

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **October 8, 2013**

AGENDA ITEM NO.: 1

CONSENT:

REGULAR:

WORK SESSION: **X**

CLOSED SESSION:

(Confidential)

ACTION:

INFORMATION: **X**

ITEM TITLE: **Annual Report of the Region 2000 Local Government Council**

RECOMMENDATION: No action required.

SUMMARY: Gary Christie of the Local Government Council and Bryan David of the Region 2000 Economic Development Council will attend Council's work session to report on the activities of the Region 2000 Partnership.

PRIOR ACTION(S): N/A

FISCAL IMPACT: N/A

CONTACT(S): Kimball Payne, 455-3990

ATTACHMENT(S): Local Government Council Annual Report—FY 2013

REVIEWED BY: lkp

131K



Local Government Council Annual Report—FY 13

FY 13 Services to CITY OF LYNCHBURG

Grants for Localities

In FY 14, Local Government Council will bring over \$4.6 million to the region of outside grant funds for services, infrastructure and equipment. That is a return of over \$30 for each \$1 in dues provided by local government members.

One of those grants, FEMA's Assistance to Firefighters Grant, will provide Lynchburg with \$248,519 to replace mobile and portable radios for fire and EMS use.



Safe Routes To Schools in Lynchburg

Local Government Council staff continues to have good success helping secure funding from VDOT's Safe Routes to School programs. Last year, Lynchburg received \$396,796 in grant funds. In July, an additional \$78,000 was announced which will continue the work at seven city schools.

Lynchburg Area Bike Month

In May of each year RIDE Solutions hosts the Lynchburg Area Bike Month and Clean Commute Challenge – a month-long event to challenge area citizens and businesses to access work, one or more days in the month by carpooling, walking, biking, or taking the bus. FY 2014 will be the 3rd year of this activity. Last past May saw the first Clean Commute Convoy on Bike to Work Day and Free Fare Day by both the Greater Lynchburg Transit Company (GLTC) and the Altavista Community Transit System (ACTS).



As part of this activity, LGC staff developed a comprehensive alternative transportation website, www.lynchburgbikemonth.com. The site included detailed bicycle commuter use, planning and route information. All elements of this site have been incorporated in the RIDEsolutions.org and the pending update to the LGC website.

Regional Agriculture Strategic Plan

With coordination with local Extension Agents and Economic Development officials, we are developing a strategic plan to strengthen the agricultural economy of the region. The grant is funded by the Virginia Department of Agriculture and Consumer Services and the Region 2000 LGC. Lynchburg Extension Agent Kevin Camm and Economic Development Director Marjette Upshur serve on the management team. We look for significant involvement from agriculture stakeholders and the public and hope to complete in November 2014.

Carpooling and Commuter Services



Commuting has always been a part of Lynchburg's lifestyle. In 2010 25% of the Lynchburg workforce (7,861) drive out of the city to jobs every day. Well over half (56%, 30,959) of all of the workers in Lynchburg are coming from out of the City.

That's a lot of cars coming and going.

Program Services Include:

- carpool ride matching
- commuter information
- collaboration with area employers to create alternative transportation program at the worksite
- guaranteed ride home service
- information and support for pedestrian and cyclists
- host alternative transportation events.

Working with the Roanoke Region, the Local Government Council expanded a RIDE Solutions service to incorporate Lynchburg. RIDE Solutions matches commuters who are traveling to the same general work area whether going to Roanoke or Lynchburg. For 2014 & 2015, the LGC provides the matching funds for this program. For further information visit www.ridesolutions.org or call 866-424-3334.

Consistent Stormwater regulations

We're working with the Region 2000 Counties to develop a uniform stormwater management program that will develop a consistent set of regulations for all. If approved by Region 2000 jurisdictions, developers and contractors will have a common set of stormwater management regulations wherever they work within the region.

Economic Development Strategies

Lynchburg continues to be included in the Regional Comprehensive Economic Development Strategy which was approved this year by the Federal Economic Development Administration. The Local Government



Council provides the matching funds and the Economic Development Council maintains the updates of the strategy document annually. Ultimately we will seek designation as one of EDA's Economic Development Districts. <http://www.region2000.org/ceds.html>

Regional Library Operational Study

The City of Lynchburg and the counties of Bedford and Campbell are seeking to more clearly understand the cost savings that might be found if library administration services were shared. Local officials will still own the library buildings, but savings are expected in excess of \$400,000 annually by collaborating on library administrative and service delivery. A report is expected in the spring.



Update to the Regional Hazard Mitigation Plan

To stay eligible for state and federal disaster reimbursements, a locality must have a Hazard Mitigation Plan. This year, the 2012 update of the regional hazard mitigation plan, which included Lynchburg, was approved by the Virginia Department of Emergency Services for another five year cycle. <http://region2000.org/hazard-mitigation-plan-draft-page.html>

Small Business Development Center moving to CVCC

For FY 14, the Local Government Council has pledged \$30,000 to support Central Virginia Community College as they take over the Small Business Development program services. Lynchburg residents will be able to get SBDC services at the local Community College beginning this fall and have access to the full line of CVCC workforce development services. Region 2000 localities have pledged \$22,000 and the Economic Development Council has pledged \$15,000 to match SBA funds to ensure that these services are available in our region for FY 14.



Update to the Central Virginia Long Range Transportation Plan

All of Lynchburg and the urbanized area around the City are included in the Central Virginia MPO service area. Every five years our Long Range Transportation Plan for the Lynchburg metropolitan area is revised with updated priorities. In FY 14 we begin that process which usually takes two fiscal years. We hope to make closer planning connections between our transportation planning and our economic development planning.

Wards Ferry Road Corridor Study

The Wards Ferry Road corridor serves as an important and heavily used collector road facility that provides access to residential, commercial, and institutional homes and businesses. Wards Ferry Road also serves as a connection between Wards Road and Timberlake Road, two of the City's most active commercial areas. With Liberty University's tunnel connection to Harvard Street, additional traffic demand can be expected along Wards Ferry Road. With the proposed construction of a new Heritage High School, continued interest in the development of the corridor, recent planning and implementation of multi modal facilities along Wards Road, and a potential city project to realign the expressway off-ramp to tie directly to the Wards Ferry Road intersection at the Timberlake, an ever increasing interest exists in improving travel and multimodal conditions along Wards Ferry Road. This Study provides guidance on the future development of the corridor, safety and mobility improvements, and multimodal (biking and pedestrian) opportunities. The presentation of the study results to City Council is expected in November 2013.



Region 2000 Congestion Survey

The Region 2000 Transportation Technical Committee expressed interest in a region-wide motorist congestion survey during a project identification discussion. The results of the survey data will be used in conjunction with the VDOT transportation project prioritization matrix, the Transportation Improvement Program planning activities, and the Central Virginia Long Range Transportation Plan Year 2040 in order to better understand transportation needs in Region 2000. The survey results serve as a "street view" for transportation engineers and planners in Region 2000 who may not be alert to *all* transportation challenges encountered by citizens on a daily basis. The full report can be found here: <http://www.region2000.org/completed-projects.html>

Safety Improvement Study: U.S. Route 221 Corridor

During FY 14 Region 2000 will retain a transportation consultant to examine the Route 221 Corridor between Bedford and Lynchburg from Clover Hill Boulevard (eastern Bedford County) to Forest Brook Road (Lynchburg). We will identify and document opportunities for safety improvements, congestion reduction, multimodal accommodations, geometric improvements and improved access management.



Workforce Development Services

Lynchburg residents logged 3,794 visits to the Region 2000 Workforce Center at the Plaza during the most recent program year, receiving some form of service or assistance. 111 city residents received intensive or training services.



The WIB also collaborates regularly with the city's Economic Development Department when workforce-related opportunities arise. One result of that collaboration is that a Lynchburg-based employer is the first in the region to "pilot" an On-the-Job training contract for new employees to be hired out of the WIB's workforce center. Rather than the typical tuition-based training, this customer is immediately employed and trained by his employer. During the training period, the WIB's funds can pay 50% of his wages. The WIB hopes to expand this type of service for employers and job seekers.

The Workforce Investment Board provided grant funds of \$10,000 to the Lynchburg Chamber of Commerce to support its Young Entrepreneurs Academy, the first of its kind in Virginia. Moreover, the WIB also provided seed money to establish the Governor's STEM Academy located on the campus of Central Virginia Community College.

The WIB completed its first comprehensive Strategic Planning process in over five years. This process identified four goals that the WIB will work to advance over the next three years. Specific strategies will be developed by two new committees: 1) the Business Engagement and Workforce Strategy and, 2) the Workforce Center Operations and Oversight. The previously existing Youth Council will continue to aid in the advancement of the identified goals of the WIB.

In terms of performance, the WIB's outcomes for customers at the end of the most recent program year were:

For adults and dislocated workers served:

- ✓ 75% were placed into employment
- ✓ 98% had retained their employment 6 months after placement
- ✓ 74% earned some form of credential or certificate

For youth served:

- ✓ 85% posted gains to their literacy and numeracy levels
- ✓ 72% were placed into employment or post-secondary education
- ✓ 85% earned some form of credential or certificate

It should be noted that after one year as the region's new youth contractor Goodwill Industries of the Valley has doubled the number of youth served while also improving overall program performance.

Region 2000's Workforce Development Board has an operating budget of \$1.6 million. The program is directed by Workforce Development Director Brian Davis.

Other areas of work for the Local Government Council

- Assisting the Economic Development Council as they explore the possibilities for a regional civic center/conference center
- Preparing the Transportation Component of the Amherst County Comprehensive plan
- Provide accounting services for
 - Region 2000 Economic Development Council
 - Region 2000 Services Authority
 - Region 2000 Workforce Investment Board
 - Region 2000 Radio Communications Board
 - Region 2000 Local Government Council
- Provide Human Resources and staffing services for:
 - Region 2000 Technology Council
 - Center for Advanced Engineering and Research
 - Region 2000 Economic Development Council
 - Region 2000 Services Authority
 - Region 2000 Workforce Investment Board and Workforce Investment Area Council
 - Region 2000 Radio Communications Board
 - Region 2000 Local Government Council
 - Central Virginia Metropolitan Planning Organization

Region 2000 Services Authority (Landfill)

There will be no increase in rates for the regional landfill this year. By one measure, we've saved the five jurisdictions \$8.2 million in fees and cost avoidance since 2008 using a regional landfill.



- Manages 230,000 tons of trash per year for four localities
- Opened two new landfill cells at Livestock Road in Rustburg last year
- Closing the landfill portion of the Concord Turnpike operation in 2014. (Convenience center remains open.)
- Returned over \$363,000 to Lynchburg in Excess Revenue payments in FY 13
- Leading recycling education programs in Lynchburg and Campbell County
<http://www.region2000.org/regional-solid-waste-initiative2.html>

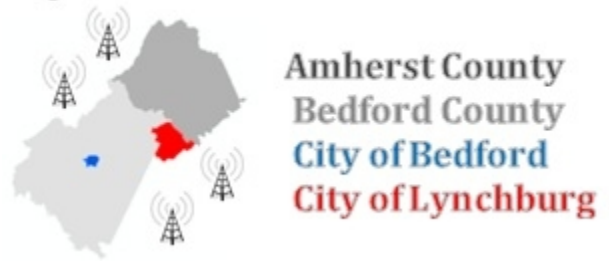
Town of Pamplin Downtown Redevelopment Planning Grant

We're continuing to work with the Town of Pamplin on sewer line extensions and downtown re-development.

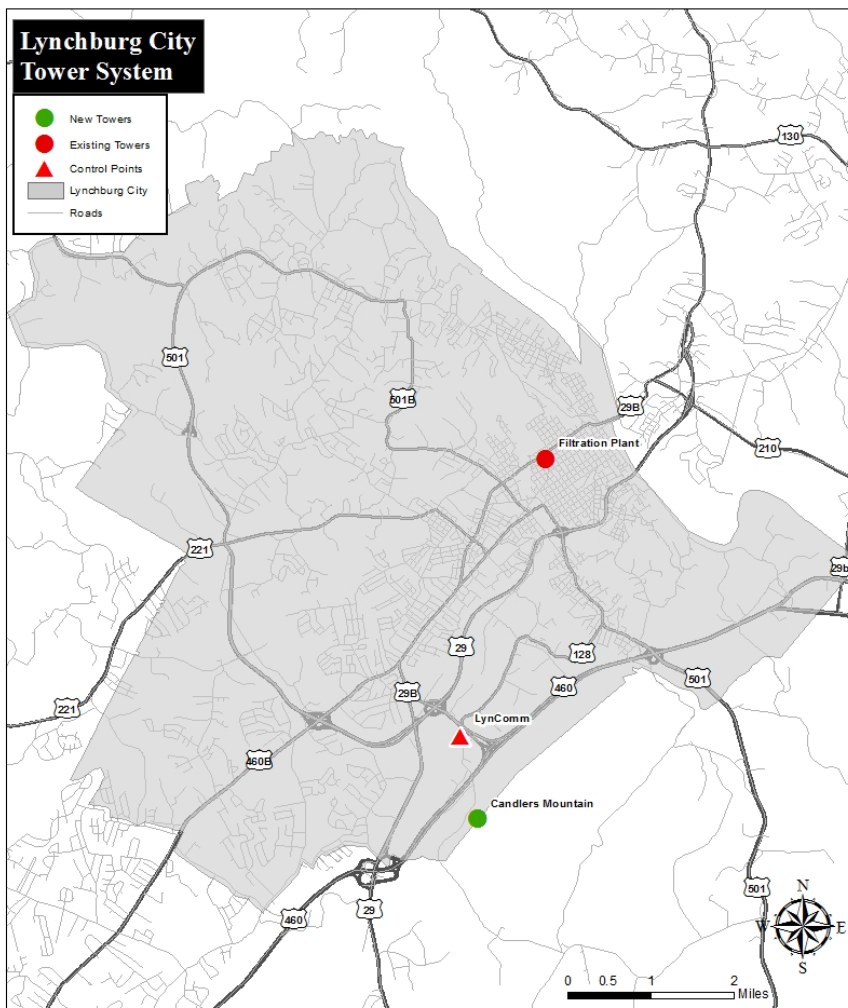
Improving the Regional Public Safety Radio System

Since 1995 Lynchburg has shared a radio system with Amherst and Bedford. Public safety responders can travel throughout these jurisdictions and stay linked with interoperable communications for police, sheriff, fire or rescue services. Lynchburg pays for 30.1% of the capital costs of this system.

Region 2000 Radio Communications Board



The computer switching equipment in the 1995 radio system has grown in obsolescence and participating jurisdictions have authorized an upgrade to the latest digital version. This upgrade in equipment will mean an upgrade in the ability to send and receive voice communications.



Five new towers will be added to the regional system. One of them will be in Lynchburg on Candler's Mountain.

Working with Radio Board members, we successfully secured \$114,000 from the Commonwealth and \$825,646 from FEMA in grants to help offset local costs. Our technical consultant, RCC, estimates that regionalization of the radio system will save jurisdictions over \$1 million in the upgrade costs plus provide interoperable service for 1,200 square miles of the region.

The Region 2000 Bicycle Plan – Lynchburg City Connections

- Completed in 2010 this regional bicycle connection plan presents primary road corridors identified through a public input process
- The Plan includes priority road connections, those roadways that are considered vital for bicycle facility development based on proximity to key destinations, work locations, or residential density areas. The majority of the priority corridors, given the population and employment density of Lynchburg, are located within the City.
- Roadways within the Plan include roadways that connect to key Lynchburg destinations and include the James River Heritage Trail as a primary connection corridor.
- Rivermont Avenue is a recognized priority corridor within the 2010 Plan. The first bicycle lanes in the Region 2000 area have been installed along a portion of Rivermont Avenue, with continued expansion to take place as the roadway construction is completed. A portion of the funds for developing these facilities was a result of Lynchburg City, VDOT, Region 2000 and local cyclists' partnered to develop the Dr. John Bell Bicycling Awareness Memorial Fund to install Share the Road signs along some primary cycled roadways in Bedford, Campbell and Amherst counties and Lynchburg. In addition some of the funds were used to assist in purchasing Sharrows, or share the road pavement markings, along Rivermont.



Other FY 14 Projects

- **Old Town Madison Heights CDBG project in Amherst County**

This \$1,222,249 multi-year grant from the Virginia Department of Housing and Community Development will provide housing rehabilitation and infrastructure improvements, to include water, sewer, and road upgrades, to a portion of the Old Madison Heights community.



- **Brookneal Downtown Revitalization in Brookneal**

Downtown Brookneal has completed a significant facelift with new streetscapes, utilities and infrastructure, up to 40 storefront makeovers and 8 housing units have seen improvements. Funds come from the Town, VDOT Enhancement programs and from Community Development Block Grant. An additional Enhancement grant of \$360,000 will be spent in FY 14.

- **Davis-Bacon Wage administration for a Department of Health Grant in Amherst Town**

We're helping Amherst Town with Davis-Bacon wage monitoring as part of a Health Department funded extension of water lines along Route 60 to the west part of town.

Financial Management Expertise

Results Driven Public Entrepreneurs

- For every \$1 in dues, we will leverage \$30.41 in outside funds for localities and stakeholders in FY 14
- The great majority of our operating revenue comes from contracts for services with local, state, and federal agencies
- We emphasize the importance of repeat customers and customer service
- We focus on accountability and quality

We manage over \$11 million annually in accounts for:

- Local Government Council
- Workforce Investment Council and Board
- Economic Development Council
- Services Authority
- Radio Board

Bond Experience

Since 2008, we have managed long term debt and bond issues totaling over \$31 million.

In FY 2009 we reduced our local dues by 13% to assist localities through the recession.

That reduction continues for FY 14

Professional, dedicated, apolitical, pro-active organization

- Local Government grounded experienced staff
- Broad based knowledge about regional and local issues
- 40+ years organizational experience serving the region
- Historical and institutional knowledge of the region
- Experienced in public procurement, Freedom of Information Act



A member of the Region 2000 Partnership of organizations

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **October 8, 2013**

AGENDA ITEM NO.: **2**

CONSENT:

REGULAR:

WORK SESSION: **X**

CLOSED SESSION:

(Confidential)

ACTION: **X**

INFORMATION:

ITEM TITLE: **Regional Radio Upgrade Project; Request for Additional Funds**

RECOMMENDATION: Adopt a resolution to amend the FY 2014 General Fund budget and appropriate \$210,700 with resources from the General Fund Reserve for Contingencies to fund the Lynchburg share of additional costs associated with the Regional Radio Upgrade Project.

SUMMARY: The Region 2000 Radio Communications Board is upgrading the existing 800 MHz trunked radio system that provides public safety communications for the City of Lynchburg, the Town of Bedford and the Counties of Bedford and Amherst. In 2011 the jurisdictions authorized the Local Government Council to borrow \$13.1 million for the project. Through a competitive process the Board selected RCC Consultants Inc. to provide radio system engineering services and Harris Corporation to provide a modern P25 compliant 800 MHz trunked regional radio system.

Part of the upgrade of the existing regional radio system involves improving radio signal coverage in certain parts of the region. The new radio system is intended to provide 95% mobile radio coverage throughout the region. In designing a system with that level of coverage, it was necessary to add five (5) additional towers: one in Lynchburg, one in Amherst County (which serves the Lynchburg area as well as Amherst), one in the Town of Bedford and two in Bedford County.

During the tower acquisition process several unforeseen challenges became apparent, which include:

- the inability to find a suitable existing tower at two of the sites that would meet system needs, requiring the construction of two new tower structures
- owners of six existing towers requiring that they be paid to upgrade their towers to new structural standards before installing the new equipment
- providing a shelter at one site to house system equipment in (originally space had been suggested in an existing shelter)
- the inability to negotiate lease terms as favorable as 15 years ago with the past system.

