include other factors.

Revenue Pledge Factors: *(User fees pledged for loan repayment)*

1. **Debt Service Coverage Ratio:** Net Revenue (revenue – O&M) available for debt service divided by applicable debt service. Evaluated using the first two fiscal years after project completion.
 - Poor Less than 1.15x
 - Adequate From 1.15x to 1.5x
 - Strong Greater than 1.5x

2. **Days Cash on Hand:** Amount of total available unrestricted liquid reserves divided by daily operating expenditure requirements.
 - Poor Less than 60 days
 - Adequate From 60 to 120 days
 - Strong Greater than 120 days

3. **Operating Ratio:** Total operating income plus operating reserves divided by total operating costs (not including debt)
 - Poor Less than 1.1
 - Adequate From 1.1 to 3.0, Small systems (1.25 to 3.0), Medium and large (1.1 to 2.0)
 - Strong Greater than 3.0 Small systems (3.0), Medium and large (2.0)

General Obligation Factors:¹ *(Locality pledges its full faith and credit, backed by taxing power)*

4. **State Aid (if applicable):** Available state aid divided by applicable debt service.
 - Poor Less than 1.0x
 - Adequate From 1.0x to 1.5x
 - Strong Greater than 1.5x

5. **Debt Service vs. Expenditures:** Debt service compared to the total operating budget.
 - Poor Greater than 15%
 - Adequate From 10% to 15%
 - Strong Less than 10%

¹ Evaluate the debt, revenues, and expenses of the entire entity and not just the waterworks enterprise fund

6. **Unassigned Fund Balance:** Unassigned fund balance vs. total revenue.

- Poor Less than 5%
- Adequate From 5% to 10%
- Strong Greater than 10%

7. **Debt Payout Ratio:** Measurement of how much debt is paid off in ten years.

- Poor Less than 50%
- Adequate From 50% to 60%
- Strong Greater than 60%

8. **Total Debt vs. Total Valuation:**

- Poor Greater than 6%
- Adequate From 2% to 6%
- Strong Less than 2%

Other Factors:

9. **Affordability Index Target:** Annual residential bill divided by Annual Median Household Income (MHI).

- 1% for average gallons per month*
- 2% for 5,000 gallons per month

* Use the rate structure (in-town, if applicable) for residential customers and apply it to the average monthly residential water usage to derive the average monthly user rate for evaluation under the DWSRF Program. The average monthly residential water usage is to be based on residential water meter data. Waterworks are expected to meet or exceed the target rate criteria at the time of project completion.

Other considerations:

Experience has shown that fairly structured utility rates that implement gradual rate increases annually have been the most acceptable to the ratepayers and most effective in keeping revenue at pace with costs.

VDH recommends waterworks implement a revenue growth model that factors in increases (e.g. operational costs, inflation, etc.), other costs (e.g. asset/equipment replacements, technology upgrades, capital improvements, etc.), and takes into account other potential revenue reductions (e.g. future regulations, reductions from water conservation, etc.).

VDH recommends waterworks establish and fund a capital reserve fund that adequately supports capital improvements and asset replacements.

VDH reserves the right to require an implementation schedule acceptable to VDH for those waterworks that may need additional time for implementation of significant rate increases.

AGENDA ITEM SUMMARY**MEETING DATE**

May 23, 2023

PRESENTED BY

Lee Newland, City Engineer

AGENDA ITEM # IV.6

ANCH LLC Franchise Ordinance

RECOMMENDATION

Discuss the attached proposed franchise ordinance. No action is necessary. This item will appear for a bid opening at City Council's work session on June 27, 2023, followed by a public hearing and City Council's consideration during the June 27, 2023 regular meeting.

SUMMARY

ANCH LLC has requested a franchise from the City to allow use of the City's public rights-of-way to use, work upon, and/or maintain a wheelchair ramp and/or related facilities constructed and encroaching into the City's sidewalk in front of 2204 Bedford Avenue.

Given the nature and the length of the grant requested, the City will need to advertise for bids, accept a bid, and hold a public hearing before voting on whether to adopt the proposed ordinance. The attached ordinance and map illustrate the applicable encroachment. The proposed franchise, if granted, will begin July 1, 2023, and expire June 30, 2062, and unless an alternative agreement is negotiated, continue month-to-month thereafter.