All of these challenges are in different stages of negotiations and there is no way to precisely predict which of the projected additional costs will become a reality. The Board (with the assistance of RCC Consultants Inc.) continues to work towards mitigating each of the individual challenges in some way more favorable from a cost perspective. However, it has become apparent that additional funds will be necessary to complete the project as designed.

The original \$13.1 million bond included \$692,938 for contingencies. The Board currently has \$250,000 in additional contingency funds that can be committed to the project. Based on the worst case scenario of projected expenses, there is an anticipated need for up to \$700,000 in additional regional funds to complete the project as designed. Based on the Board's current agreed upon capital formula, the City of Lynchburg would be responsible for 30.1 percent, or \$210,700. These funds would only be used as necessary, so there is a possibility that there would be unspent funds that could be returned to the City prior to the end of the fiscal year.

PRIOR ACTION(S): December 13, 2011 City Council approved Cooperative Agreement between the member jurisdictions; April 24, 2012 City Council approved the financing of the new radio system; September 24, 2013 Finance Committee. **(Note: The Finance Committee raised questions that are responded to in an addendum to the attached briefing paper.)**

Since this matter was presented to the Finance Committee, the Amherst County Board of Supervisors has approved funding its share of the additional costs. The request will go before the Bedford County Board of Supervisors for action on October 15th.

FISCAL IMPACT: To be determined, but it will take up to \$210,700 in additional funds from the Lynchburg share of the capital formula to complete the Regional Radio Project as designed. An alternative approach of borrowing the additional funds was rejected as not cost effective.

CONTACT(S): William A. Aldrich, Director of Emergency Services, 455-4285
Gary F. Christie, Executive Director of the Local Government Council, Region 2000, 845-5678
Ext. 211

ATTACHMENT(S): Resolution; Briefing Paper

REVIEWED BY: lkp

RESOLUTION

BE IT RESOLVED that the FY 2014 General Fund budget is amended and \$210,700 is appropriated with resources from the General Fund Reserve for Contingencies to fund the City of Lynchburg share of additional costs associated with the Regional Radio Upgrade Project.

Introduced:

Adopted:

Certified:

Clerk of Council

130K

From: William A. Aldrich, Radio Board Member (Lynchburg Representative)
Director, Department of Emergency Services
Gary Christie, Region 2000 Local Government Council

Synopsis

The Regional Radio Communications Board is upgrading the switching and repeater infrastructure that serves over 3,000 public safety mobile and portable radio communications units. Unexpected issues with securing tower space have caused the need for up to an additional \$700,000 which may be needed to upgrade towers and build two new towers.

Background

In 1995 Amherst, Bedford and Lynchburg built a system of radio towers and switches to provide interoperable emergency services communications throughout the 1,200 square mile area in Amherst, Bedford and Lynchburg. In 2010 we received an “End of Life” notice that some of the critical pieces of the 1995 equipment could not be guaranteed maintenance. The three jurisdictions agreed to replace the older system with a Harris Corporation digital system at an equipment cost of \$11.7 million. The goal has been to achieve 95% coverage of the service area with mobile (installed in vehicles) equipment.

To reach the 95% goal the radio tower system has been redesigned to utilize existing towers, and to add the following towers:

Amherst County:

- Rocky Mountain
- Larkin Mountain/Buffalo Ridge
- Panther Mountain
- Amherst Dispatch Control Point
- High Peak of Tobacco Row Mountain – New

Lynchburg:

- Filtration Plant
- Lynchburg Dispatch Control Point
- Candler’s Mountain – New

Bedford:

- No Business Mountain
- Stewartsville
- Fosters Knob
- Dumpling Mountain

Bedford Dispatch Control Point
WWCW Tower west of Bedford Town - new
Penhook (Smith Mountain Lake) - new
Bedford Town – Helm Street Tower - new

Two new towers need to be built which were not part of the original design

Amherst – High Peak: A cost benefit analysis has shown that building a new tower for \$385,443 will pay for itself in just under seven (7) years compared to renting tower space there.

Lynchburg - Candler’s Mountain: Building a new tower for \$161,800 is the most cost effective option in this area since the tower that we initially identified is not available.

Existing Towers must meet new structural standards

We didn’t anticipate having to budget \$330,000 for structural improvements at six of the towers due to stricter tower standards. Bids are out on some of the towers to get prices and structural analysis are being done on the others to see if we really need to make changes, we may have to strengthen six towers.

Amherst County upgrades to towers – up to \$60,000 each

- Rocky Mountain
- Larkin Mountain/Buffalo Ridge

Bedford County upgrades to towers – up to \$60,000 each

- WWCW
- No Business
- Stewartsville
- Bedford City – Helm Street

New Building needed at Penhook

We may have to invest as much as \$248,625 to build a facility at Penhook (Bedford County) to house the electrical and radio switching equipment. We’re in negotiations to avoid this expenditure, however, we include this under the worst case scenario in the event that negotiations don’t work out.

More leases are expected than in 1995

Currently the Radio Board is not paying any leases for use of land or towers. We’ve not been able to negotiate those terms and we expect to pay leases on six of the sixteen tower facilities.

Many of those leases are still in negotiations but having these leases is expected to increase our operating cost by 8%.

Can the system be redesigned to avoid this cost increase?

Removing a tower site from the system triggers a host of change order costs including microwave realignments and other tower relocations that would equal or exceed the project cost increases listed above. In addition, removing a tower will reduce the radio coverage within the system.

How the project has been financed up to now?

The 1995 bond was paid off in 2012.

In 2011 the jurisdictions authorized the Local Government Council to borrow \$13.1 million for the project of which remains a \$600,000 contingency. The Radio Board itself has \$250,000 which will be committed to the project. Under a worst case scenario, the Radio Board may need up to \$700,000 to build the new towers, add the Penhook building and reinforce the six existing towers.

Requested Action:

Each jurisdiction is asked to consider agreeing to provide additional funding as needed in one of two ways:

- 1) Directly pay the overage amount in FY 14 up to \$700,000 based on the capital formula:
 - a. Amherst County – 28%
 - b. Bedford County – 41.9%
 - c. Lynchburg City – 30.1%
- 2) Approve a resolution that authorizes the County to repay a line of credit in FY 15 of up to \$700,000 based on the capital formula:
 - a. Amherst County – 28%
 - b. Bedford County – 41.9%
 - c. Lynchburg City – 30.1%

In meeting with the Bedford Board of Supervisors last week, they indicated that their preference would be to use cash (Option 1) and not borrow money.

Addendum for Lynchburg City Council Meeting on October 8, 2013

The Finance Committee asked several questions at the September 24th meeting about the request for up to an additional \$210,000 for the regional radio system. Below are some further details for consideration:

1. To what extent are cell towers being used instead of building new towers?

Our current system of 11 towers uses 7 towers and one water tank that are publicly owned and three cell towers. The proposed system will add one tower that is owned by the state police and two commercial cell towers to serve Bedford County.

To serve Amherst and Lynchburg, we found that commercial cell towers were not available or not cost beneficial. For the Amherst High Peak site, the commercial cell rate is so high that a cost benefit analysis says that we will pay for our purchase of the site in less than 8 years. At the Candler's Mountain site, there was no cell tower available which met our specifications.

2. Are there other options?

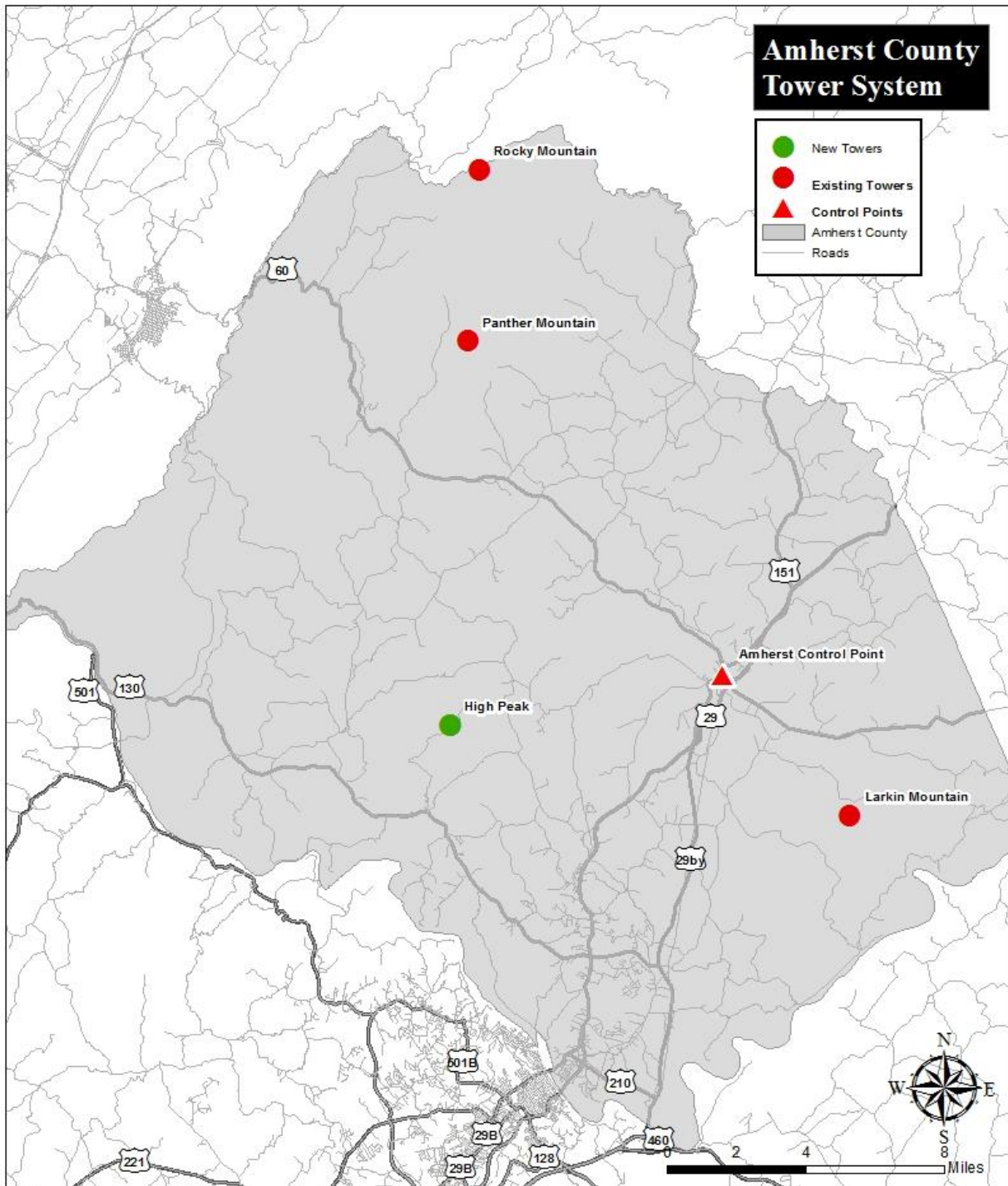
The Radio Board's goal is to see that public safety providers have 95% radio coverage in the communities that we serve. RCC Consultants, a consulting engineering firm, has assisted the Radio Board through the process and helped us select the appropriate locations that use existing towers or that provide the best coverage with the fewest number of towers.

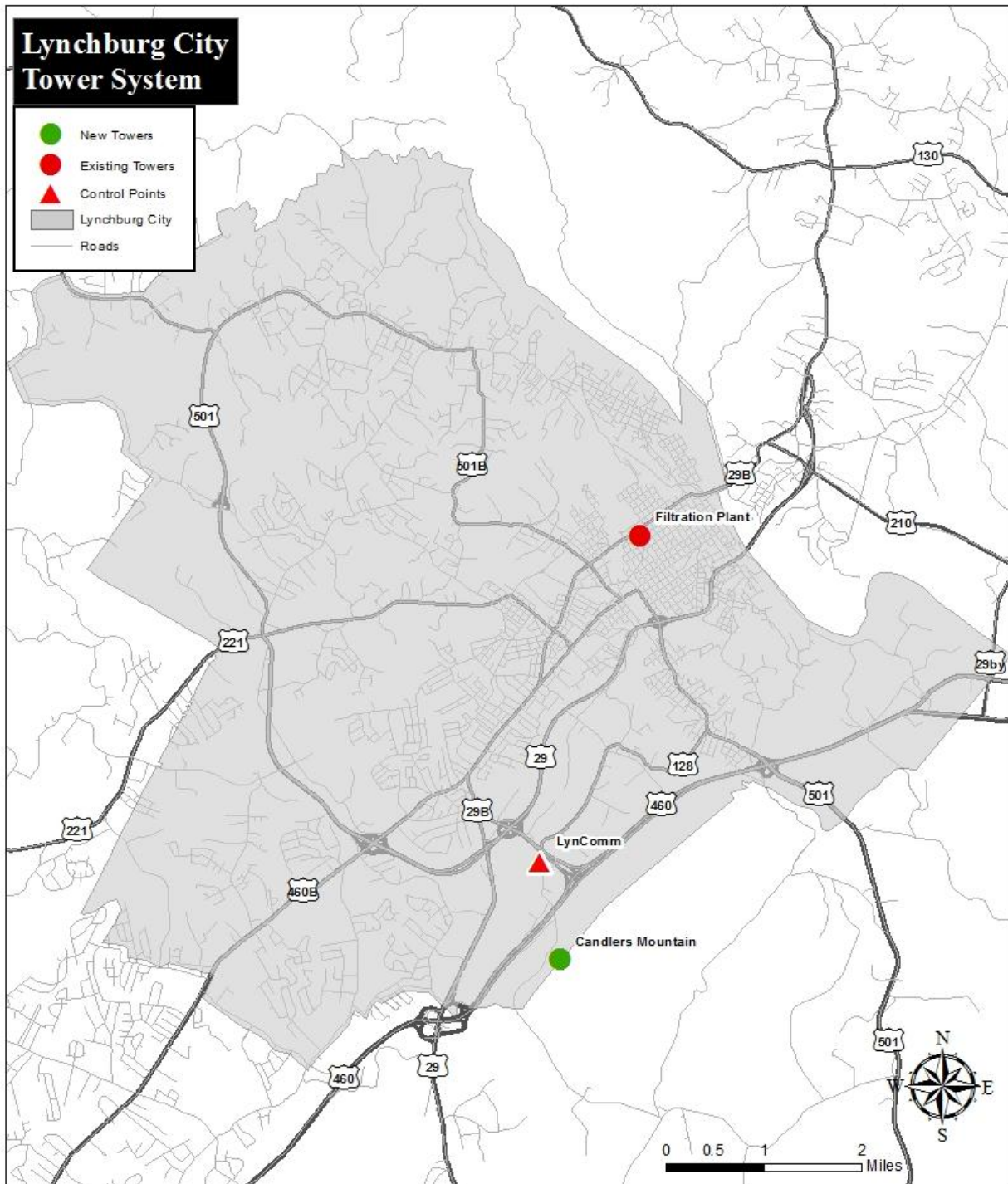
We have exhausted all of the existing cell tower or public infrastructure facilities (like a water tank) in the needed areas and found that they were not available or too expensive.

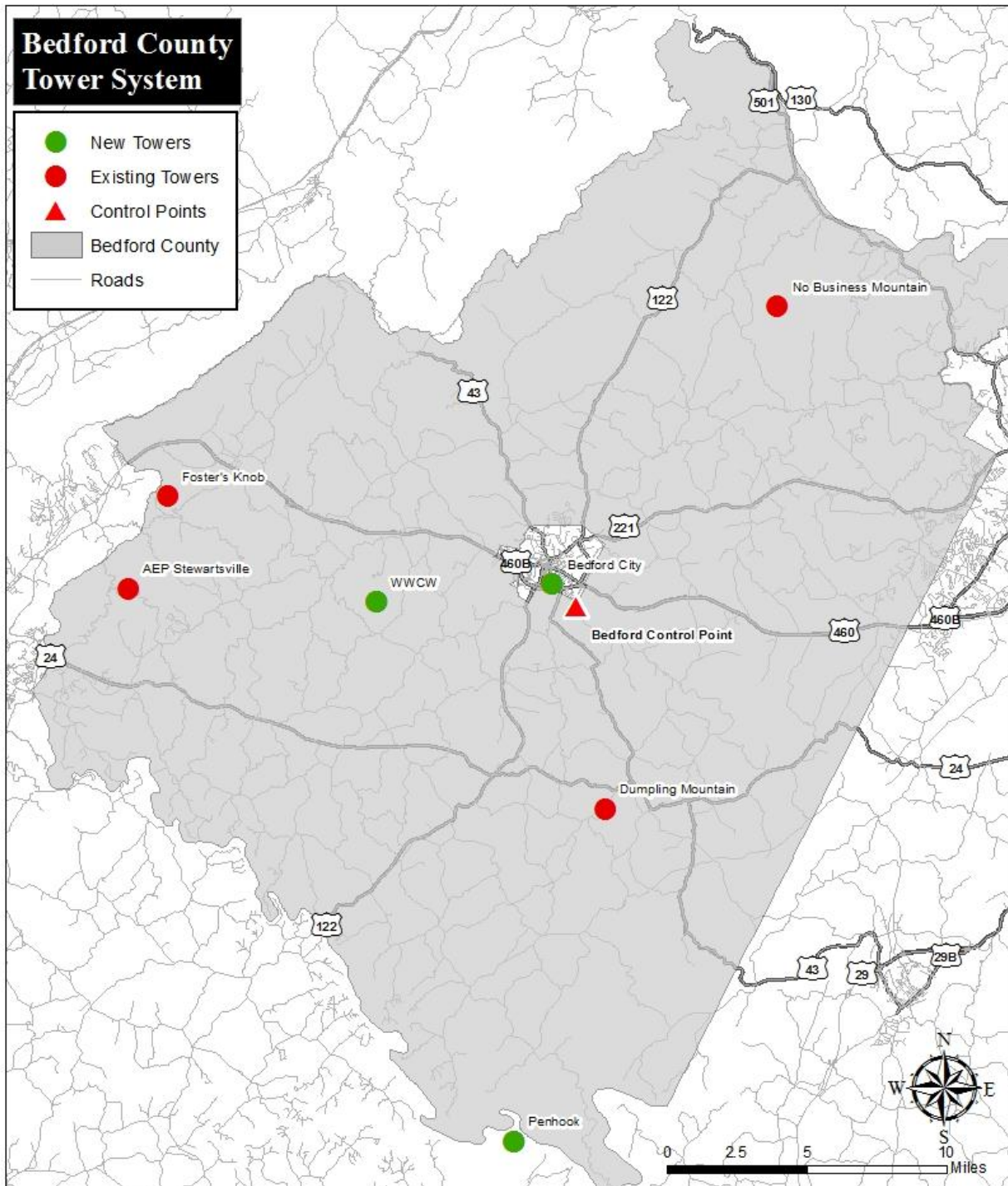
The Radio Board sees the opportunity to purchase or construct towers in Amherst County at High Peak and on Candler's Mountain outside of Lynchburg as the best long term options.

To reduce the number of towers would certainly reduce the percentage of the community served by the radio system.

To drop one or more of the planned towers would cause significant change order costs to the contract with the project especially with microwaves that would need to be realigned.







LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: ~~September 10, 2013~~ **October 8, 2013**

AGENDA ITEM NO.: **3**

CONSENT: REGULAR: WORK SESSION: **X**

CLOSED SESSION:
(Confidential)

ACTION: **X** INFORMATION:

ITEM TITLE: **Campbell Avenue | Odd Fellows Road Land Use & Corridor Master Plan Study**

RECOMMENDATION: Approve the study as part of the *Comprehensive Plan 2002-2020*.