The following course of action is proposed in these circumstances:

May 26, 2023 and June 2, 2023: Advertise for bids and a public hearing.

June 27, 2023: (1) During the work session of the City Council's meeting, the Clerk of Council shall publicly open and announce all bids received. The Mayor will then publicly ask if any other bids are to be submitted, and if none, a member of City Council will make a motion to accept the bid submitted and adopt the same by recorded vote. Note: If any additional bid(s) is received during the work session, then City Council should table this matter until the next regular meeting date so staff may review the subsequent bid(s) received.

(2) During the public hearing portion of the City Council's meeting, a public hearing on the successful bidder's franchise ordinance will be held. After the public hearing, a formal motion and vote on the adoption of the successful bidder's franchise ordinance should occur.

PRIOR ACTION(S)

None

FISCAL IMPACT

None

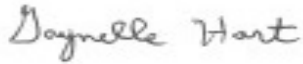
CONTACT(S)

Lee Newland, City Engineer
Gaynelle Hart, Director of Public Works

ATTACHMENT(S)

1. Proposed Encroachment Ordinance - ANCH LLC
2. Map for 2204 Bedford Ave
3. Picture 1 of Ramp
4. Picture 2 of Ramp

REVIEWED BY



Gaynelle Hart, Director of Public Works

Date: May 16, 2023



Greg Patrick, Deputy City Manager

Date: May 18, 2023



Alicia Finney, Clerk of Council

Date: May 18, 2023

AN ORDINANCE GRANTING A NON-EXCLUSIVE LIMITED FRANCHISE TO ANCH LLC TO PERMIT THE USE, MAINTENANCE, AND WORK UPON CERTAIN ENCROACHMENTS IN THE PUBLIC RIGHTS-OF-WAY OF THE CITY AT 2204 BEDFORD AVENUE, LYNCHBURG, VIRGINIA 24503

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

ARTICLE I. GRANT AND PURPOSE

Subject to the provisions, conditions, and restrictions hereafter set forth in this document, referred to as this "Franchise", the **CITY OF LYNCHBURG, VIRGINIA**, a municipal corporation, hereafter the "City", herein and hereby grants a non-exclusive limited franchise, right, privilege, easement, and authority to **ANCH LLC**, a Virginia limited liability company, hereafter the "Franchisee", to use, work upon, and/or maintain certain encroachments in the City's public rights-of-way on 2204 Bedford Avenue ("PROW"), hereafter collectively called the "Encroachments", in the City of Lynchburg, Virginia, as shown on a plat attached hereto to be recorded herewith, made by Nixon Land Surveying, L.L.C., dated February 17, 2023, entitled "PLAT SHOWING ENCROACHMENT AREA FOR RAMP ACCESS IN BEDFORD AVENUE FOR THE BENEFIT OF ANCH, LLC CITY OF LYNCHBURG, VIRGINIA", designated City File No. D-2440, with the Encroachments being bounded and described as follows, *to-wit*:

A wheelchair ramp and/or related facilities constructed and encroaching into the City's sidewalk in front of 2204 Bedford Avenue, Lynchburg, Virginia 24503 within the following metes and bounds: Beginning at a point in the southernmost corner of Tax Map No. 020-13-006, at its intersection with the easternmost corner of Tax Map No. 020-13-011 and the northern right-of-way line of Bedford Avenue; thence N 54° 31' 29" W 70.91 feet to the true point of beginning; thence S 36° 08' 13" W 2.38 feet to a point; thence N 53° 51' 47" W 15.70 feet to a point; thence S 36° 08' 13" W 1.00 feet to a point; thence N 53° 51' 47" W 5.00 feet to a point; thence N 36° 08' 13" E 1.00 feet to a point; thence N 53° 51' 47" W 2.30 feet to a point; thence N 36° 08' 13" E 2.11 feet to a point, said point being S 54° 31' 29" E 15.74 feet from an "X" in sidewalk and the easternmost corner of Tax Map No. 020-13-006; and thence S 54° 31' 29" E 23.00 feet to the true point of beginning, containing 56.63 square feet, more or less.

The sole purpose of this Franchise is to permit the Franchisee to use, work upon, and/or maintain the Encroachments exclusively shown on the above stated plat. This Franchise shall in no way be construed to permit the Franchisee to expand or extend the Encroachments or to create additional encroachments upon the City's property or PROW in any way unless a written amendment to this Franchise is completed. The Franchisee shall not become vested with any further rights beyond what is previously described due to the existence of this Franchise or the Encroachments.

ARTICLE II. TERM

Unless this Franchise is sooner terminated in accordance with the terms described herein, this

Franchise will be in effect for a term of thirty-nine (39) years, beginning on July 1, 2023, and ending June 30, 2062, at 11:59 p.m. This Franchise is intended to be a long-term arrangement, and at the expiration of the stated term, the City and the Franchisee will negotiate in good faith for a renewal of this Franchise under mutually acceptable conditions. At the end of the aforesaid term, unless a renewal of this Franchise has been negotiated, this Franchise shall continue as a month-to-month tenancy, subject to all terms and conditions contained in this Franchise. Such month-to-month tenancy shall continue until such time as the City gives the Franchisee thirty (30) days written notice of the termination of the month-to-month tenancy. In no event will this Franchise exceed a total period of forty (40) years without a formal renewal.

ARTICLE III. CONSTRUCTION, WORK, AND REPAIR

All work, maintenance, repair, improvements, and/or changes to the Encroachments shall be the Franchisee's sole responsibility. The City shall have no duty whatsoever to inform the Franchisee of any needed maintenance, work, repair, improvements, and/or changes to the Encroachments. Additionally, the Franchisee, at its sole expense and where required, shall obtain all necessary permits and/or approvals from all City, State, and Federal agencies. Additionally, the Franchisee shall perform such maintenance, work, repair, improvements, and/or changes in accordance with all reasonable and applicable workman-like standards as well as in accordance with any applicable City, State, and Federal regulations. In the event any maintenance, work, repair, improvements, and/or changes are required on the Encroachments, and such maintenance, work, repair, improvements, and/or changes materially interfere with the City's operations in any way, as determined in good faith by the City, then the Franchisee shall be solely responsible for the actual costs of such additional work that results from the interference by the Encroachments.

ARTICLE IV. MAINTENANCE, INSPECTION AND REPAIR

During the term of this Franchise, the City, its agents, and its employees shall have the right, but no obligation, to enter upon the Franchisee's property and inspect the Encroachments. The City will provide the Franchisee with reasonable notice of such entry and inspections, and if the City in its sole discretion determines it appropriate, the City, its employees, or its agents may take such actions as may be reasonably necessary to protect the City's property, PROW, and/or any related facilities from damage that has resulted or may result from any condition or circumstances imposed by the Encroachments. The Franchisee shall be solely liable for the costs actually incurred in connection with the same.

ARTICLE V. DAMAGE TO PROPERTY

Unless caused by the negligence or intentional misconduct of the City, the City shall in no way be liable for any damage to or loss of any of the Franchisee's buildings, facilities, property, or the Encroachments. It is expressly agreed and understood that the Encroachments encroach into the PROW and the City's property at the Franchisee's own risk. Further, the Franchisee shall be responsible for repairing or replacing any damages to the City's property, PROW, or the like that are caused by the acts or omissions of the Franchisee, its employees, or its agents due to the existence of the Encroachments.

ARTICLE VI. INDEMNIFICATION AND INSURANCE

INDEMNIFICATION. The Franchisee shall indemnify, hold harmless, and defend the City, its employees, officials, and agents, from and against any and all lawsuits, claims, causes of action, liabilities, demands, damages, disability, losses and expenses, of any nature whatsoever,

including reasonable attorneys' fees ("Liabilities"), resulting or in any manner arising out of injuries (including death) to any person or damage to or destruction of any property suffered as a result of (i) the Franchisee's actions/inactions and/or (ii) the existence of the Encroachments in the PROW, unless such Liabilities are a result of the negligence or intentional misconduct of the City. The City shall promptly notify the Franchisee of any Liabilities subject to indemnification and defense hereunder, and shall cooperate with all reasonable requests by the Franchisee for information, documents, testimony, or other assistance appropriate to a resolution of such Liabilities. The Franchisee shall have full responsibility for and control of any action or undertaking directed at the resolution of such Liabilities.