SUMMARY: The Campbell Avenue/Odd Fellows Road Land Use & Corridor Master Plan encompasses two distinct initiatives: 1) a “grass roots” effort spearheaded by the Campbell Avenue area businesses and residents, and 2) the state’s funding of the Odd Fellows Road U.S. Route 460/29 interchange in July 2011. While Campbell Avenue and Odd Fellows Road have unique conditions and land uses, they function as a pair. Impacts and improvements to one road will likely cause significant indirect impact(s) to the other. During preparation of the plan, City staff worked with a group of key stakeholders and hosted a series of neighborhood meetings to solicit input on the plan. The resulting document provides an “area-wide” plan, as well as individual “master plans” for the Campbell Avenue and Odd Fellows Road corridors.

The Planning Commission recommended approval of the plan because:

- The plan is consistent with the *Comprehensive Plan* which recommends “priorities for improvements to the transportation system should be based on safety considerations; existing deficiencies; multimodal and environmental considerations; physical economic, and policy constraints; contribution to quality urban design; required right of way needs; level of service; and appropriate system continuity”.
(Objective 1.A7, pg 14.6)
- The plan is consistent with the *Comprehensive Plan* which recommends inclusion of “alternative transportation modes in the Transportation Master Plan (TMP), including pedestrians, bikeways, trails and transit.” **(Objective 1.A8, pg 14.6)**

PRIOR ACTION(S):

- April 24, 2013: The Planning Division recommended approval of the *Campbell Avenue | Odd Fellows Road Land Use & Corridor Master Plan Study*.
- April 24, 2013: Planning Commission requested additional information about Odd Fellows Road traffic features, supporting reasons to amend the designated Resource Conservation use to Community Commercial and Industrial Property to Mixed Use on the *Future Land Use Map* along the Odd Fellows Road corridor and the inclusion of right turn lanes on Campbell Avenue.
- May 15, 2013: City Staff held an informational meeting with First Lynchburg Industrial Park businesses to review the proposed plan and the function of roundabouts.
- May 22, 2013: The Planning Commission recommended approval of the plan (6-0, with one vacancy) with the following additions:
- Indicate consideration of right turn lanes along Campbell Avenue on page 34.
 - Change the wording for the Albert Lankford Drive and Murray Place roundabout on page 47 as follows “The *proposed* roundabout *may* be oval in shape to accommodate the current alignments of these two streets. The roundabout *may* be the focal element for future mixed-use development in the surrounding area.”

- Include a center turn lane alternative to the median in the cross section of Odd Fellows Road on page 48.
- Include an alternative for John Capron Road to maintain its current alignment on page 53.

June 11, 2013: City Council heard a presentation about the plan from the consultant, Barry Carpenter, and requested that the item be more fully considered at a future work session.

FISCAL IMPACT: None associated with approval of the DRAFT *Campbell Avenue | Odd Fellows Road Land Use & Corridor Master Plan Study*. Planning estimates included on page 61 indicate a total project cost of \$24,220,080. However, these numbers are preliminary estimates and may vary significantly depending on the actual project design.

- Odd Fellows Road Preliminary Estimate: \$13,040,000 [Phase I – \$5,040,000; Phase II – \$8,000,000]
- Campbell Avenue Preliminary Estimate: \$4,895,080 [Phase I – \$1,400,000; Phase II – \$1,640,080; Phase III – \$1,100,000; Phase IV – \$755,000]
- Connector Road Preliminary Estimate: \$6,285,000

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

ATTACHMENT(S):

- Resolution
- *Campbell Avenue | Odd Fellows Road Land Use & Corridor Master Plan Study* - May 28, 2013 DRAFT
- Planning Commission Memorandum - April 24, 2013
- Planning Commission Minutes - April 24, 2013
- Speaker Sign Up Sheet - April 24, 2013
- First Lynchburg Industrial Park business owners meeting attendance sheet - May 15, 2013
- Planning Commission Memorandum - May 22, 2013
- Planning Commission Minutes - May 22, 2013
- Roundabout Video from KansasDOT "Attachment 4B"
- Youtube Video of oversized truck navigating a roundabout "Attachment 4C"

REVIEWED BY: lkp

RESOLUTION:

A RESOLUTION ADOPTING THE CAMPBELL AVENUE | ODD FELLOWS ROAD LAND USE & CORRIDOR MASTER PLAN STUDY INTO THE CITY'S COMPREHENSIVE PLAN 2002-2020.

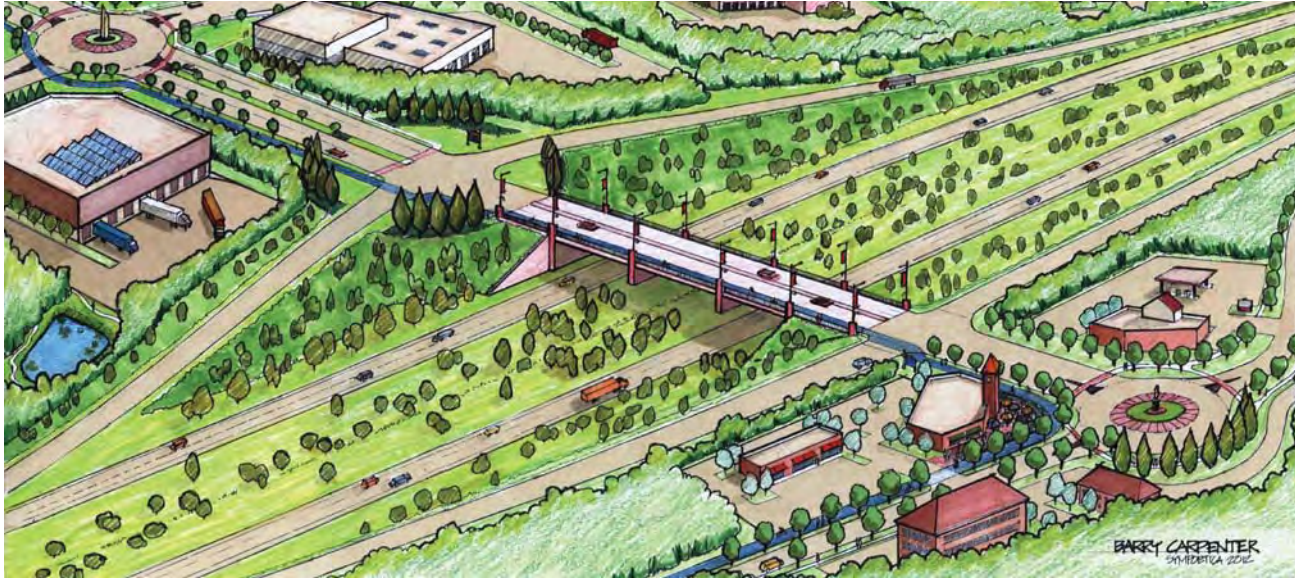
BE IT RESOLVED BY THE COUNCIL OF THE CITY OF LYNCHBURG that the Campbell Avenue | Odd Fellows Road Land Use & Corridor Master Plan Study be, and the same is hereby approved and adopted as part of the City's Comprehensive Plan 2002-2020.

Adopted:

Certified:

Clerk of Council

135K



Campbell Avenue | Odd Fellows Road



Lynchburg
VIRGINIA

LAND USE & CORRIDOR MASTER PLAN STUDY



City of Lynchburg

May 28 DRAFT

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Prepared for



City of Lynchburg

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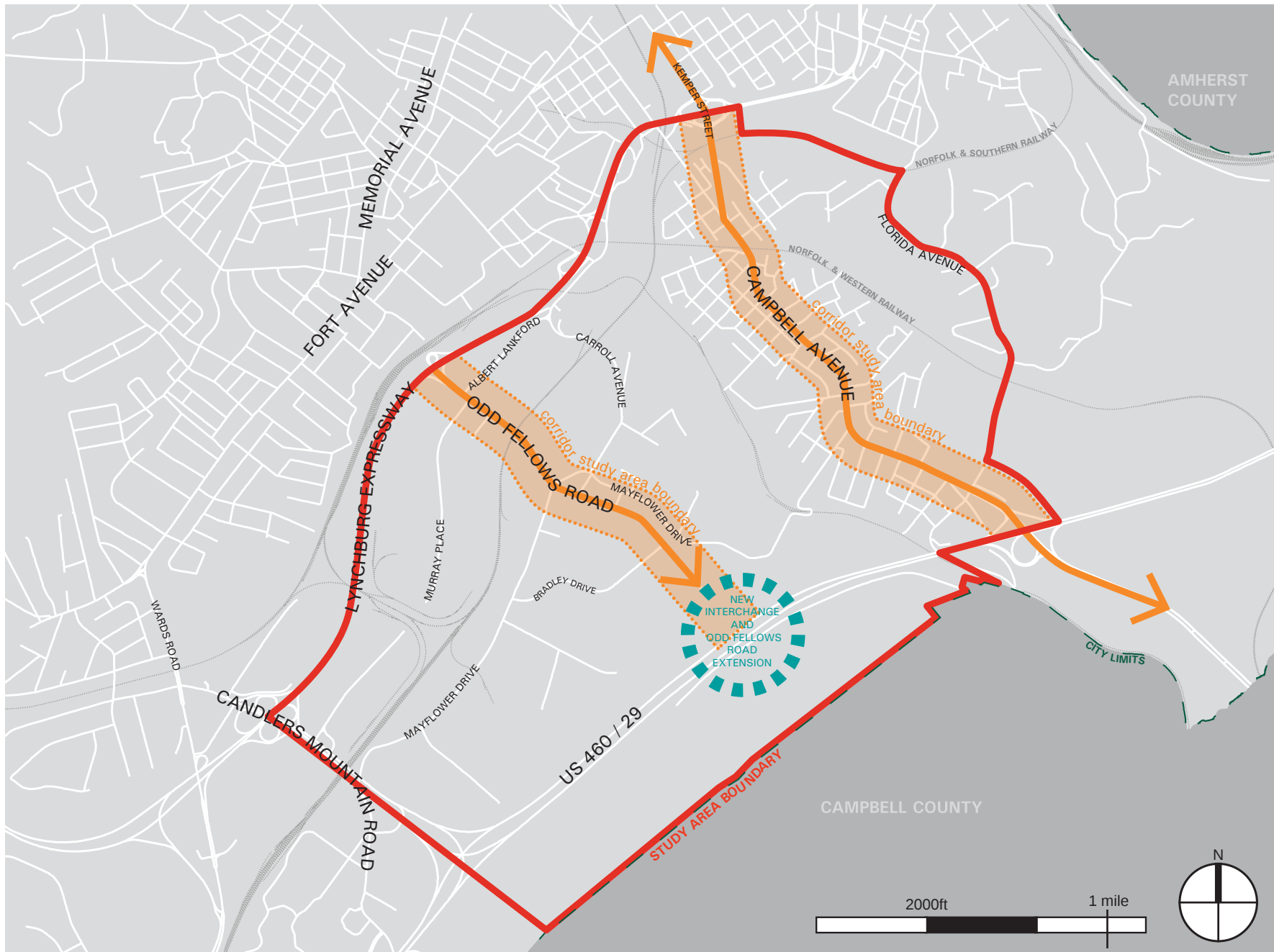
Prepared by



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Woodstock, Virginia

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STUDY AREA AND CORRIDOR BOUNDARY AND LOCATION MAP

1.0 Introduction

Campbell Avenue and Odd Fellows Road play vital multifaceted roles on the eastern side of Lynchburg. These roles range from connecting neighborhoods, to serving the First Lynchburg Industrial Park, and providing an important entrance to the larger City. As VDOT plans a new interchange at Odd Fellows Road and US 460/29, the City has a unique opportunity to assess what kind of functionality and form fits these corridors best for the future. Investing in street design and connectivity, reassessing current and future land use, and providing important public facilities will help the city use valuable resources more efficiently, improve opportunities for economic development, and enhance the quality of life for both area workers and residents.

1.1 Purpose

The purpose of this plan is to help implement the City's Comprehensive Plan and to provide a vision and blueprint for future growth and development of important residential and employment use areas on the east side of Lynchburg largely defined by two key corridors: Campbell Avenue and Odd Fellows Road. This plan meets and builds upon the Comprehensive Plan's goals for both the Campbell Avenue Corridor Study Area (Comp. Plan 4.13) and the First Lynchburg Industrial Park Employment Area (Comp Plan 4.23). The City's Comprehensive Plan sets an important base that this plan expands upon with greater detail and specific recommendations for the future.

This plan is the continuation of efforts from the City's Office of Economic Development to focus economic development in the area around the neighborhood's needs, to develop a Fairview Neighborhood Master Plan, and to foster business to business transactions within the study area. Meetings held in 2010 and 2011 at the Fairview Heights Community Center directly led to the initiation of this study and recommendations herein reflect those goals, along with much more.

Plan Boundaries. The study area for this project is generally defined as follows: The eastern boundary is defined as Florida Avenue northward from Campbell Avenue to the Norfolk Southern railroad tracks. The northern boundary of the study area is the Norfolk Southern railroad tracks westward from Florida Avenue to the Lynchburg Expressway. From that point, the western boundary follows the Lynchburg Expressway and then turns eastward along Candler's Mountain Road to US 460/29 and the City Limit beyond. From that point the boundary of the study area is the City Limit south and east of the US 29/460 Bypass, between Candler's Mountain Road and Campbell Avenue. The corridor master plans for both Campbell Avenue and Odd Fellows Road cover an area that extends approximately 500' on both sides from the center of the roadways.

1.2 Vision & Goals

Vision Statement. The vision to the right stems from conversations with stakeholders and community members, and represents a pragmatic look at how competing interests can find a common goal.

The Campbell Avenue and Odd
Fellows Road Area will be...

**a place of attractive and vibrant city
corridors and neighborhoods, offering a mix
of residential, commercial, institutional,
employment and open space uses, where
one can travel throughout efficiently, safely
and pleasurably by car, truck, transit,
bicycle, or on foot.**

Goals. The following 6 goals outline distinct outcomes needed to achieve the vision for the Campbell Avenue / Odd Fellows Road Study Area.



POTENTIAL CAMPBELL AVENUE TREATMENT PER RECOMMENDATIONS MADE LATER IN THIS PLAN (SEE CHAPTER 3 AND 4)



POTENTIAL ROUNDABOUT TREATMENT AT ODD FELLOWS ROAD AND MURRAY PLACE PER RECOMMENDATIONS MADE LATER IN THIS PLAN (SEE CHAPTERS 3 AND 5)

1

To provide safe, efficient and highly-connected multi-modal transportation facilities and services along the Campbell Avenue and Odd Fellow Road corridors, and strengthen linkages to the adjoining neighborhoods.

2

To foster attractive and livable places for people to reside, shop, work, learn, play and travel through.

3

To coordinate community land uses and transportation facilities so that the design of transportation facilities complements community context and the communities are designed to enable transportation efficiency.

4

To enhance Campbell Avenue and establish Odd Fellows Road as important City gateways.

5

To take advantage of locational and other assets of the area to enhance economic development and create jobs.

6

To accomplish goals 1 – 5 through the cooperative plans and actions of the City of Lynchburg, Region 2000 Regional Commission, and the Virginia Department of Transportation (VDOT).

1.3 Planning Approach

This plan seeks to create a highly functional, resource efficient, and multimodal transportation network while fostering economic development, a livable community and attractive city gateways. Creators of this plan recognize that stakeholder and public input is vital to successful planning efforts. Thus, these recommendations reflect a combination of both important city planning principles and input from key stakeholders and the public. Principles and plan methodology are outlined here. Information on stakeholder and public meetings can be found in Chapter 1.4, Planning Process, and specific input gathered can be found in Chapter 3.1, Stakeholder and Public Input.

Plan Methodology. While both the Campbell Avenue and Odd Fellows Road corridors have unique conditions, they largely function as a pair. What happens on one dramatically affects the other. This situation led to creating a plan that looks holistically at the entire study area first and then zooms in on the corridors individually with two corridor master plans.

Area-Wide Plan. Chapter 3 sets the larger framework for the two master plans and tackles big picture issues of area growth, connectivity, land use, and transportation.

Master Plans. Chapters 4 and 5 detail how Campbell Avenue and Odd Fellows Road should grow into the future. They illustrate a combination of public and private investment and individualized design recommendations for each corridor.



THIS IMAGE, FROM SMARTGROWTHAMERICA.ORG, ILLUSTRATES HOW COMPLETE STREETS PRINCIPLES WERE APPLIED TO AN INTERSECTION IN CHARLOTTE, NC

Planning Principles. This plan employs three important planning principles described here. Each plays a key role in developing the vision and making pragmatic recommendations for the future.

1) Complete Streets. Under Complete Streets principles, all streets are designed to safely accommodate all modes of travel and people of all ages and abilities. This approach can increase safety, improve access for all income levels, enhance economic development and beautify a corridor. Design interventions change depending on the level and type of activity on a road, lending to a variety of successful types of Complete Streets. The main requirement is to ensure pedestrians, bicyclists, motorists and

transit riders of all ages and abilities are able to safely move along and across streets. Key facets and benefits of Complete Streets are:

- Employing Complete Streets is intended to be a gradual process and over time a city will develop into a well-connected network of streets for all users and abilities to many destinations
- Providing safe and convenient walking, bicycling and transit options leads reduces congestion, increasing the overall capacity of an area's transportation network
- Community health is improved through more options for physical activity in daily life and simultaneous improvements in air quality

- Complete Streets designs include safety improvements that aid in reducing crashes, particularly at pedestrian crossings
- For more information on Complete Streets see Appendix

2) Context Sensitive Solutions (CSS). This principle demands that transportation projects balance the needs of travelers and the interests of the community the project passes through. Complete Streets employs CSS, realizing there is no “one size fits all” solution, but rather seeks to address each project’s unique setting, stakeholders, and requirements. CSS is based on these strategies:

- Balance safety, mobility, community and environmental goals in all projects.
- Involve the public and stakeholders early and continuously.
- Use an interdisciplinary design team tailored to project need.
- Address all modes of travel.
- Apply flexibility inherent in design standards and guidelines.
- Incorporate aesthetics as an integral part of good design.

3) Coordinating transportation network with land use. This requires that the two be planned in tandem because how transportation and land use interact directly affects the shape and quality of life in a community. Doing this helps match appropriate city infrastructure stemming from Complete Streets and CSS interventions with forthcoming private investment to facilitate achieving the plan’s vision.



CONTEXT SENSITIVE SOLUTIONS TAKE A VARIETY OF FORMS IN THESE EXAMPLES FROM MARYLAND AND FLORIDA. THE IMPORANT TAKEAWAY IS THAT THE SOLUTION BALANCES ALL GOALS AND IS FLEXIBLE TO ITS SURROUNDINGS

1.4 Planning Process

Key Stakeholders. Under the sponsorship of the City’s Office of Economic Development (OED) and the direction of the City’s Department of Community Development, the study effort was guided by technical input from a group of key project stakeholders. The OED and Community Development held meetings with both the key stakeholder group and individual group representatives to gain vital technical input and gather a variety of perspectives on planning and corridor design for the study area.

Key Project Stakeholders

Department of Communications and Marketing
 Department of Community Development
 Department of Parks and Recreation
 Department of Public Works
 Greater Lynchburg Transit Company (GLTC)
 Liberty University
 Office of Economic Development (OED)
 Region 2000
 Virginia Department of Transportation (VDOT)
 Virginia University-Lynchburg (VUL)

Public Meetings. In addition to meetings with the key stakeholders, a number of public events were held to give staff and planners an opportunity to hear ideas and concerns from the wider community of public stakeholders for consideration in the planning effort. Meetings for the area began in 2010, but the primary meetings influencing this plan were held over the course of a year at a variety of locations within the study area. Working supportively, VDOT and the City of Lynchburg used these meetings to develop their plans for the interchange design and this document simultaneously and arrive at solutions that fit together and meet the needs of all. *See Chapter 3 for information on input collected at public meetings.* Events leading to the development of this plan include:

December 2, 2010 – The Office of Economic Development and Department of Parks and Recreation held a luncheon with area business owners at the Fairview Heights Community Center on Campbell Avenue to discuss potential for Neighborhood Economic Development (NED) and gather community support for much needed repairs to the community center. A list of opportunities and challenges came out of small group discussions.

February 3, 2011 – A follow-up to the December 2 meeting was held at the Fairview Heights Community Center to solicit feedback from more business owners on economic development initiatives, potential for a neighborhood master plan, and business to business networking opportunities.

May 3, 2011 – A Business Appreciation Week Reception was held at the Fairview Heights Community Center to discuss the previous meetings and the next steps. These efforts then coincided with the July 2011 Governor’s announcement below.

July 2011 – Governor announced full funding for the Odd Fellows Road and US460/29 interchange project that had been in the works for over a decade and listed as third in City Council’s road improvement priority list.

September 6, 2011 – A meeting between the City of Lynchburg and VDOT staff about the interchange project initiated the cooperative effort between the City and VDOT to find the best alternative for the interchange design and coordinating that design with further planning efforts in the area.

November 15, 2011 – VDOT sponsored a Citizen Information Meeting at the City’s Information Technology Building. VDOT displayed early mapping and information on the study for the proposed interchange at Odd Fellows Road and US 460/29.

November 15, 2011 – Immediately following VDOT’s meeting, the City presented an introduction to this plan and conducted an interactive exercise using small groups of attendees to identify issues and invite ideas relevant to this broader document.

January 30, 2012 – Region 2000 sponsored and the City of Lynchburg conducted a forum at the Fairview Heights Community Center. This forum invited input on the Campbell Avenue Access Management Plan study, key findings of which were incorporated into the presentation.



FORUM GROUPS

May 7, 2012 – Region 2000 sponsored and the City of Lynchburg conducted a second forum at the Fairview Heights Community Center, inviting comments on early access management and corridor planning study findings, including the introduction of the “road diet” concept for the Campbell Avenue corridor.

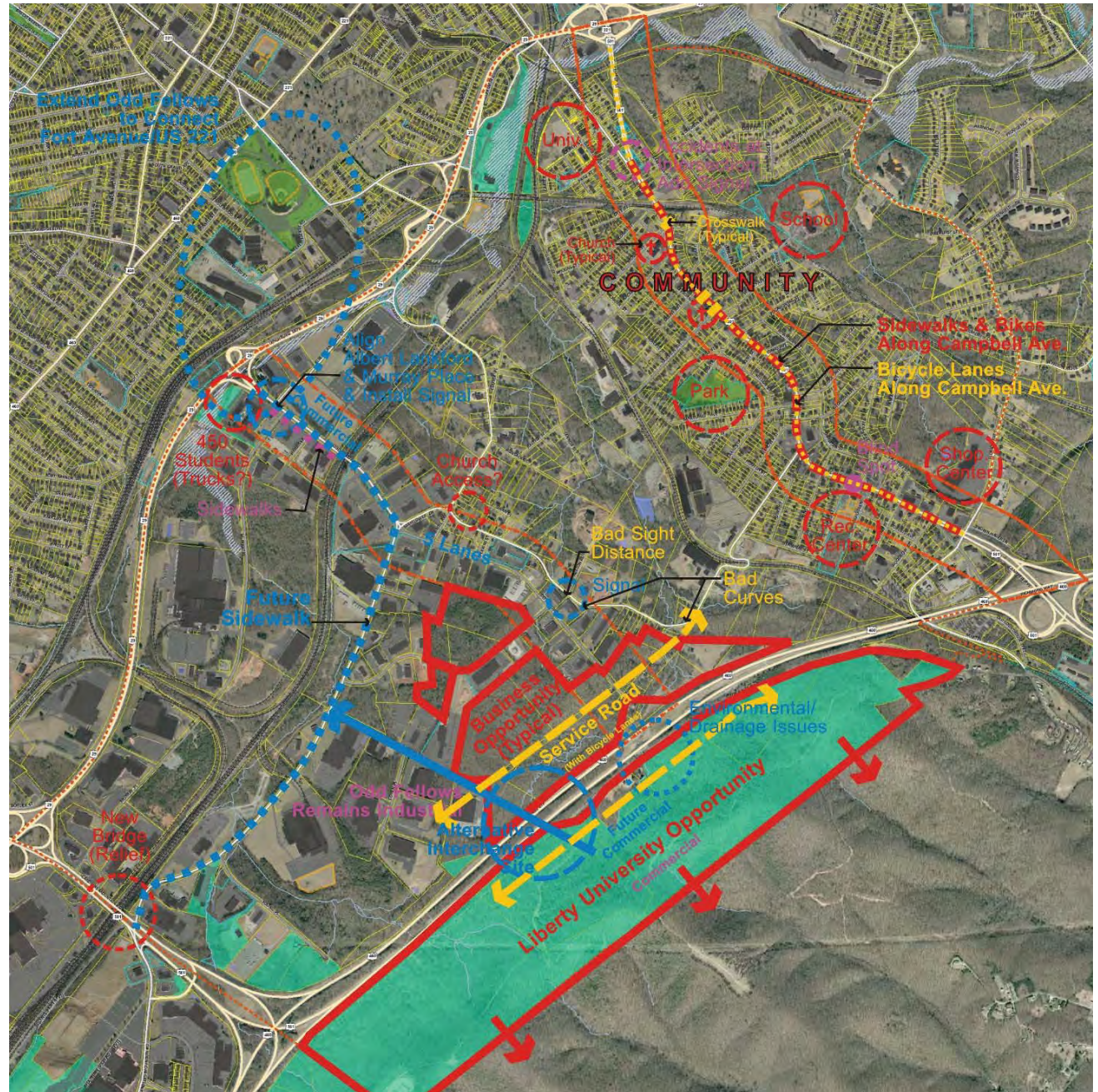
January 8, 2013 – VDOT sponsored a second Citizen Information Meeting at the City’s Information Technology Building. In this meeting VDOT presented preliminary plans for the proposed interchange at Odd Fellows Road and US 460/29. As part of this meeting, the City presented draft area-wide and key corridor concept plans, along with illustrative graphics for this document and invited public comment.

January 10, 2013 – City of Lynchburg held a third public forum, at Bass Elementary School to present draft area-wide, key corridor concept plans, and illustrative graphics for this document and invited public comment.

2017 – Interchange completion anticipated and implementation of this plan can begin.

Public Hearings. The Planning Commission and Council will conduct public hearings to invite further public comment and provide their input and guidance on the final draft of this plan prior to its formal incorporation into the City's Comprehensive Plan. With approval from the City Planning Commission and City Council, this study will be incorporated into the Comprehensive Plan as an update for the area.

The Lynchburg Planning Commission voted to approve this study for incorporation into the Comprehensive Plan on May 22, 2013 after a Public Hearing on April 24, 2013; the Lynchburg City Council voted to approve this study for incorporation into the Comprehensive Plan after a Public Hearing on _____, 2013.



CHARETTE GROUP SUMMARY COMMENT MAP ILLUSTRATING STAKEHOLDER AND COMMUNITY ISSUES AND RECOMMENDATIONS

1.5 Companion Transportation Studies

Interchange Justification Report (IJR) and Preliminary Design Plans. RK&K Engineers conducted significant traffic analyses for Virginia Department of Transportation (VDOT) in late 2011 that influence the long range planning of both the Odd Fellows Road and Campbell Avenue corridors. The report makes design recommendations for the new interchange at Odd Fellows Road and US460/29, including extending Odd Fellows Road and capping the off ramps with single-lane roundabouts. The report also evaluates the interchange's impacts on adjacent roadway networks, finding that both Candler Mountain Road and Campbell Avenue will function more efficiently and safely. The project is funded from Governor's Bonds with a currently anticipated construction contract advertisement in July, 2015 and project completion in mid-2017. At the time of the Public Hearing (1/8/13), the Approved Estimate for the project is \$31,715,145.

Access Management Study (AMS). Engineering and Planning Resources (EPR) prepared this study for Region 2000 and the City of Lynchburg in June 2012 to provide a detailed assessment of traffic, safety and design conditions present within the Campbell Avenue corridor today, and to make recommendations for improving the safety and function of that roadway for the future. Key recommendations of the AMS include improving corridor function and safety through:

- Interim left turn lanes at unsafe intersections, particularly at Old Campbell/Kemper, Florida Avenue, and Mayflower Drive



VDOT PROJECT AREA MAP SHOWING EXTENSION OF ODD FELLOWS ROAD AND LOCATION OF NEW INTERCHANGE

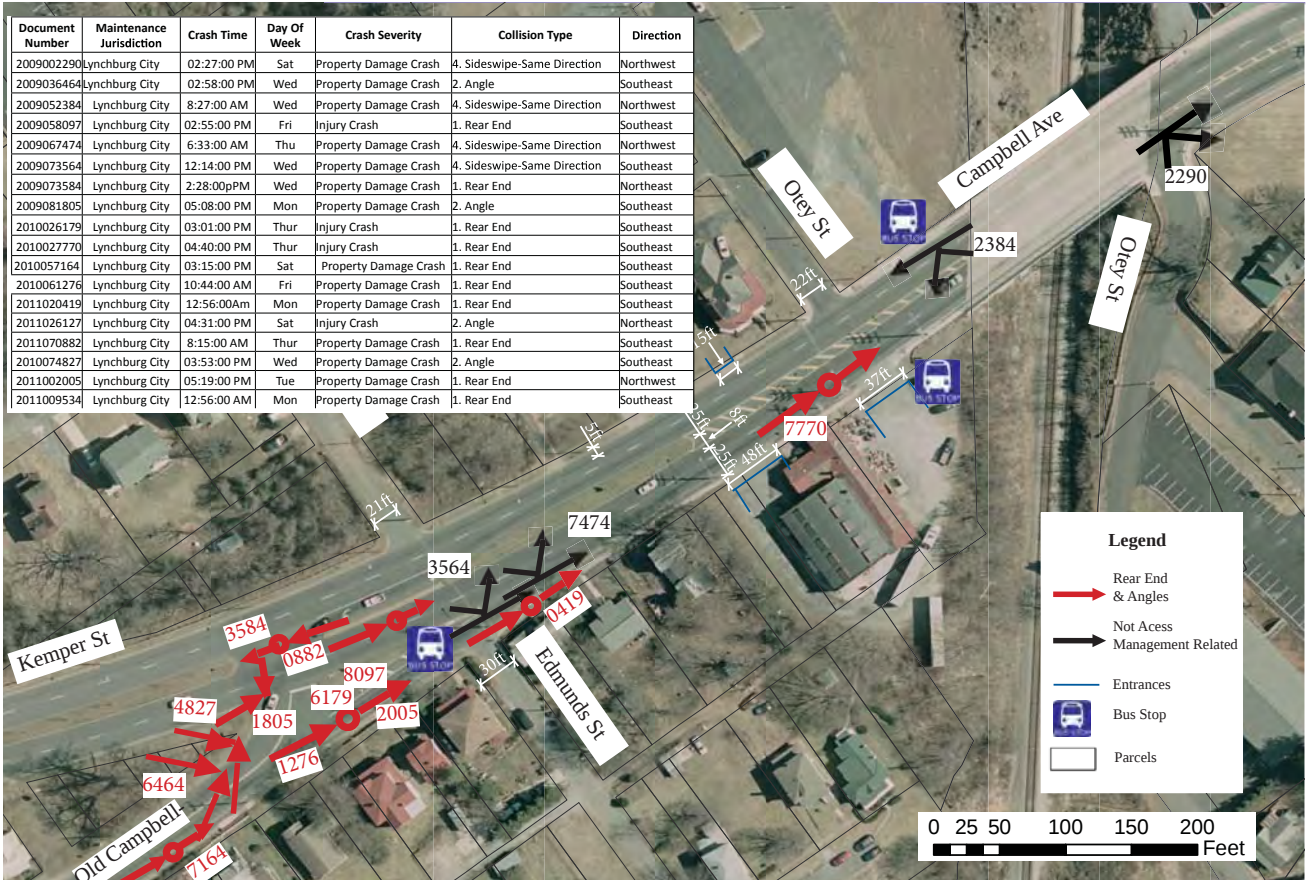
- Selective driveway and curb-cut consolidation along commercial frontages, with the creation of parallel service drives connecting the rear areas of contiguous commercial frontage properties,
- Improved pedestrian facilities in the form of sidewalk improvements and the provision of safe pedestrian crossings at key intersections, especially at the Seabury Avenue and Fairview Avenue crossings serving Bass Elementary School,
- Creation of bicycle lanes along the corridor, and
- The long-range consideration of implementing a “road diet” treatment between new modern roundabouts at the existing intersections of

Old Campbell/Kemper and Florida Avenues. This proposed roadway configuration involves converting the currently undivided four lane roadway into three lanes made up of two travel lanes and a center left turn lane zone. The reduction of lanes allows the travelway and roadside elements to be reconfigured for new uses such as bicycle lanes, improved transit stop facilities, pedestrian crossing islands and medians with landscaped segments. The modern roundabouts provide dramatically improved safety in terms of reduced severe crashes at these key intersections, and offer the opportunity for creating imagable city and VUL gateway features within the center islands and perimeters of the roundabouts.

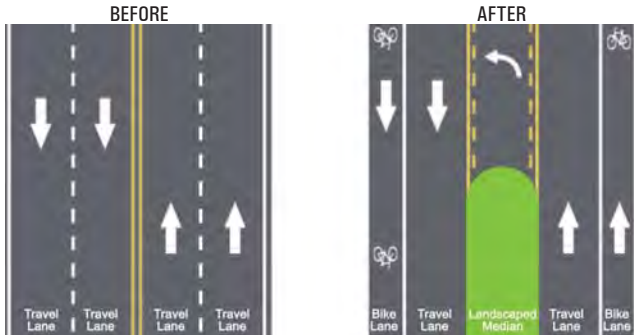
Campbell Avenue Cursory Lane Reduction

Analysis. Engineering Planning Resources (EPR) prepared a concept-level study for the City of Lynchburg in April 2012, testing the feasibility for a “road diet” for the Campbell Avenue Corridor based on the previous two studies and traffic projections. It found that a reduction in lanes was feasible and held numerous benefits for Campbell Avenue. Key findings include:

- Under signalized intersection scenarios, the key intersections (at Florida Avenue, Kemper/Old Campbell, and Mayflower Drive) will experience added congestion, but with no excessive queuing or failing levels of service. Further study by EPR found that roundabouts are feasible alternatives to signalized intersections on Campbell Avenue and improve traffic flow.
- The road diet allows for the construction of turn lanes, medians and bicycle lanes along the corridor.
- Careful consideration should be given to the location of turn lanes allowed on Campbell Avenue, since the intersecting street grid presents numerous opportunities for turning movements.
- Prior to beginning the design and construction phase of any lane reduction/road diet project(s), a more in depth traffic study must be performed to examine the street segments and major intersections along the impacted area in order to identify alternative roadway configurations and to examine potential impacts to adjacent circulation networks and private property access. This study should include a public involvement element to gather input on the study analyses and concepts from key corridor stakeholders and the general public.



RED ARROWS SHOW VEHICULAR CRASHES AT THE INTERSECTION OF CAMPBELL AVENUE/OLD CAMPBELL AVENUE AND KEMPER STREET (EPR’S ACCESS MANAGEMENT STUDY)



A ROAD DIET ON CAMPBELL AVENUE WOULD REDUCE THE NUMBER OF VEHICULAR TRAVEL LANES AND ALLOCATE ROADWAY SPACE FOR BIKE LANES AND TURNING LANES/GREEN MEDIAN



EXAMPLE OF MODERN ROUNDABOUT

2.0 Existing Conditions

Plan recommendations in later chapters are grounded by the existing conditions of the area today, summarized in this chapter. The study team conducted site reconnaissance, document review, and detailed mapping analysis (using GIS), with a focus on the two primary corridors to help inform their recommendations along with vital community and stakeholder input. They approached the study from two levels—the concept level, addressing area-wide and corridor-specific land use and transportation issues, and then at a more detailed, master plan level with specific design recommendations for the two corridors. This section looks at both the area-wide issues with circulation, land use, and zoning, and the specific conditions and character of the individual corridors.

2.1 Character

Study Area Conditions. The area covered in this plan encompasses a broad array of land uses and conditions—established residential neighborhoods, neighborhood serving commercial areas, industrial use, and new educational expansion from nearby Liberty University all coexist within close proximity of each other. Campbell Avenue and Odd Fellows Road provide the primary movement within and through the district. These roads are classified by VDOT standards as “urban minor arterials,” placing them on a secondary level, with medium length trips and mobility, and serving both uses directly adjacent to their path and carrying travelers to nearby destinations. Although Campbell and Odd Fellows maintain the same classification and functionality,



TYPICAL RESIDENTIAL SEGMENT OF CAMPBELL AVENUE



TYPICAL COMMERCIAL SEGMENT OF CAMPBELL AVENUE



TYPICAL COMMERCIAL SEGMENT OF ODD FELLOWS ROAD



TYPICAL INDUSTRIAL SEGMENT OF ODD FELLOWS ROAD

the character of each differs significantly and demand individual treatments in the recommendations outlined in chapters 3-5.

On the page below is a map illustrating some of the key conditions found within the study area.



FOUR WIDE TRAVEL LANES ON CAMPBELL AVENUE



FAIRVIEW SQUARE STATION SHOPPING CENTER



SIDWALK ON CAMPBELL AVENUE OFTEN LACKS BUFFERS AND CROSSWALKS



CROSSWALK ON CAMPBELL AT SEABURY AVENUE



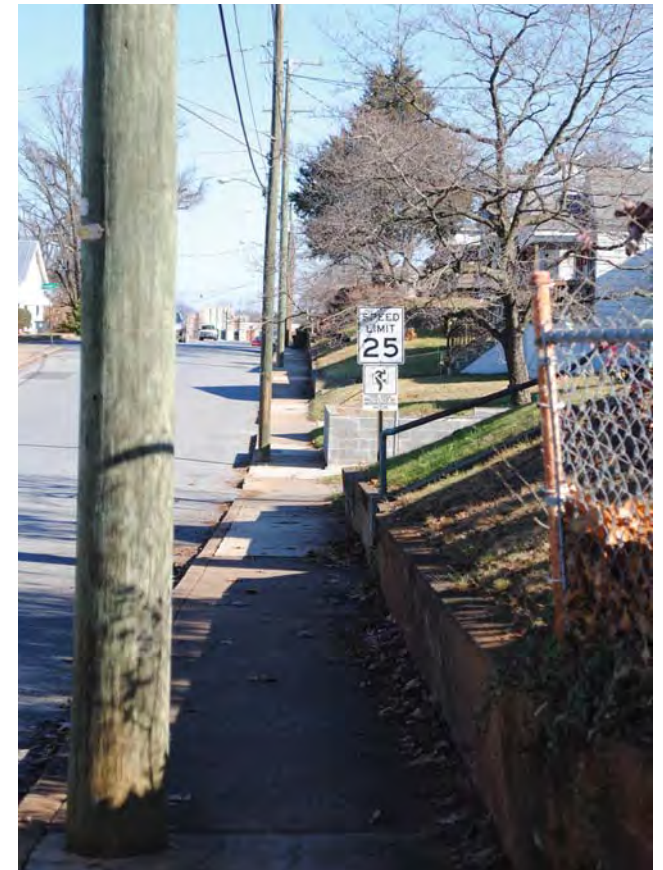
WILLIAM MARVIN BASS ELEMENTARY SCHOOL



PASSING VUL CAMPUS AND APPROACHING INTERSECTION WITH KEMPER STREET AND OLD CAMPBELL AVENUE



HISTORIC HUMBLER HALL ON THE VUL CAMPUS



SIDWALK ON SEABURY AVENUE APPROACHING BASS ELEMENTARY SCHOOL

Campbell Avenue. The Campbell Avenue corridor is a traditional city gateway which has been widened over the years to its current four-lane configuration (two in each direction) in order to carry increased traffic volumes into and out of the city. As an older street, Campbell Avenue serves a wide variety of adjacent land uses, including residences, businesses, institutions and industry. The gradual widening of the street led to higher speeds, a greater volume of traffic, and issues with safety, functionality, and community image. In particular, sidewalks are narrow, discontinuous, and there is limited area behind the curbs for streetscape amenities. Pedestrian safety both walking along the corridor and crossing at limited opportunities with minimal provisions is a real concern. The old alignment of Campbell Avenue from the city core was altered by the extension of Kemper Street from the Expressway to approximately Edmunds Street, redirecting the major flow of traffic to the interchange at the Expressway. The configuration of the Kemper Street connector with Old Campbell Avenue has created significant traffic safety issues. The Campbell Avenue corridor segment studied here is approximately 2 miles long and contains 241 acres.