INSURANCE. During the term of this Franchise, the Franchisee shall obtain and maintain at its sole expense, with financially reputable insurers authorized to do business in the Commonwealth of Virginia, all the following minimum insurance coverage:

- (a) Commercial General Liability insurance for bodily injury, property damage, and all risk fire and casualty insurance coverage (multi-peril) in a limit of not less than USD\$1,000,000 (One Million Dollars) per occurrence and USD\$2,000,000 (Two Million Dollars) in the annual aggregate;
- (b) Automobile Liability insurance in a limit of not less than USD\$1,000,000 (One Million Dollars) per occurrence and USD\$2,000,000 (Two Million Dollars) in the annual aggregate; *and*
- (c) "All risk" property insurance covering not less than the full replacement costs of any damage the Franchisee, its employees, representatives, agents, or guests may cause to the City's property and/or PROW.

The Franchisee shall further deliver to the City a Certificate of Insurance, satisfactory in form and content to the City, evidencing that the above insurance is in full force and effect. The insurance required herein shall require that the Franchisee give the City thirty (30) days advance written notice of any cancellation, nonrenewal, or modification of coverage and a binder or certificate verifying new coverage in accordance with the requirements herein prior to any change, cancellation, or nonrenewal date. In the event of such cancellation or nonrenewal notice, the Franchisee shall pay all premiums for the renewal or replacement of the insurance required hereunder. The Franchisee shall, at least thirty (30) days prior to the expiration of the policies, furnish the City with renewals or binders for the policies, or the City may order the required insurance and charge the cost to the Franchisee. Any and all such insurance policies shall name the City, its employees, officials, and agents as ~~additionally~~ insured parties and shall include or be endorsed to include contractual liability.

The insurance required hereunder shall be primary, and any insurance or self-insurance maintained by the City shall be in excess of and shall not contribute with any insurance required of the Franchisee under this Franchise. Any deductibles or self-insured retentions applicable to the required coverage shall be paid by the Franchisee, and the City shall not be required to participate therewith. All rights of subrogation against the City, its employees, officials, and agents are hereby waived, and such waiver of subrogation rights shall be shown on the aforesaid Certificates of Insurance.

Nothing contained in this Franchise shall limit the Franchisee's liability to the City to the limits of the insurance certified or carried.

Notwithstanding any of the other provisions of this Franchise, the Franchisee's failure to

maintain the required insurance coverage throughout the term of this Franchise or the failure of the Franchisee to deliver a new and valid binder or certificate verifying such coverage is grounds for the immediate termination of this Franchise without prior notice.

The indemnification requirements described hereunder shall survive termination or expiration of this Franchise for a period of five (5) years beyond the same.

ARTICLE VII. COMPLIANCE WITH LAWS

The grant of this Franchise is subject to all ordinances, resolutions, and procedures of the City as the same now exist or may be hereafter adopted, amended, revised, or codified, in lawful exercise of any power granted to the City by the Virginia General Assembly or any other lawful body. The City agrees that, except in cases of emergency, it will give the Franchisee thirty (30) days advance written notice of all such rules and regulations adopted by the City before the Franchisee shall be required to comply therewith. In performing its responsibilities under this Franchise, the Franchisee will comply with all applicable State and Federal laws and regulations and all Federal, State and local laws, ordinances, rules, and regulations currently in force or subsequently adopted that may apply to its activities.

ARTICLE VIII. AMENDMENTS TO FRANCHISE

The City and the Franchisee may modify this Franchise from time to time; however, such modifications will be in writing and approved by the Lynchburg City Council.

ARTICLE IX. TERMINATION OF FRANCHISE

The City retains the right to withhold or withdraw any and all privileges granted under this Franchise and to terminate this Franchise at any time if the Franchisee fails to comply with any of the provisions of this Franchise. Exercise of this right by the City shall be in addition to and not in place of any other rights which the City has under the terms of this Franchise. Prior to exercising this right, the City Manager, or such other person or persons as the City Manager may from time to time designate, shall provide the Franchisee with written notice of the Franchisee's failure to comply with the terms of this Franchise or default. The Franchisee shall have thirty (30) days from the date of such notice to remedy any such default. The Franchisee may make a written request for a reasonable extension of the period in which it may remedy any such default to the City Manager, or such other person or persons as the City Manager may from time to time designate. Any such request by the Franchisee shall be in writing and must be made at least fifteen (15) days prior to the expiration of the initial thirty (30) day period stated previously. Any subsequent request shall be in writing and must be made prior to the expiration of any subsequent period.