INTERSECTION OF OLD CAMPBELL AVENUE WITH KEMPER STREET CONNECTOR



UNEVEN SIDEWALK WITH MULTIPLE CURBCUTS ON CAMPBELL AVENUE AT CITGO STATION



SIDEWALK APPROACHING SUTTENFIELD MEMORIAL BRIDGE

Odd Fellows Road. The Odd Fellows Road corridor primarily serves the First Lynchburg Industrial Park Employment Area, an established industrial/employment area containing a wide range of uses from warehouses to industrial operations to state and federal government facilities. As a two lane facility with limited pedestrian facilities and a variety of right-of-way conditions, the roadway currently provides only a basic level of service for the surrounding uses. The proposed extension of this roadway to a new interchange at US 460/29 forms a new gateway to the city, holds potential to rejuvenate the employment area, and creates a unique identity for the area it serves. This corridor segment is approximately 1.5 miles long and contains 174 acres.

Connections. Currently there are two roadways connecting the two corridors: Mayflower Drive and Carroll Avenue. These are older two-lane roadways with significant alignment, width, and adjoining use issues. Mayflower Drive, the more heavily used connector, currently crosses an active rail line at-grade and carries truck traffic between the corridors. On the north side of the railway crossing, it connects to Campbell Avenue through a single family residential neighborhood. Mayflower Drive also provides a needed connection from the Odd Fellows corridor to Candler's Mountain Road, with its major commercial uses, and to the Liberty University campus. Both Mayflower and Carroll Avenue have wandering alignments, vertically and horizontally, providing an inefficient and circuitous route between the two corridors. Other significant roads within the study area include Murray Place and Albert Lankford Drive. Albert Lankford Drive is a spur from Carroll Avenue to Odd Fellows Road and holds enormous economic development potential. Murray Place is a dead end, wide industrial roadway, serving large scale



INTERSECTION OF ODD FELLOWS ROAD AND MAYFLOWER DRIVE

industrial uses with a rural shoulder treatment. It extends south from Odd Fellows Road and dead ends at the Norfolk & Southern Railway line. A second piece extends north from Candler's Mountain Road and stops on the southern side of that railway line.

Topography. Lynchburg's characteristic rolling hills affected the development of this area. The two primary corridors sit on the ridgelines and are separated by significant stream valleys defined by steep slopes. These valleys are barriers to completing an urban street grid and result in discontinuous streets along both major corridors. The valleys however, offer an opportunity: a long-range greenway trail system, making this a valuable asset.

Gateways. With the new Odd Fellows Road interchange, both corridors will serve as important gateways to the larger city. Campbell Avenue's gateway is that of an established residential neighborhood while Odd Fellows Road's is a significant employment area for the region.



ODD FELLOWS ROAD STREET FRONTAGE AT DMV PARKING LOT



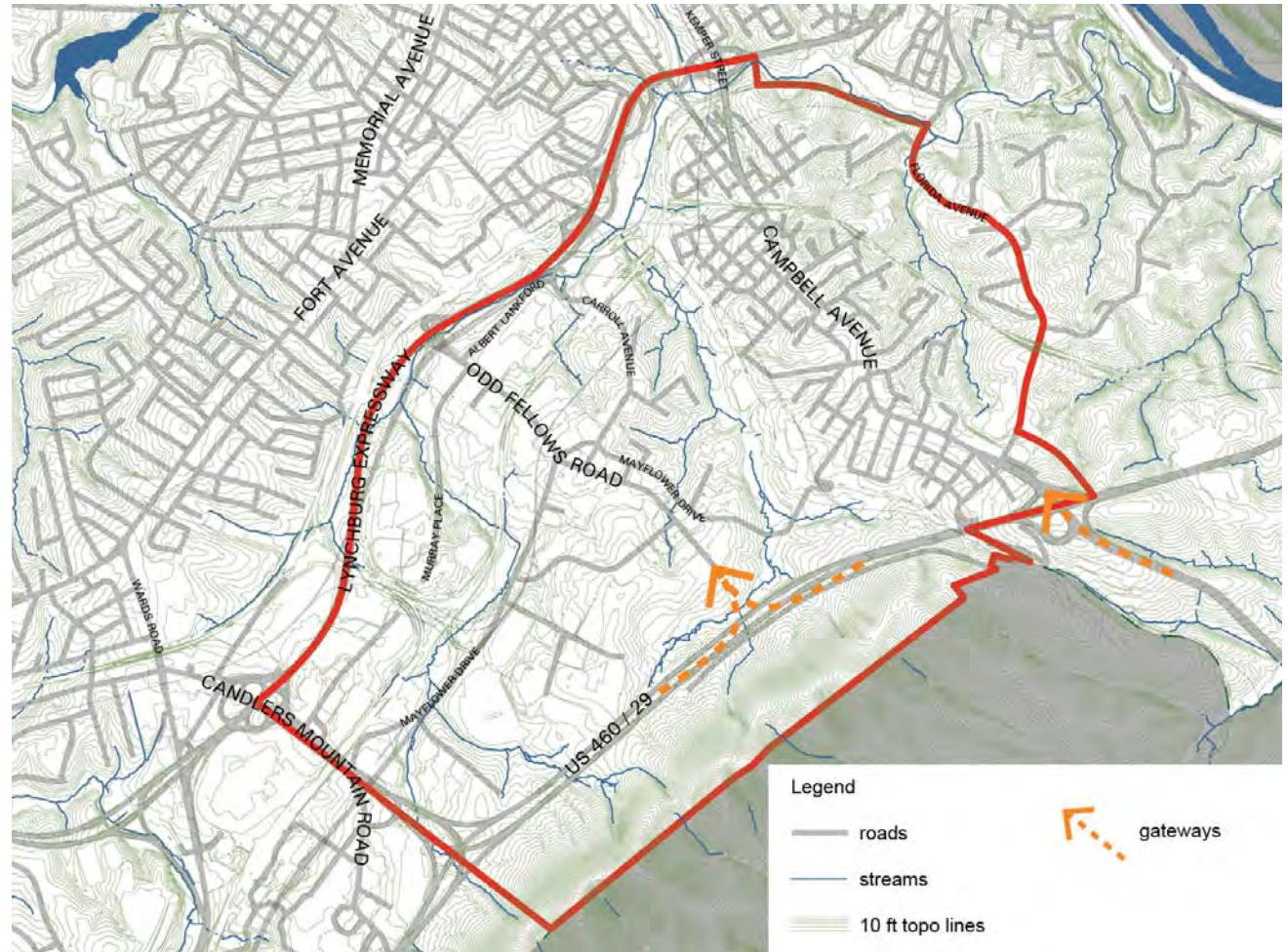
LYNCHBURG SHELTERED INDUSTRIES, A TYPICAL INDUSTRIAL USE IN THE ODD FELLOWS ROAD AREA



AT GRADE RAILROAD CROSSING ON MAYFLOWER DRIVE



TYPICAL VIEW ON MAYFLOWER DRIVE



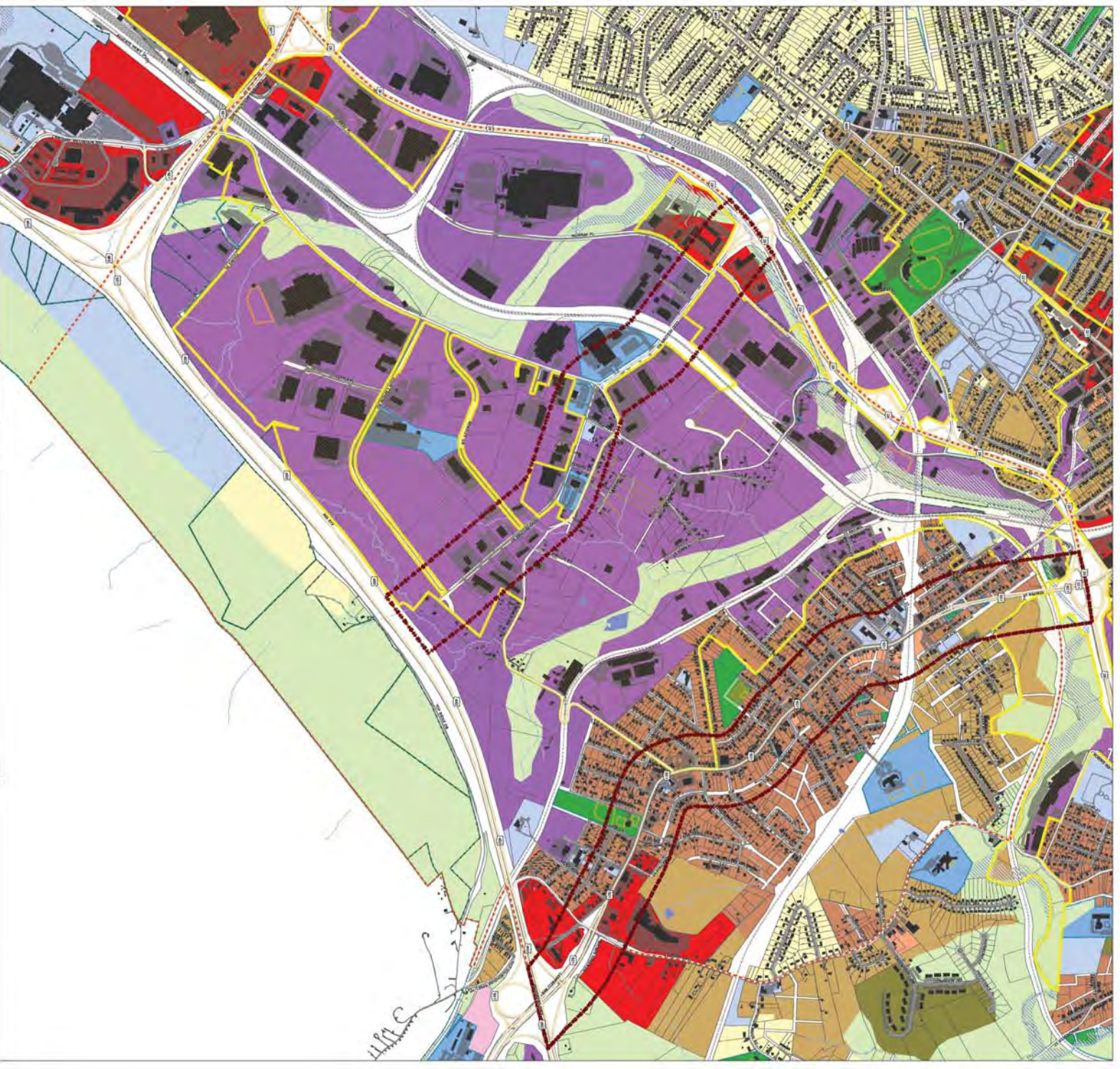
STREETS IN THE STUDY AREA TEND TO SIT ON RIDGES LENDING TO GOOD MOUNTAIN VIEWS, BUT THEIR CONNECTIVITY IS BROKEN BY STREAM VALLEYS

2.2 Land Use

The Future Land Use Map (FLUM) is a critical piece to the city's Comprehensive Plan. It helps guide decisions on how the city should grow and develop over a long period of time. Found here is an analysis of the current FLUM and Chapter 3 presents proposed changes to the FLUM.

Campbell Avenue. On Campbell Avenue, the future land use largely reflects the existing land use, as most land fronting on the corridor is built out. Residential and commercial land use is primarily low to medium density with a mix of older traditional buildings close to the street and newer buildings in a suburban style, set back from the street. Most commercial use on the corridor occurs in small pockets with neighborhood and community-level services, building type is both small infill and strip commercial. Fairview Square Station is the only shopping center within the study area, located just north of Campbell Avenue, on Florida Avenue. Expanded commercial development is planned for the vacant lands surrounding the shopping center. The primary institutional uses within the corridor are the Virginia University-Lynchburg (VUL), Bass Elementary, Fairview Heights Community Center, Younger Park and a number of churches, all scattered along Campbell Avenue.

Odd Fellows Road. Odd Fellows Road serves a large employment (industrial/warehouse) area, including the First Lynchburg Industrial Park, and an area of commercial use with hotels, restaurants, and office uses near its interchange on the Expressway. Public governmental uses along the corridor include offices and service centers for the United States Postal Service (USPS), Virginia Department of Motor Vehicles (DMV) and Virginia Employment Commission (VEC). A couple of low density residential areas are scattered along Mayflower Drive and Carroll Avenue. The FLUM indicates for the area a predominantly employment use, although some planned commercial use areas reflect existing commercial use along Odd Fellows Road at the Expressway and on Candler's Mountain Road at Murray Place. On Liberty University property east of US 460/29, the current FLUM calls for predominantly resource conservation uses, along with some low density residential and institutional uses.



Legend

Street Layers Highway Major Arterial Minor Arterial Collector Local Railroads Planimetrics Paved Parking Structures Sidewalk Paved Roadway Driveway	Parks & Recreation Corporate Limit Athletic Area Parks & Rec Properties Parks Study Corridors Odd Fellows Road Corridor Design Master Plan Study Limits Campbell Avenue Corridor Design Master Plan Study Limits Parcels & Historic Districts City Property State & National Historic Districts / VUL Parcel Area Liberty University Lands Public Properties	Hydrology Streams Ponds / Detention Ponds 100 Year Flood Zone
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Graphic Key:

Enterprise Zone Traditional Residential Low Density Residential Medium Density Residential High Density Residential Neighborhood Commercial Regional Commercial Employment 1 Employment 2 Office Institution Downtown Public Use Public Parks Resource Conservation

Future Land Use

Land Use & Corridor Master Plan Study

Campbell Avenue & Odd Fellows Road Area

Mapping by GIS Division
 Department of Community Development
 Department of Economic Development
 Information Technology Department

sympoetica
 www.sympoetica.net

Date: October 20, 2011
 October 2011 1983 Virginia State Plane Spheroid (Feet)
 Scale: 1" = 400'
 Note: For Planning Purposes only; not for construction.
 Data Source: City of Lynchburg data division

0 500 1,000 1,500 2,000 Feet

North Arrow

2.3 Zoning

Zones Found in the Campbell Avenue Corridor:

“B-1” (Limited Business): Located in areas limited to frontage on the west side of the corridor from Valley Fasteners to Kent Street, and on the east side of Powhatan Street between Texas and Georgia Avenues.

“B-2” (Local Neighborhood Business): Located on the north side of the corridor between Easley Avenue and the Suttentfield Bridge.

“B-3” (Community Business): Prevalent at a number of locations along the corridor, including the intersection of Campbell and Florida Avenues, around the Mayflower Drive and Maryland Avenue intersections, and isolated locations along the frontage.

“B-5” (General Business): Occurs primarily at the intersection of Campbell and Florida Avenues, and extends along the corridor’s east side to Texas Avenue.

“I-2” (Light Industrial): In this instance, the current land use does not reflect the existing zoning designation. An area of I-2 zoning is present along the railroad right-of-way at the north end of the corridor. One sub-area occurs on both sides of old Campbell Avenue between Garfield and Tazewell Avenues; this area is subdivided into small residential lots and features some scattered residences. The other, larger sub-area, extends from the Tazewell Avenue right-of-way eastward across Kemper Street to the Lodge Street alignment extended to the railroad tracks. This area is undeveloped.

“R-2” (Low-Medium Density Single Family Residential): Only a small area of R-2 zoning is present within the study area; it is located along Gilmore Circle, a built-out single family neighborhood.

“R-3” (Medium Density Two-Family Residential): This is the predominant residential zoning along the Campbell corridor and within the study area generally. The developed areas with this designation feature single family detached dwellings.

“R-4” (Medium-High Density Multi-Family Residential): Only a small area of R-4 zoning is present within the study area; it is located between old Campbell Avenue and Kemper Street south of the Expressway.

The main campus of Virginia University-Lynchburg (VUL) is designated as a local historic overlay zone known as the Virginia University of Lynchburg Historic District. The current zoning for the properties within the district is R-3 (Medium Density Two-Family Residential) is not altered by the historic district designation.

Zones found in the Odd Fellows Road Corridor:

“B-3” (Community Business): This zoning designation is limited to a single parcel on the east side of the corridor just north of the intersecting railroad right-of-way.

“B-5” (General Business): This zoning occurs on both sides of the corridor at Albert Lankford Drive, Murray Place and Harris Lane; existing development within this district includes hotel, restaurant

and general business uses. Two smaller areas of B-5 zoning exists on the east side of the corridor between the Mayflower Drive and Carroll Avenue intersections, and at the Murray Place intersection with Candler’s Mountain road.

“I-2” (Light Industrial): I-2 zoning occurs in a broad swath along the east side of the corridor between Albert Lankford Drive and a stream valley just north of Avalon Road. A single parcel at the interchange between Candler’s Mountain Road and the US 460/29 bypass is also designated I-2.

“I-3” (Heavy Industrial): By far this is the most prevalent zoning within the Odd Fellows Road corridor, extending from the railroad paralleling the east side of the corridor to Candler’s Mountain Road. Existing development within this zone varies from large industrial operations along Murray Place to moderately large industries along the Mayflower Drive and Odd Fellows Road corridors, including the area known as the First Lynchburg Industrial Park. Significant undeveloped parcels also exist within this part of the study area.

Zoning for Liberty University land east of US40/29 consists of R-C (Conservation), R-2 (Low-Medium Density Single-Family Residential), and B-3 (Community Business). The newly created I-2 Institutional Zoning may be applied in the future.



Legend

Study Area	Streams
Corporate Limit	Ponds / Detention Ponds
100 Year Flood Zone	
Street Layers	
Highway	
Major Arterial	
Minor Arterial	
Collector	
Local	
Railroads	
Planimetrics	
Paved Parking	
Structures	
Sidewalk	
Paved Roadway	
Driveway	
Parks & Recreation	
Athletic Area	
Parks & Rec Properties	
Parks	
Study Corridors	
Odd Fellows Road Corridor Design Master Plan Study Limits	
Campbell Avenue Corridor Design Master Plan Study Limits	
Parcels & Historic Districts	
City Property	
State & National Historic Districts / V.U.L.	
Parcel Area	
Livery University Lands	
Public Properties	

Graphic Key

Conditional Use Permit
Zoning Variance
Zoning
B-1 = Limited Business
B-2 = Local Neighborhood Business
B-3 = Community Business
B-4 = Central Business
B-5 = General Business
B-6 = Freeway Business
I-1 = Restricted Industrial
I-2 = Light Industrial
I-3 = Heavy Industrial
R-1 = Low Density Single-Family Residential
R-2 = Low-Medium Density Single-Family Residential
R-3 = Medium Density Two-Family Residential
R-4 = Medium-High Density Multi-Family Residential
R-5 = High Density Multi-Family Residential
R-6 = Conservation

Existing Zoning

Land Use &
Corridor Master Plan Study

**Campbell Avenue
& Odd Fellows Road Area**

Department of Community Development
Department of Economic Development

Mapping by GIS Division
Information Technology Department

symoetica
www.symoetica.net



3.0 Area-Wide Plan

This chapter presents feedback collected from two public meetings during this plan's development and then proposes recommendations that address or build upon that important public input. These area-wide recommendations apply a holistic approach to achieving the vision on page 6 of this plan. Looking at the broad, "big picture," also sets the appropriate context for the more detailed master plans in Chapters 4 and 5.

3.1 Stakeholder & Public Input

Input from key stakeholders and the wider community directly influenced the goals and recommendations made in this plan. Below are comments gathered from the two public meetings specifically held for this plan (meeting details can be found Chapter 1.4)

November 15, 2011, Public Charette at the City Information Technology Building. Attendees were divided into small groups to brainstorm ideas and discuss issues

Group 1

1. Odd Fellows Road interchange will open economic development; however, an introduction of a service road is essential (Campbell to Candler Mountain Road – north side).
2. Extend Mayflower Drive through to John Capron Road and add connection near Quarles along Mayflower to protect residences.
3. Provide bike lanes along Campbell Avenue.
4. Improve access for land development along both sides of US 460.
5. Create a gateway atmosphere along Campbell Avenue and improve pedestrian access to allow connectivity (e.g. school crossings).
6. Provide a timeline, right-of-way needs, and impact to business for the Odd Fellows Road interchange

Group 2

1. On-ramps at Odd Fellows Road/Expressway interchange need access lanes.
2. Improve Odd Fellows Road as needed for new traffic and business access.
3. New interchange is opportunity to stimulate growth in business park.
4. Sidewalks are needed along Odd Fellows Road, due to student foot traffic.
5. Opportunity for new civic center with interchange access.

Group 3

1. Odd Fellows Road should feature 4-lanes with center turn lane.
2. Move interchange further west on US 460 (Extending John Capron Road --- simpler access point, closer to industry).
3. Need stoplights at Albert Lankford and Bradley.
4. Need sidewalks ("Complete Streets"), but no bicycles on Odd Fellows to Expressway and Mayflower to Candler Mountain Road.
5. Thorough corridor impact study --- cut-through traffic & environmental issues.

Group 4

1. Lessens congestion on Mayflower Drive and Candler Mountain Road.
2. New business development opportunities.
3. Concern over access to existing businesses.
4. Create a more "community-feel" along Campbell. Slow traffic. Stabilize businesses.
5. More options for travel.

January 10, 2013 Public Forum at Bass Elementary School. Comments were gathered from the whole audience based on different facets of the plan discussed in the presentation. Responses to the comments can be found in parentheses immediately following the comment.

Corridor Design:

- In regard to the timing of potential improvements, the City study team stated that the Odd Fellows Road interchange will be constructed first, then Campbell Avenue improvement design and construction will be undertaken in phases.
- Campbell Avenue was the “forgotten gateway” into the city.
- What type of trees? No Bradford Pears. (The City’s arborist and horticulturalist will provide guidance on the selection of street tree and median plant selections).
- What about power lines? Will you underground? Look at underground lines crossing street. (Overhead electric power and communications lines will be consolidated on one side of the street on higher poles; minor service lines crossing the street will be consolidated and placed underground as is feasible).
- Distance of connector road to existing residences. Noise? (The current alignment of the proposed corridor connector road linking Campbell Avenue to Odd Fellows Road is conceptual; the final alignment will be determined at the time of preliminary and final roadway design. At that time, the impacts on surrounding properties will be evaluated and the roadway design will be refined to minimize those impacts).

Transportation/Traffic/Transit:

- Residential access right in/out. (Where a median is proposed on Campbell Avenue during the design

phase, selected frontage parcels will feature right-in/right out vehicle movements).

- New parallel to 460 is very important and should be a priority. (This comment refers to the proposed corridor connector road linking Campbell Avenue to Odd Fellows Road).
- Are we considering new signals? (Signalization needs will be reevaluated during roadway design; proposed roundabouts at Florida Avenue and Edmunds Street will not require signalization. The current corridor master plan does not call for the removal of the existing traffic signals at Mayflower Drive, Fairview Avenue, Seabury Avenue or Mosby Avenue).
- Consider how side street left turns are made. (Dedicated left turn lanes will be provided according to the corridor master plan, but the specific locations and designs will be developed during the roadway improvements design phase).
- What is a “two-step” turn opportunity? (Under the road diet concept, the center turn lane (zone) allows a person to make a safer “two-step” left turn at a number of locations along the corridor. You would pull left out of your driveway and stop in the (safe) center turn lane, then complete the “two-step” left turn movement by entering the (left-bound) travel lane).

Land Use/Overall Plan:

- Why now? (The City’s comprehensive plan calls for study of Campbell Avenue as a gateway to the City; the advent of a new interchange at Odd Fellows Road and US 460/29 creates the need for the update of the comprehensive plan for that corridor as well. The proximity of the two corridors requires an update of the comprehensive plan for the broader area containing these two important corridors).
- Do connector road before Campbell Avenue road

diet? How funded? (The current approach for the timing of the connector road is for construction after the Odd Fellows Road interchange and attendant roadway improvements and after the construction of a modern roundabout at Florida Avenue).

- Implementation schedule! (The implementation priorities will be developed as part of the final study report).
- Plan is great. Construction into area. (Construction of improvements will be completed in phases per the implementation strategy; construction impacts will be mitigated as part of the design and engineering effort for each phase).
- Residential conservation area – what is it? (The residential conservation area is an overlay zone atop existing established residential enclaves within the Odd Fellows Road corridor; the intent is to mitigate negative impacts of roadway development on those enclaves).
- Very informative.

Safe Routes to School:

- Kids are so small – visibility. (Major crosswalk and sidewalk improvements proposed for safe pedestrian access to Bass Elementary School will be designed to accommodate school children; visibility of the crossings will be a primary criterion for these improvements).

3.2 Concept Plan

The proposed VDOT interchange at Odd Fellows Road and US 460/29 makes other improvements both necessary and possible. The area will see new growth and different travel patterns in the future. Odd Fellows Road will see major upgrading, while Campbell Avenue has the unique potential for a “road diet,” described more in depth in Chapter 4. In addition to existing conditions, other area wide issues include:

- connectivity and accessibility of all transit modes
- an aging, underutilized employment area
- current broad direction prescribed for this area’s growth
- image of two key city gateways and traditional neighborhoods.

The concept plan, Future Land Use Map (FLUM), and transportation plan in the following pages tackle these issues by:

- Enhancing connectivity for all transportation modes, including pedestrian, bicycle, vehicle (cars & trucks) and bus transit specifically with:
 - New and improved sidewalks, pedestrian crossings, bicycle lanes, multi-use facilities, and greenway trails
 - Enhanced public transportation facilities
 - New roadway linkages, both enhancing connectivity and opening up new parcels for employment use
- Installing roundabouts, both easing the flow of traffic and creating key moments along the corridor with placemaking potential
- Making the area attractive and creating an identity that will attract employment uses such as advanced manufacturing / distribution

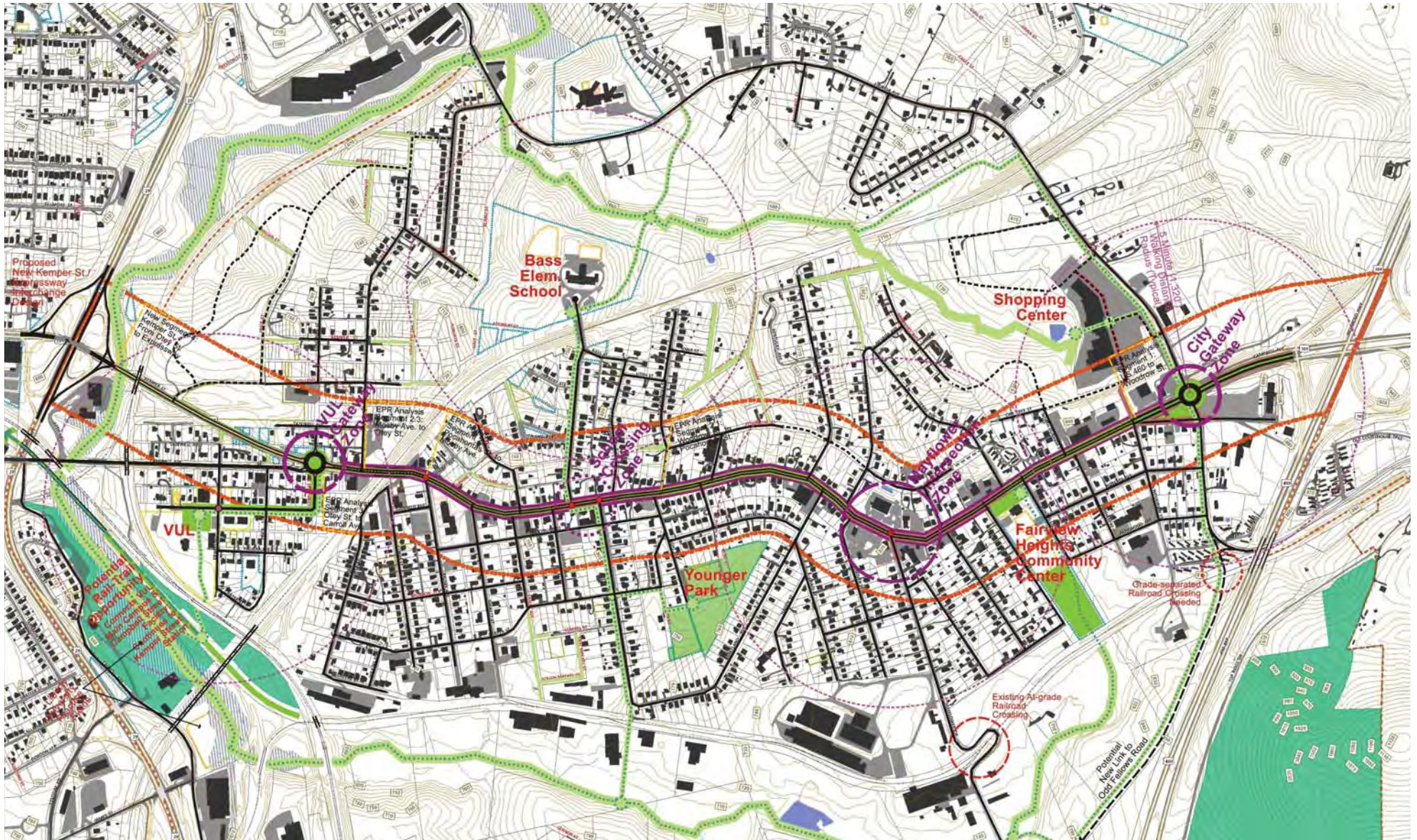
- Identifying opportunities for rail service to industrial parcels
- Refining the FLUM, discussed in Chapter 2, and proposing new mixed-use development at potential small infill sites and larger areas for walkable mixed-use cluster areas
- Providing special roadway and landscape elements which act as amenities in improving the city gateway image of both key corridors
- Creating a new community streetscape, park and/or recreational facilities as public amenities.

Roundabouts. The plan proposes a total of six modern roundabouts throughout the area that improve intersection safety, ease the flow of traffic, and create key moments along the corridors with placemaking potential. *All roundabouts will accommodate large trucks as well as standard automobiles, by providing a central “truck apron.” The truck apron will surround the center island and be differentiated from the automobile travelway by both a slightly higher elevation (lip) and a distinctively colored concrete surface.* Automobiles and smaller trucks will use the defined (asphalt) circular travel lane surrounding the truck apron. Larger trucks will be able to mount the apron and easily navigate the roundabout. More information on each of the proposed roundabouts can be found in chapters 4 and 5.

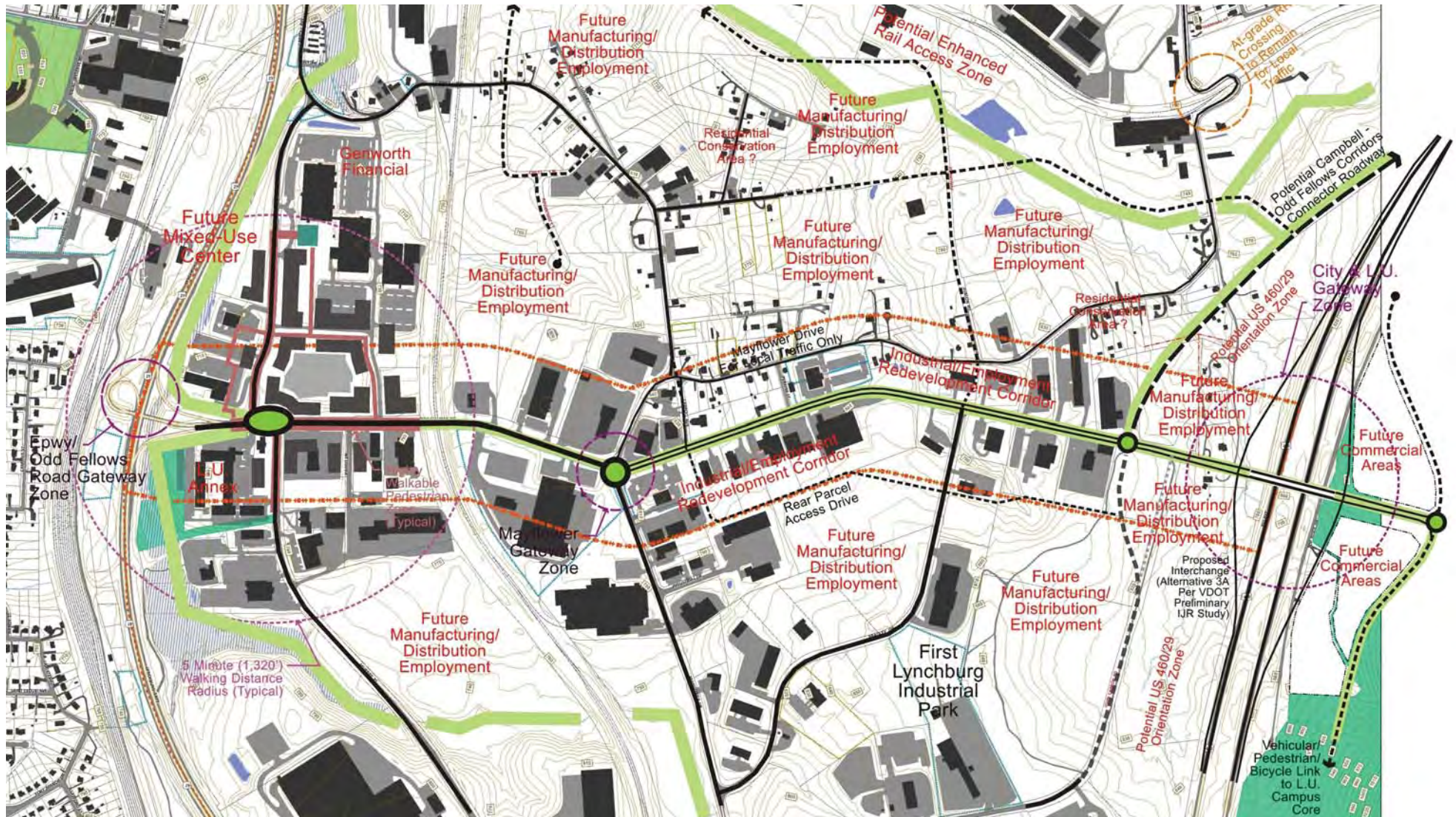
Gateways. Campbell Avenue is a traditional entrance to the city from the east, but over years of treatment as solely a vehicular corridor, has developed the need for a facelift. Both the proposed road diet and roundabouts provide opportunities to improve the image of the corridor and the city as a whole. Likewise, Odd Fellows Road is on the verge of being a new eastern entrance to the city and major access point for businesses. It will have similar opportunities to brand itself as a new major employment use gateway.

Extended Road Network. Dashed black lines on the concept plan mark a potential extended road network that would disperse traffic over a large street grid and open up new parcels for industrial development. Within this extended network is a new connector street, with integrated pedestrian/bicycle facilities, proposed parallel to the US 460/29 corridor. This new connector extends from the proposed Florida Avenue roundabout on Campbell Avenue to a realigned John Capron Road at a proposed roundabout on the extended Odd Fellows Road, relieving Mayflower Drive of heavy use and opening up new parcels for development.

Page 27 shows the full Concept Plan and pages 28 and 29 show closer looks at Campbell Avenue and Odd Fellows Road.



3.1 ZOOM IN OF CONCEPT PLAN AT CAMPBELL AVENUE



3.2 ZOOM IN OF CONCEPT PLAN AT ODD FELLOWS ROAD

3.3 Future Land Use Map (FLUM)

The FLUM helps guide public and private development throughout the city and is the basis for rezoning and conditional use permit recommendations. The following section proposes refinements to the existing FLUM from Comprehensive Plan, found in Chapter 2.2 of this document.

Mixed-Use Development. The proposed changes to the FLUM center around promoting mixed use development with a new future land use designation and applying it in two different forms—1) large mixed-use centers and 2) smaller scale, integrated into the existing commercial fabric along Campbell Avenue. Mixed-use designation allows a parcel of land to be used for multiple purposes within the same building or area. Often residential use is held in the upper floors of buildings, while the first floor is used for retail or offices. It is an efficient use of land and promotes walkable, healthy, active communities. New Urbanist and neo-traditional design principles should be applied to these areas, generally shaping buildings as close to the street with parking in the rear and generating highly walkable areas with enhanced sidewalks and crosswalks.

Major Centers. The map below highlights two major mixed-use/TND centers—one at Campbell Avenue and Florida Avenue (the current Fairview Square Station shopping center), and the other at the intersection of Odd Fellows Road and Albert Lankford/Murray Place, encompassing the Liberty University Annex and the Genworth Financial campus. Complementing the exiting uses, commercial, office, residential, and institutional use infill are all recommended for these major centers of mixed use.

Infill. Areas along Campbell Avenue currently zoned B-1 “Limited Business,” B-3 “Community Business” and B-5 “General Business” should be designated for mixed use on the FLUM. This designation will help shape the businesses along Campbell Avenue and encourage walkable design complementary to the streetscape improvements.

Employment Land Use. The new interchange and potential new street grid will strengthen the First Lynchburg Industrial Park. New employment uses for the area should be encouraged, including advanced manufacturing / distribution.

Community Commercial Area at New Interchange. New land opened for development by the extension of Odd Fellows Road should be designated as “Community Commercial” on the Future Land Use Map to encourage commercial use for both highway services and potentially students on a new piece of Liberty University’s campus. Uses could include gas stations, hotels, and restaurants.

Neighborhoods Zoned Industrial. Some established neighborhoods in the Odd Fellows Road area are currently zoned for industrial use. These areas should be considered for “Traditional Residential” designation when the FLUM is revised as part of the Comprehensive Plan update currently underway.