If there are instituted by or against the Franchisee proceedings in bankruptcy or insolvency during the term of this Franchise, the City may terminate the same at any time thereafter. The exercise of this right by the City shall be in addition to and not in place of any other rights which the City has under the terms of this Franchise. Any successors, assignee or assignees, trustee, or receiver of the Franchisee resulting from proceedings in bankruptcy or under any insolvency law shall be subject to and bound by all of the provisions, terms, conditions, and limitations of this Franchise.

The City retains the right to withhold or withdraw any and all privileges under this Franchise and to terminate this Franchise at any time if there is a taking of the Franchisee's property by way of a court of competent jurisdiction. Exercise of this right by the City shall

be in addition to and not in place of any other rights which the City has under the terms of this Franchise.

ARTICLE X. NOTICES

Notices to the City and the Franchisee shall be sufficient if sent to the following persons and addresses or to such other persons and addresses as the City or the Franchisee may designate in writing from time to time.

Notices to the Franchisee shall be sufficient if sent by First Class Mail, addressed to:

ANCH LLC
ATTN: Member/Manager
2204 Bedford Avenue
Lynchburg, VA 24503

Notices to the City shall be sufficient if sent by First Class Mail, addressed to:

City of Lynchburg, Virginia
ATTN: City Manager
900 Church Street – 3rd Floor
Lynchburg, VA 24504

and

City of Lynchburg, Virginia
ATTN: City Engineer
900 Church Street – 2nd Floor
Lynchburg, VA 24504

ARTICLE XI. MISCELLANEOUS

- A. SUCCESSORS. This Franchise and the rights and responsibilities of the same shall run with the title to the land and shall be binding upon and inure to the benefit of the Franchisee, successor owners, and assigns of the Franchisee's property. Neither the City nor the Franchisee may assign this Franchise or any of the rights and/or responsibilities described herein without the written consent of the other, which will not be unreasonably withheld. Notwithstanding any other part of this Franchise, the City Manager, in his discretion, shall have the authority to permit such assignments on behalf of the City without the same being approved by the Lynchburg City Council.
- B. SEVERABILITY. In the event that any provision of this Franchise, or portion of the same, shall be construed to be invalid or unenforceable by a court of competent jurisdiction, then such provision or portion shall be stricken, and the remaining portions of this Franchise shall remain in full force and effect.
- C. GOVERNING LAW. This Franchise shall be governed by and construed in accordance with the laws of the Commonwealth of Virginia, and any legal proceedings related to the same shall be filed in the courts of the City of Lynchburg, Virginia and in no other forum.
- D. ENTIRE FRANCHISE. All provisions with respect to this Franchise are expressly

contained herein. No representative or agent of the City or the Franchisee has made any representation or promise with respect to this Franchise not contained herein.

- E. RESERVATION OF RIGHTS. It is distinctively understood that all privileges and uses of the City's property and PROW, except to the extent herein permitted to the Franchisee, are expressly reserved by the City to use at its discretion as the City deems advisable.
- F. REMEDIES NOT EXCLUSIVE. All rights and remedies described in this Franchise shall be cumulative and additional to all other rights and/or remedies available at law or in equity.
- G. BINDING EFFECT. This Franchise shall be binding and inure to the benefit of the City and the Franchisee, and their respective representatives, successors, and permissible assigns. Further, upon being admitted 'of record' in the Clerk's Office of the Circuit Court of the City of Lynchburg, Virginia, this Franchise shall constitute a covenant running with the land.
- H. MODIFICATION. This Franchise may be modified by the City and the Franchisee during its existence, but no modification shall be valid or enforceable unless made in writing and signed by both of the aforesaid entities. The Lynchburg City Council shall approve such modifications.
- I. INDEPENDENT ENTITIES. Nothing contained in this Franchise shall be construed as or deemed to make either the City or the Franchisee the agent, partner, or joint venture of the other, except as may otherwise be provided in this Franchise. Nothing contained in this Franchise shall give the Franchisee any authority to represent the City before any court or governmental or regulatory agency without the express prior written authorization of the City. Unless otherwise provided in this Franchise, neither the City nor the Franchisee shall be responsible or held liable for the acts or omissions of the other. Further, in performing any services or engaging in any actions pursuant to this Franchise, the Franchisee is and shall be acting as an independent contractor, responsible to all parties for its acts and omissions, and the City shall not be liable for the same.
- J. THIRD-PARTY RIGHTS. Nothing in this Franchise shall be deemed to create any rights to those who are not expressly made a party to this Franchise. The parties to this Franchise are the City and the Franchisee.
- K. COUNTERPARTS AND SIGNATURES. This Franchise may be executed in counterparts. Each of which when so executed shall be deemed to be an original and all of which taken together shall constitute one document. Further, this Franchise may be executed and/or sealed electronically. An electronic signature and/or seal shall be equally as enforceable as an original signature or seal.
- L. HEADINGS. Marginal headings contained in this Franchise are for convenience only and shall not be considered to amplify, relate, modify, or otherwise affect any of the terms, provisions, or conditions of this Franchise.
- M. COVENANT OF NON-DISCRIMINATION. The Franchisee does hereby covenant that no person on the grounds of race, sex, color, national origin, or any other basis prohibited by Federal or Virginia law shall be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the operation of any of the facilities, buildings, or the like which may be connected to this Franchise. The Franchisee further covenants it will not discriminate against and will make all reasonable efforts to accommodate persons with disabilities as required by the