EXAMPLE OF A MIXED USE CENTER



SKETCH OF HOW MIXED USE INFILL CAN FIT WITHIN EXISTING BUSINESSES AT CAMPBELL AVENUE AND MAYFLOWER DRIVE

3.4 Pedestrian, Bicycle, & Transportation Plan

The vision statement on page 6 specifically emphasizes multimodality and calls for the efficient, safe, and enjoyable use of the area by all travel modes: foot, bike, transit, truck or car. The following area-wide recommendations outline vital changes needed to achieve the vision.

Pedestrian Facilities. Streetscaping and roadway design efforts all contain new and improved sidewalks with street trees, more visible crosswalks, and new pedestrian signalization to help improve walkability and the overall pedestrian experience of the area. Improved bicycle and transit facilities below also encourage pedestrians and multimodal travel.

Bicycle Facilities. The Bicycle/Pedestrian Plan contains a system of on and off-road facilities to encourage biking. Both corridors incorporate bicycle facilities into their design—Campbell Avenue can accommodate bike lanes with its road diet, but as Odd Fellows Road will handle major truck traffic, a separated, shared use path along its southern side avoids any conflict. Other road facilities include sharrows (example page 39) for Murray Place and Albert Lankford, where bikes share the road with vehicles, and a continuation of the shared use path on the new connector roadway to Campbell Avenue and on Top Ridge Road, connecting to Liberty University's main campus. The greenway trail system provides further bike facilities.

Greenway Trail System. The greenway trail system provides a non-vehicular travel network for bikers and pedestrians throughout the study area for both recreation and transportation. These greenways lie in the FLUM's "resource conservation areas" along the area's stream valleys, and on abandoned railroad right-of-way. The system also has extensions to key community destinations, such as the Kemper Street Amtrak Station, and the bike and sidewalk facilities on the two corridors, tying the greenways to the larger transportation system and network of Complete Streets.

Bus Turn-outs. With the help of the Greater Lynchburg Transit Company (GLTC) and Region2000, seven major transit stop zones along the corridors were identified by mapping ridership data and existing GLTC and Liberty University bus routes. Each major bus transit stop should contain bus turn out lanes to avoid disrupting traffic and transit shelters to accommodate and encourage a higher volume of riders at these areas. Turn-out lanes are feasible within both corridors' proposed roadway designs, and the stops are spaced at increments no less than 1500 feet, per GLTC spacing standards. Additionally, numerous small transit stops are located at convenient locations between major stops. The major transit stops are identified in the map below with a bus icon, while minor stops are identified with a circle along the existing bus routes.

New Transit Routes. Currently the study area is served by three primary bus transit routes: Campbell Avenue is served by GLTC Route 2, while the Odd Fellows Road area is served by GLTC Route 9. In conjunction with GLTC, Liberty University also provides bus service linking the Liberty University student housing complex on Odd Fellows Road to the main campus with a route along Odd Fellows Road, Mayflower Drive and the Expressway. The new interchange at Odd Fellows Road and US 460/29 creates an opportunity for a future transit link along Odd Fellows Road extended to the main Liberty University Campus. The proposed new corridor connector road can also provide a future bus transit route linking the Campbell Avenue and Odd Fellows Road corridors.



EXAMPLE OF BUS TURN-OUT, WHERE BUSES DO NOT BLOCK THE FLOW OF TRAFFIC WHILE LOADING PASSENGERS

4.0 Campbell Avenue Master Plan

This chapter presents a more detailed look at how Campbell Avenue should transform over time. Once the new interchange at Odd Fellows Road and US 460/29 and the Odd Fellows Road improvements are completed, Campbell Avenue can begin making its transformation. The proposed road diet and streetscaping described here will revive a community and encourage new investment. The master plan, illustrations, and images shown in this chapter give a progressive blueprint for Campbell Avenue to follow and grow into.

4.1 Road Diet & Master Plan Components

The transportation studies in Chapter 1.5 found that the new Odd Fellows Road interchange will reduce traffic on Campbell Avenue. The “road diet” described on page 13 calls to reduce Campbell Avenue from two vehicular travel lanes in each direction down to one in each direction with a center turn lane and potential right turn lanes where further study shows they are warranted. Maintaining unnecessary travel lanes is impractical, especially when vacating lanes presents a unique opportunity to transform Campbell Avenue into the kind of place described in the vision on page 6. The reclaimed space can be rededicated for wider sidewalks, transit facilities, street trees, bike lanes, and a center median. In addition to being able to rededicate space for new uses, road diets dramatically improve vehicular safety by reducing the number of rear-end and side-swipe crashes, improving speed limit compliance, thus decreasing crash severity. Pedestrians and cyclists



SKETCH ILLUSTRATING HOW CAMPBELL AVENUE COULD TRANSFORM INTO A STREET THAT SERVES BOTH A NEIGHBORHOOD AND CITY

also have increased safety benefits from the reduction in vehicular speed and the provision of their new facilities described in this chapter.

Center Median and Turning Lane. The new road configuration allows for a turning lane at key intersections with high levels of left turns and for a landscaped median when the turning lane is unnecessary. The median provides a number of benefits: it offers a refuge area for pedestrians crossing Campbell Avenue, helps calm traffic through an area of largely residential and neighborhood retail use, and adds an aesthetic appeal with the increased vegetation.

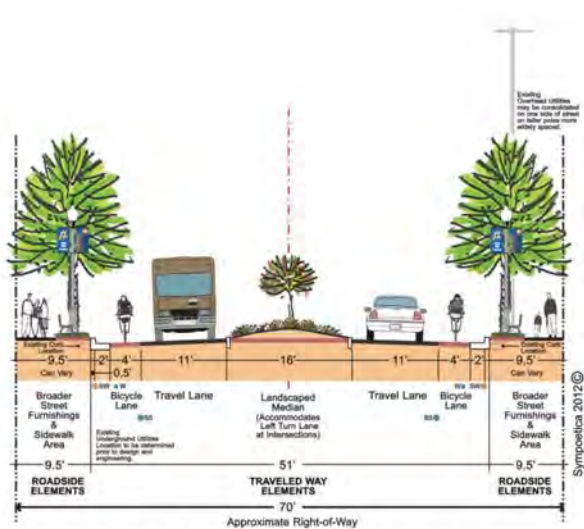
Right of Way. Campbell Avenue contains varying amounts of public right-of-way in which the road diet and other improvements can be constructed. The three scenarios below cover how the plan recommendations should be handled within existing right-of-way.



EXAMPLE OF POSSIBLE MEDIAN/TURNING LANE DIVIDER FROM CHARLOTTE, NC

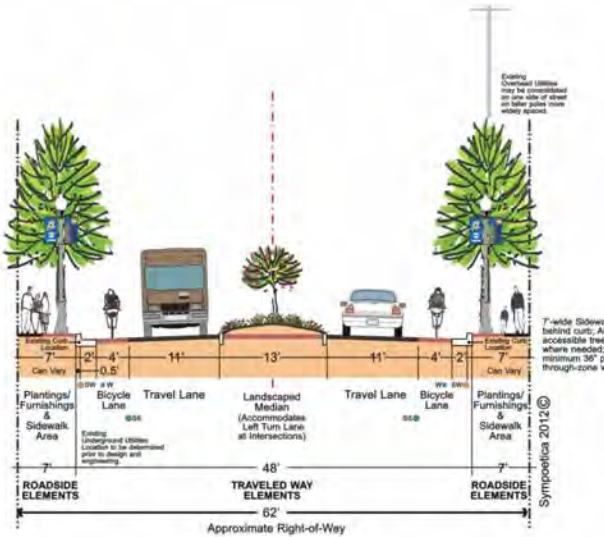


EXAMPLE OF A POSSIBLE URBAN/STRUCTURAL MEDIAN FROM BUFFALO, NY



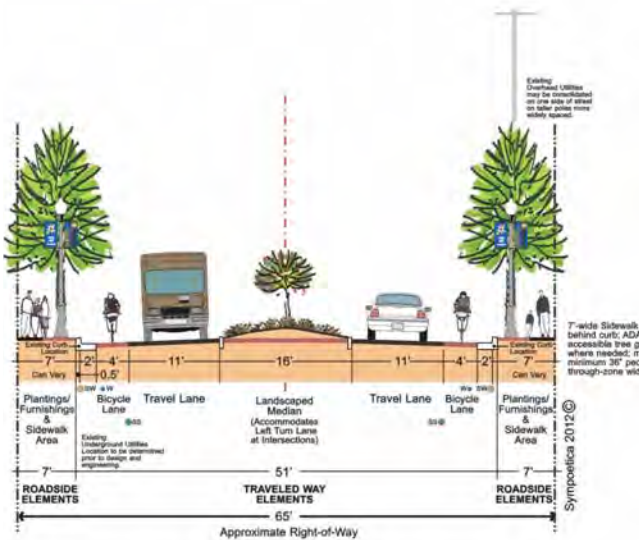
"Road Diet" Concept Illustration
Campbell Avenue

Note: This graphic is for illustrative purposes only. Actual cross-sectional treatment can vary to reflect specific field conditions. All dimensions are approximate.



Most Narrow Right-Of-Way Condition

Note: This graphic is for illustrative purposes only. Actual cross-sectional treatment can vary to reflect specific field conditions. All dimensions are approximate.



Narrow Right-Of-Way Condition

Note: This graphic is for illustrative purposes only. Actual cross-sectional treatment can vary to reflect specific field conditions. All dimensions are approximate.

Broad Right-Of-Way Condition

AVAILABLE RIGHT-OF-WAY VARIES ALONG CAMPBELL AVENUE, THESE THREE CROSS SECTIONS ILLUSTRATE HOW THE ROAD CONFIGURATION WILL VARY WITH AVAILABLE SPACE

Roundabouts. Specific details on roundabout design are in Chapter 3. The Campbell Avenue master plan shows two new roundabouts for the corridor:

- **City Gateway:** The Florida Avenue / Campbell Avenue intersection is a major gateway for visitors traveling into the larger city from US 460/29. A roundabout at this location provides an iconic entrance for visitors entering the city.
- **VUL Gateway:** A roundabout at Kemper Street / Old Campbell Avenue both reduces traffic conflicts at a highly dangerous intersection, and provides a gateway for Virginia University-Lynchburg (VUL). The greenspace surrounding the roundabout is an opportunity to highlight VUL's presence with an institutional lawn with great mountain views over the city.



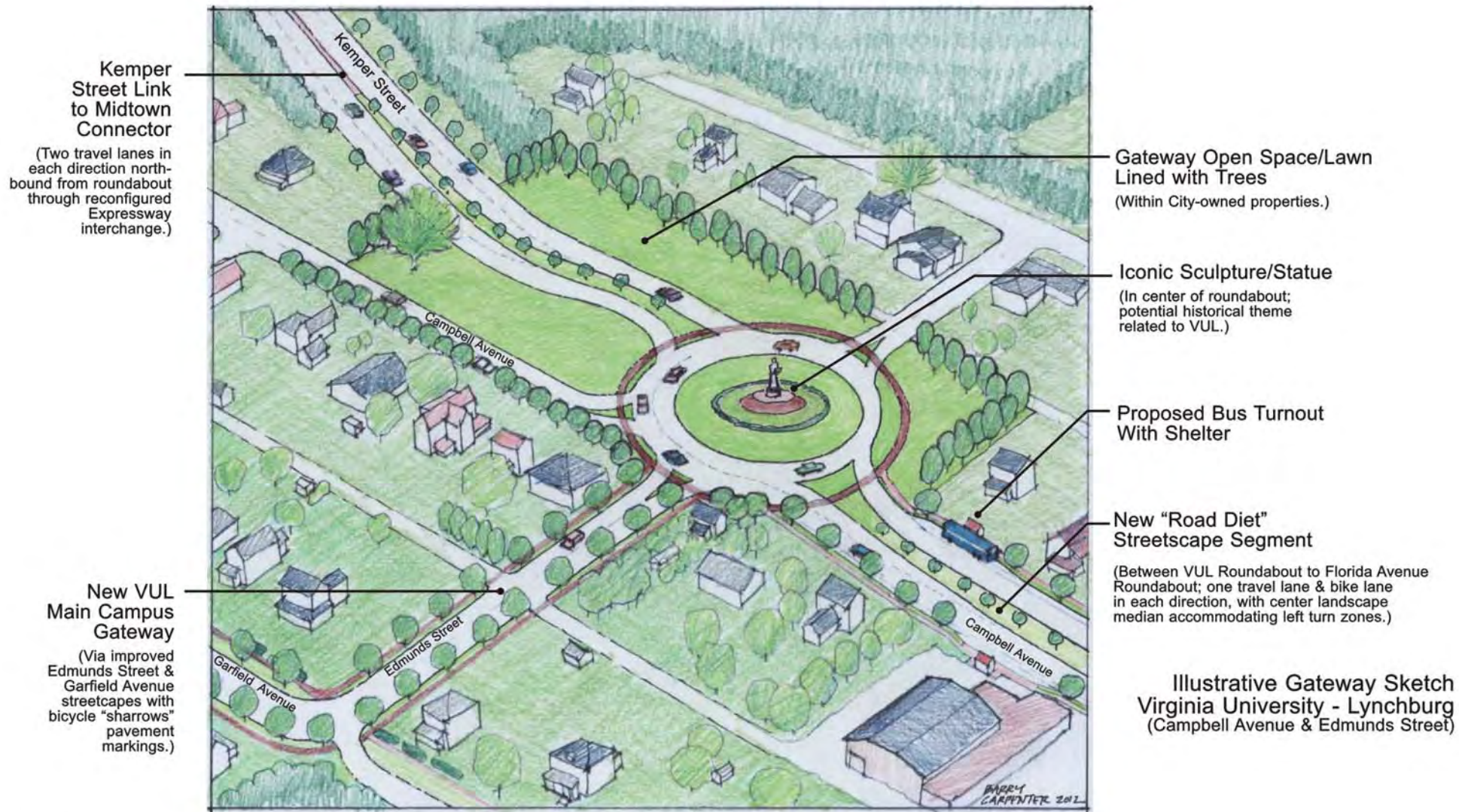
NORTHBOUND LOOK TOWARDS THE BLUE RIDGE MOUNTAINS AT THE VUL GATEWAY ROUNDABOUT



CITY GATEWAY ROUNDABOUT AT FLORIDA AVENUE



EXAMPLE OF ROUNDABOUT WITH PEDESTRIAN CONNECTIONS AND TRUCK APRON DESCRIBED IN CHAPTER 3



Note:

November 28, 2012

This is an illustrative graphic in support of land use and concept planning only. It is not intended to represent the actual final location or design of proposed roundabout and roadway improvements.

sympoetica
LANDSCAPE ARCHITECTURE
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VUL ROUNDABOUT AT EDMUNDS STREET

Sidewalks and Crosswalks. Current sidewalks along Campbell Avenue are narrow, deteriorating, missing crossing opportunities, and often lack a buffer placing pedestrians directly next to fast-moving traffic. This master plan dedicates space for wider sidewalks, a pedestrian buffer with street trees, and proposes new or enhanced signalized pedestrian crossings at Seabury Avenue, Fairview Avenue, and Mayflower Drive. Crosswalks would be added across all side streets, making walking along Campbell safe. Seabury and Fairview Avenue should have enhanced pedestrian connections as they lead to key existing and proposed walkable community facilities: Bass Elementary, a spur from the greenway system and Younger Park as indicated on the master plan.

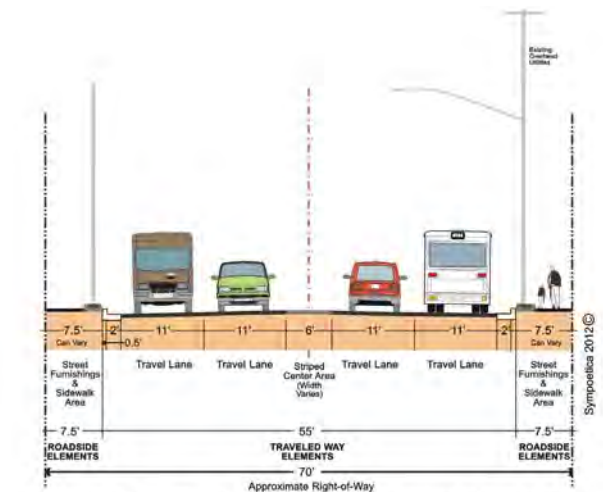
Bike Lanes. The master plan and illustrative cross sections show including four foot bike lanes on each side of Campbell Avenue. Bike lanes provide a healthy, cost-effective and safe option for traveling to destinations on Campbell Avenue. These lanes tie into the planned area wide greenway system and are one big step towards Complete Streets. This plan recommends a dark red colored surface for the bike lanes to clearly delineate the space for cyclists, encouraging cars not to use the space and helping cyclists feel comfortable traveling with vehicular traffic.



TYPICAL VUL GATEWAY STREETScape TREATMENT



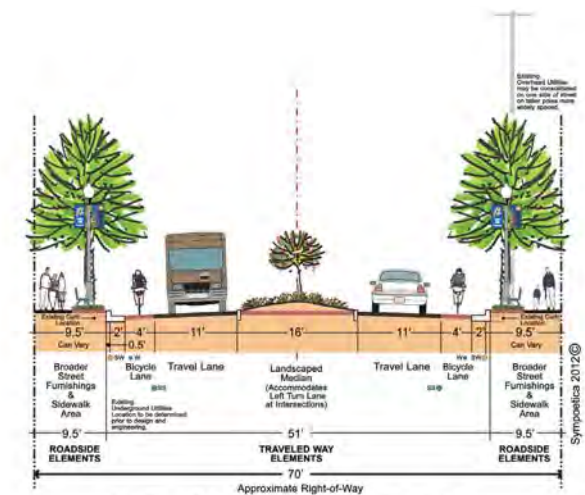
SAFE PEDESTRIAN CROSSING TREATMENT AT SEABURY AVENUE



"General Existing Conditions" Concept Illustration

Campbell Avenue

Note: This graphic is for illustrative purposes only. Actual cross-sectional treatment can vary to reflect specific field conditions. All dimensions are approximate.



"Road Diet" Concept Illustration

Campbell Avenue

Note: This graphic is for illustrative purposes only. Actual cross-sectional treatment can vary to reflect specific field conditions. All dimensions are approximate.

Greenway Connections. The master plan shows a number of connections from Campbell Avenue to the area-wide greenway system described in Chapter 3. Trails to the Fairview Heights Community Center, Fairview Avenue with historic Younger Park, and Bass Elementary School reach important public facilities. The plan also shows options for tying the trail system to VUL, aiding both neighborhood and student accessibility and connecting VUL buildings to each other.

Rail-Trail Connection. An abandoned railway line near VUL, presents an opportunity for a rail-trail, connecting Campbell Avenue to Kemper Street Station, the region's Amtrak Station, and the larger network of City trails.

Paper Streets. "Paper Streets" exist where the City of Lynchburg owns right-of-way, but an actual street was never constructed for a variety of reasons. A number of these exist in the Campbell Avenue area. The master plan suggests that one way to take advantage of this public asset is to create a "neighborhood street / trail connection." These could simply become trails to aid walkability in the neighborhood.