Americans with Disabilities Act.

ARTICLE XII. METHOD OF ACCEPTANCE

Any person, firm, corporation, or other entity bidding for this Franchise shall deposit with their bid a check in the amount of ONE HUNDRED AND 00/100 DOLLARS (\$100.00), payable as security to the City, and shall accept this Franchise in writing before or within thirty (30) days after its adoption by the Lynchburg City Council. Upon the failure of the successful bidder to accept the same as stated, the successful bidder shall forfeit its deposit to the City. The checks of all other bidders shall be returned upon the acceptance of a successful bid. The said deposit will be returned to the successful bidder upon the Franchise being accepted.

This Ordinance shall be and become effective as a Franchise and shall constitute a contract between the City and the Franchisee once adopted by the Lynchburg City Council and executed on behalf of the Franchisee by its duly authorized representative.

ARTICLE XIII. ADOPTION OF ORDINANCE

This Ordinance was duly adopted by the Council of the City of Lynchburg, Virginia on the _____ day of _____, 20_____, and shall be effective as of the 1st day of July, 2023.

Certified: _____
Clerk of Council

Approved as to Form:

City Attorney/Designee

ARTICLE XIV. ACCEPTANCE OF FRANCHISE

By joining in this Ordinance through signature of its duly authorized representative, the Franchisee does hereby accept the entirety of the same as of its adoption date.

ANCH LLC

(SEAL)

By:_____

Printed Name:_____

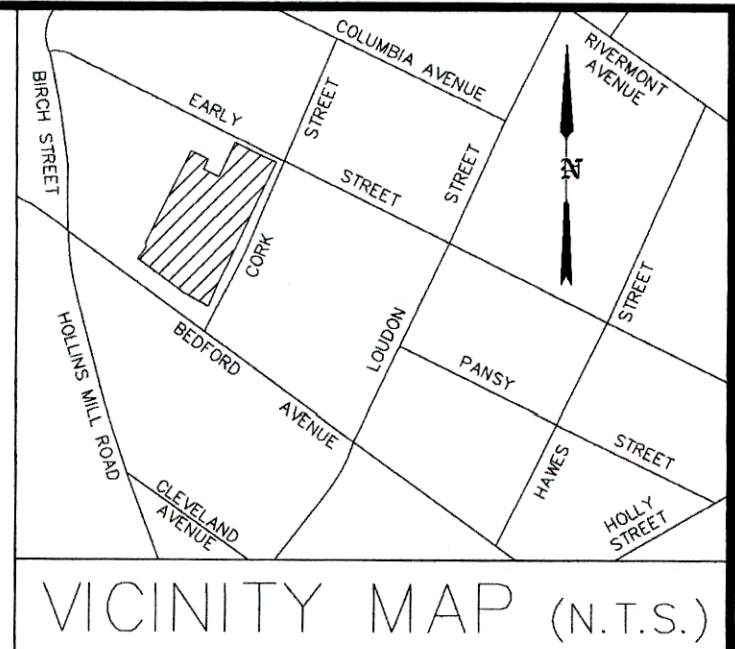
Its: Member / Managing Member (circle one)

ATTEST:

By:_____

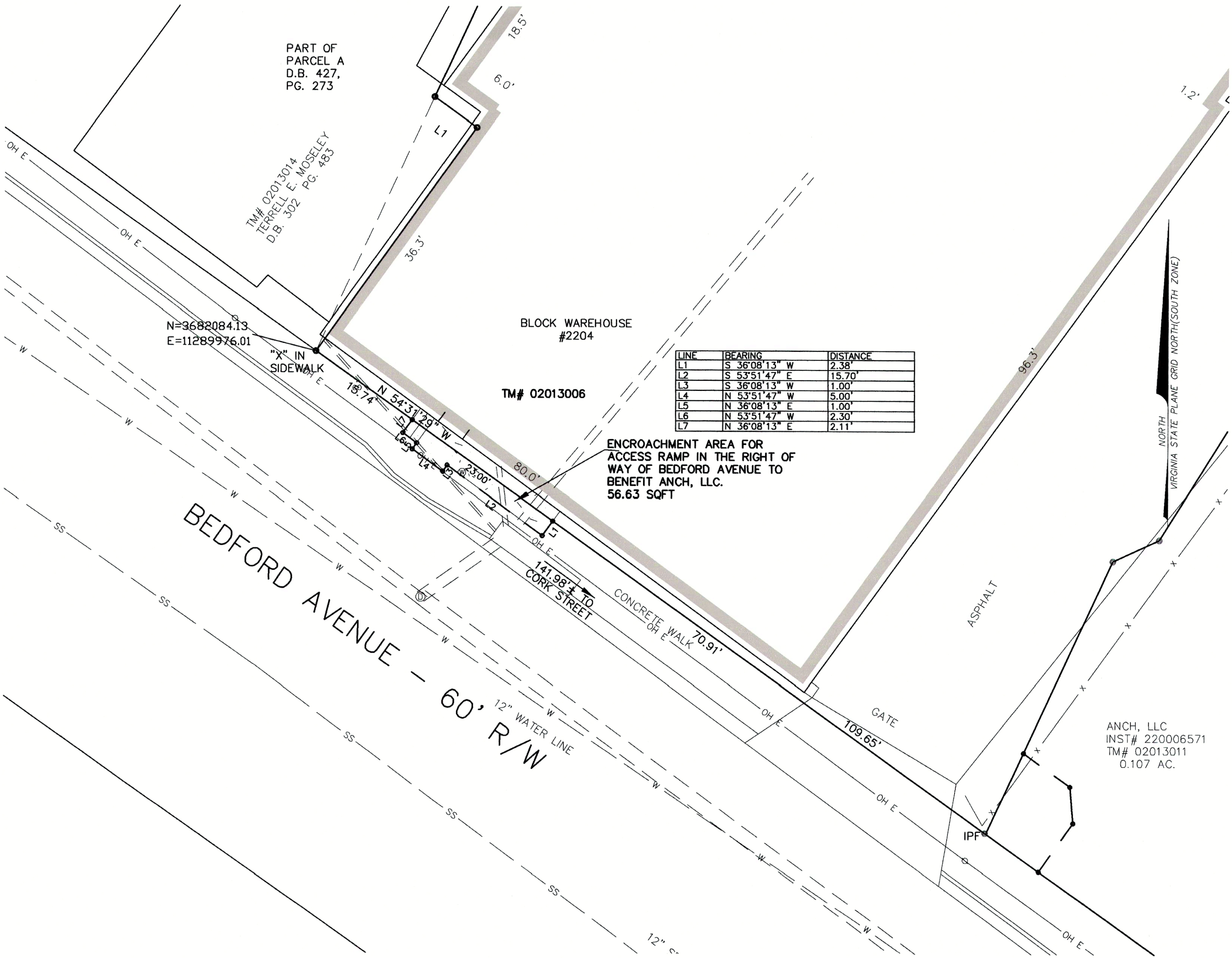
Printed Name:_____

Its:_____



LEGEND

- IPF IRON PIN FOUND
- IPS IRON PIN SET
- ⊙ WELL
- ⊙ ELECTRIC POLE
- ⊙ GUY WIRE
- ⊙ TELEPHONE POLE
- ⊙ TELEPHONE PEDESTAL
- ⊙ CLEANOUT
- ⊙ WATER METER
- ⊙ WATER VALVE
- ⊙ STORM MANHOLE
- ⊙ SANITARY MANHOLE
- ⊙ FIRE HYDRANT
- ⊙ LIGHT POLE
- ⊙ EDGE OF PAVEMENT
- ⊙ EDGE OF GRAVEL
- ⊙ EDGE OF CONCRETE
- ⊙ CREEK
- ⊙ GAS VALVE
- ⊙ BENCHMARK
- ⊙ SIGN
- ⊙ GUARDRAIL
- ⊙ EDGE OF WOODS
- OH E — OVERHEAD ELECTRIC
- OH T — OVERHEAD TELEPHONE
- OH CTV — OVERHEAD CABLE TV
- UG CTV — UG CABLE TELEVISION
- UG E — UG ELECTRIC LINE
- UG FO — UG FIBER OPTIC LINE
- UG G — UG GAS LINE
- SS — UG SAN. SEWER LINE
- UG T — UG TELEPHONE LINE
- W — UG WATER LINE



LINE	BEARING	DISTANCE
L1	S 36°08'13" W	2.38'
L2	S 53°51'47" E	15.70'
L3	S 36°08'13" W	1.00'
L4	N 53°51'47" W	5.00'
L5	N 36°08'13" E	1.00'
L6	N 53°51'47" W	2.30'
L7	N 36°08'13" E	2.11'

ENCROACHMENT AREA FOR
ACCESS RAMP IN THE RIGHT OF
WAY OF BEDFORD AVENUE TO
BENEFIT ANCH, LLC.
56.63 SQFT

ANCH, LLC
INST# 220006571
TM# 02013011
0.107 AC.

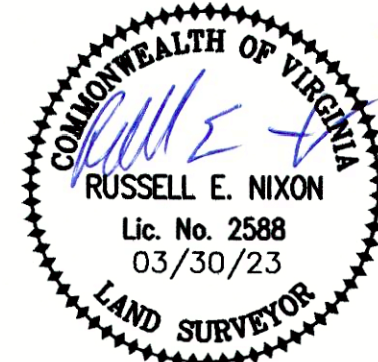
APPROVED: *[Signature]* 4/3/23
CITY ENGINEER DATE

NOTES:

1. THIS SURVEY HAS BEEN PREPARED WITHOUT BENEFIT OF A TITLE REPORT AND DOES NOT, THEREFORE, NECESSARILY INDICATE ALL ENCUMBRANCES UPON THE PROPERTY.
2. THIS PROPERTY IS NOT IN A FLOOD ZONE. THIS PROPERTY IS IN UNSHADED FLOOD ZONE X AS SCALED FROM F.E.M.A. FLOOD INSURANCE RATE MAP(S).
3. THIS PLAT HAS BEEN PREPARED FROM AN ACTUAL FIELD SURVEY DONE PER DATE OF THIS PLAT AND THERE ARE NO VISIBLE EASEMENTS OR ENCROACHMENTS EXCEPT AS SHOWN HEREON.
4. THIS PROPERTY IS SERVED BY CITY OF LYNCHBURG SEWER AND WATER SYSTEMS.

10 5 0 10 20
GRAPHIC SCALE IN FEET

SOURCE OF TITLE
TM# 02013006 & TM#02013005
ANCH, LLC
INST# 210010515
INST# 220001578
INST# 220002158
INST# 220002648
INST# 220003069
INST# 220004269
INST# 220006571



REVISED 03/30/23 TO ADD CITY FILE NO TO PLAT
REVISED 03/27/23 AFTER CONSTRUCTION OF RAMP

NLS

Nixon Land Surveying, L.L.C.
1063C Airport Road
Lynchburg, VA 24502
Phone: (434) 237-3600
Fax: (434) 237-0699

Email: russ@nixonlsec.com
www.nixonlsec.com

SURVEYED FOR: JOHN FEES

CITY FILE NO. D-2440

PLAT SHOWING ENCROACHMENT AREA FOR
RAMP ACCESS IN
BEDFORD AVENUE
FOR THE BENEFIT OF ANCH, LLC
CITY OF LYNCHBURG, VIRGINIA

COMM. NO.: 2021308
SCALE: 1"=10'
SHEET: 1 OF 1

REVISED:
DR. BY: REN
CHK. BY: REN
DATE: 02/17/23
DRW. NME. ENCH