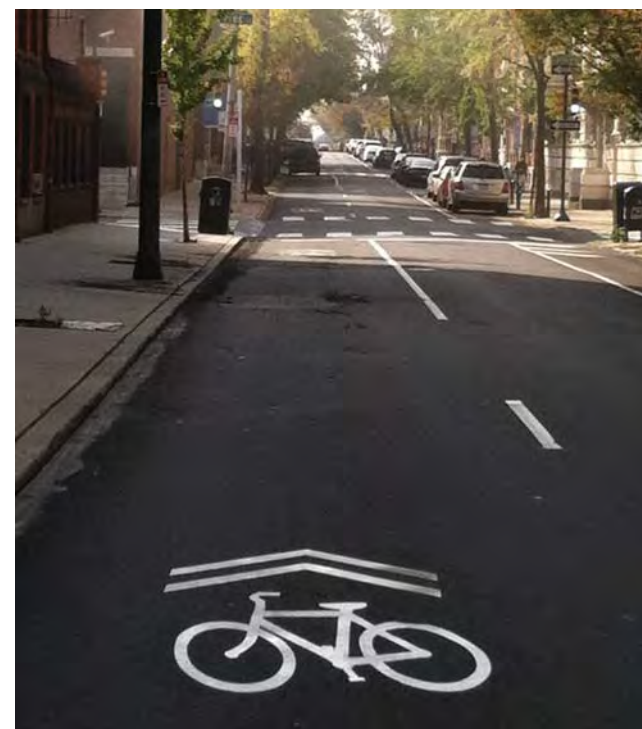
New Neighborhood Streets. Dashed black lines on the master plan indicate an extended neighborhood street network that will allow for new development and help vehicular connectivity, reducing demand on Campbell Avenue. These streets should continue the existing network of neighborhood streets and contain on-street parking, sidewalks, and street trees wherever possible.

Fairview Square Station. This area off of Florida Avenue is the site of one of the proposed mixed-use centers described in Chapter 3. The master plan suggests how infill buildings could be used on the site in a suburban retrofit and shows a new pedestrian/bicycle link from Campbell Avenue at Woodrow Street. The greenway system could tie in at this point and extending the street grid here would open existing commercially-zoned land for new development.

Infill. Buildings shown in orange on the master plan illustrate how and where new mixed use buildings can be used on the corridor. New buildings should be located close to the street with parking in the rear of the building and located at intersections and where the enhanced transit stops are located.



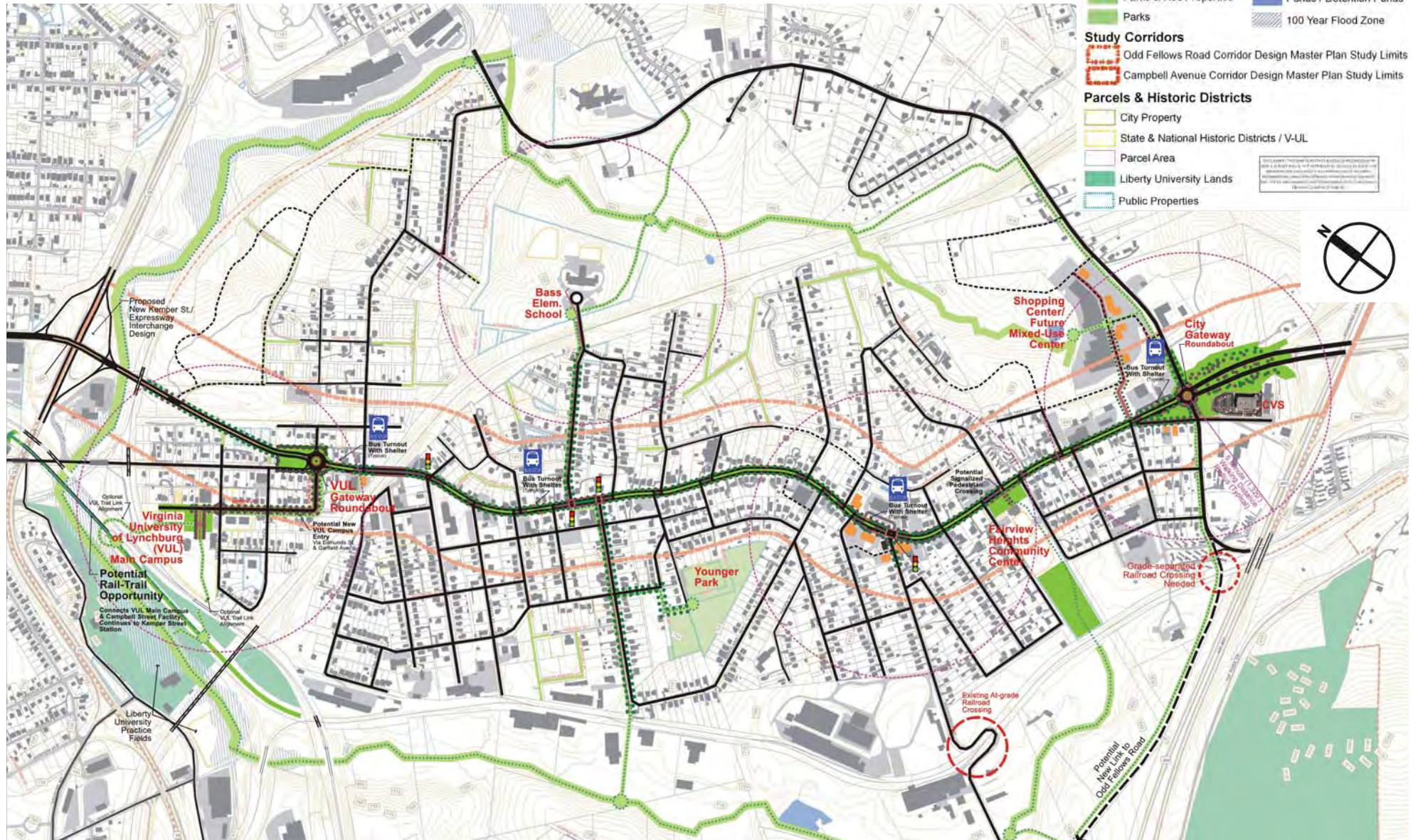
FORMER RAILWAY LAND IS OFTEN CONVERTED TO TRAILS AS WAS DONE WITH THE BLACKWATER CREEK TRAIL IN LYNCHBURG



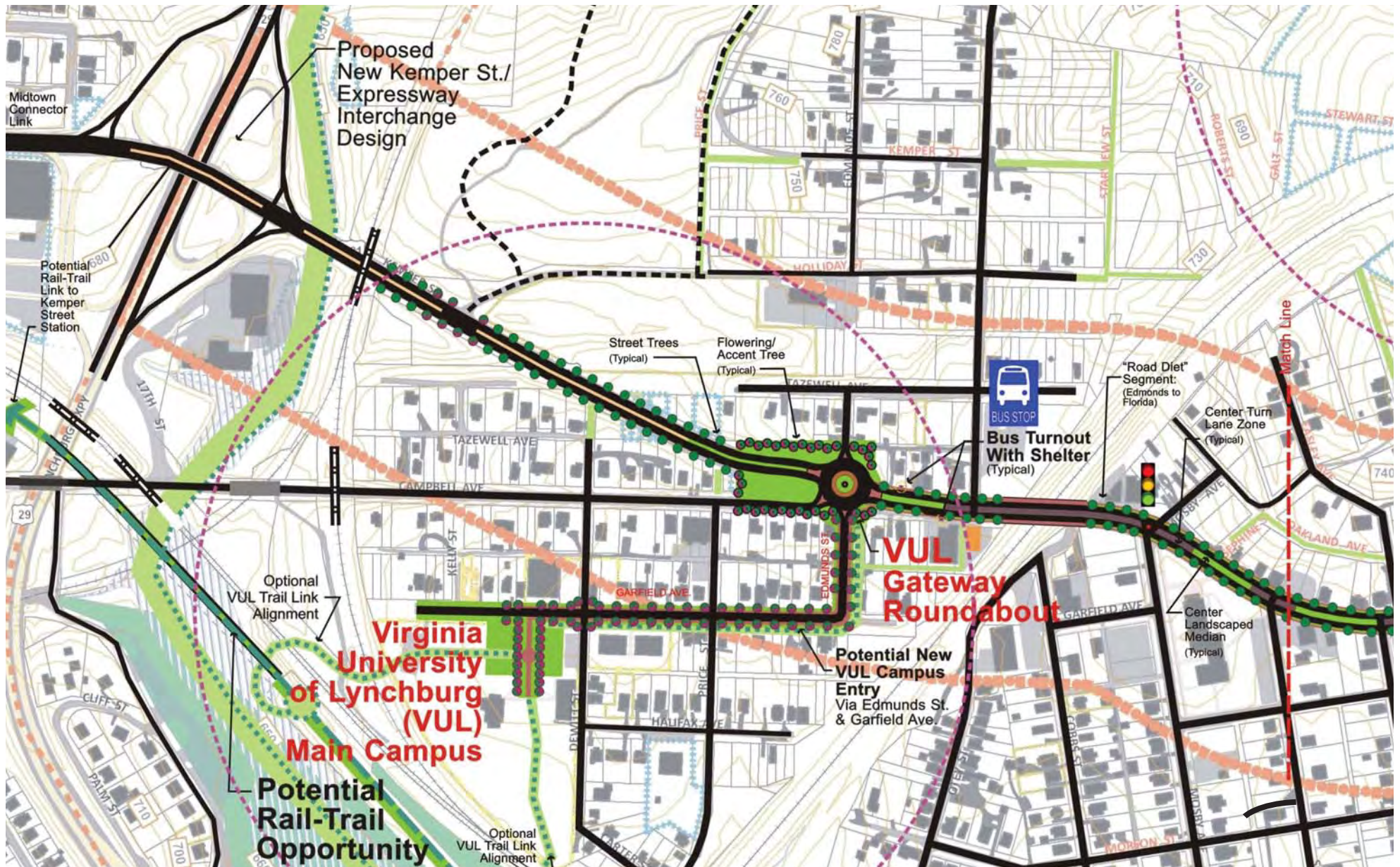
A SHARROW CONTAINS THE ABOVE PAVEMENT MARKING, ASKING VEHICLES AND CYCLISTS TO SHARE PAVEMENT SPACE

4.2 Master Plan

This page shows the master plan for all of Campbell Avenue. The following pages break the corridor down into three segments for further detail.



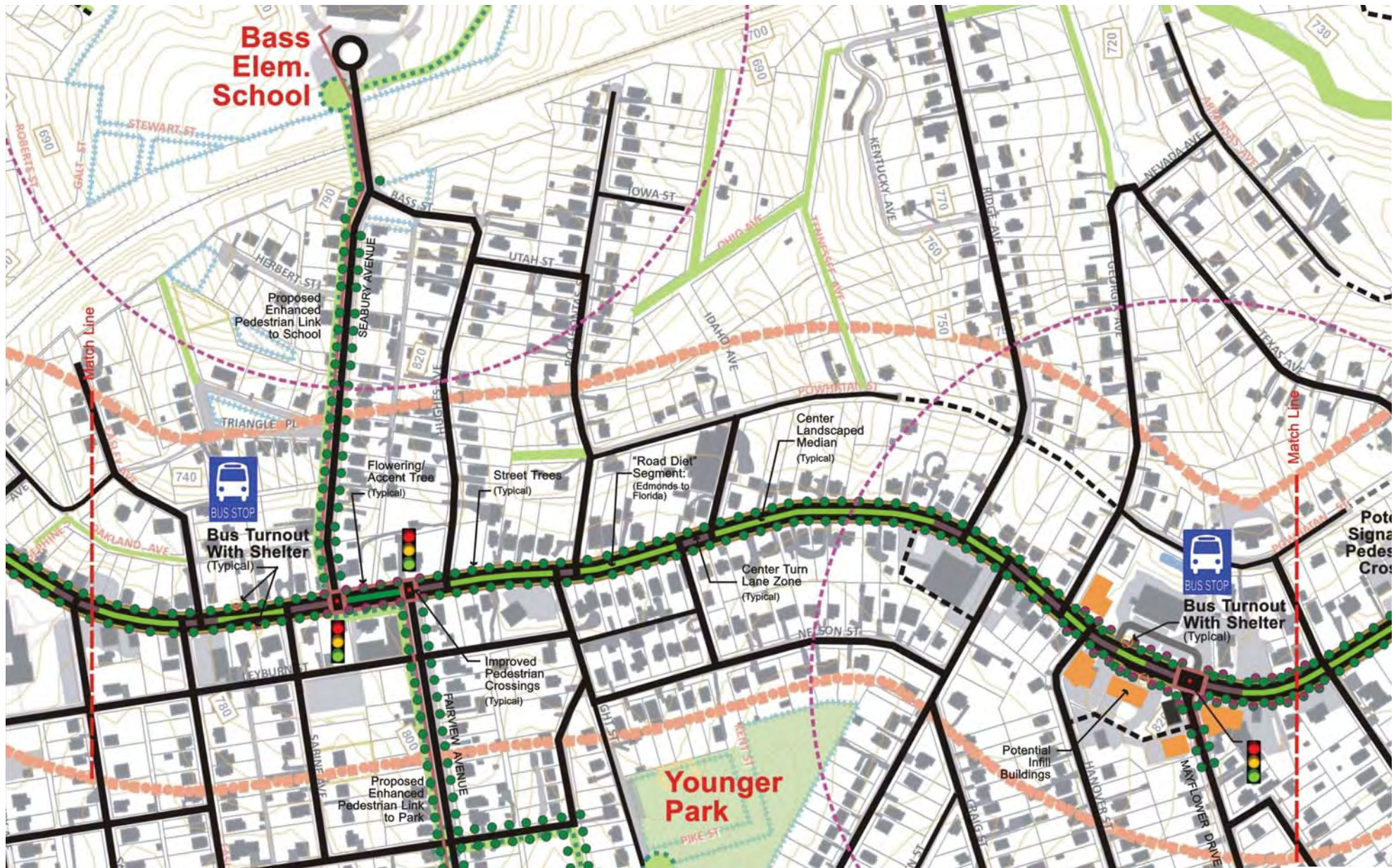
ENTIRE CAMPBELL AVENUE MASTER PLAN



NORTHERN SEGMENT CAMPBELL AVENUE CORRIDOR DESIGN MASTER PLAN

ORANGE SEGMENT OF LINE SHOWS LOCATION OF
IMAGE ON CAMPBELL AVENUE

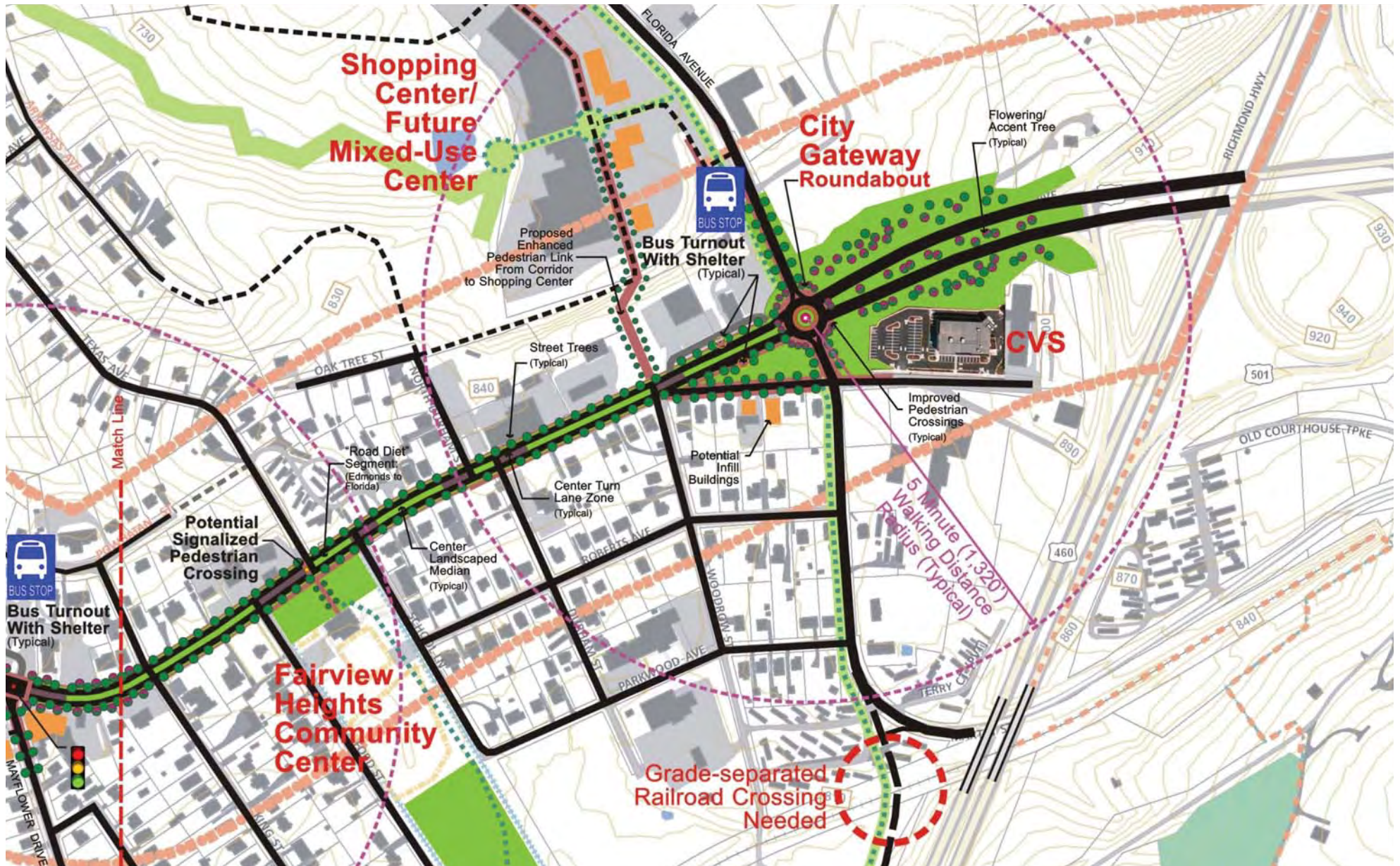




CENTRAL SEGMENT CAMPBELL AVENUE CORRIDOR DESIGN MASTER PLAN

ORANGE SEGMENT OF LINE SHOWS LOCATION OF
IMAGE ON CAMPBELL AVENUE





SOUTHERN SEGMENT CAMPBELL AVENUE CORRIDOR DESIGN MASTER PLAN

ORANGE SEGMENT OF LINE SHOWS LOCATION OF
IMAGE ON CAMPBELL AVENUE



4.3 Furnishings

Public furniture not only provides relatively basic public amenities but also helps define a city and neighborhood’s character. The selection on this page reflects both the desired character for Campbell Avenue and the importance of cost effectiveness. *See Chapter 5.3 for information on bike racks and banners.*



STREET LIGHTS			
Manufacture	Item #	Description	Color
Holophane	Washington / North Yorkshire	Acrylic Washington Postlite SS Luminaire on a North Yorkshire Decorative Aluminum Post	Black

NOTES: PEDESTRIAN LIGHTS SHOULD ALTERNATE WITH THE SPACING OF STREET TREES. TALLER ROADWAY LIGHTING POLES SHOULD BE PLACED AT WIDER INTERVALS AND CAN ALSO BE USED FOR ATTACHING LOWER PEDESTRIAN LIGHTS



TRASH RECEPTACLES			
Manufacture	Item #	Description	Color
Victor Stanley	S-42	Ironsites Series 36-Gallon Litter Receptacle with Black Plastic Liner & S-2 Dome Lid	Black

NOTES: BUS SHELTERS, BENCHES, BIKE RACKS AND TRASH RECEPTACLES SHOULD BE CLUSTERED AT EACH OF THE DESIGNATED TRANSIT STOPS



BUS SHELTER			
Manufacture	Item #	Description	Color
Brasco International	Techline-TL710	Powder Coated Aluminum Structure, Standing Seam Hip Roof	Black Green – RAL 6012 Copper Penny

NOTES: BUS SHELTERS, BENCHES, BIKE RACKS AND TRASH RECEPTACLES SHOULD BE CLUSTERED AT EACH OF THE DESIGNATED TRANSIT STOPS



BENCHES			
Manufacture	Item #	Description	Color
WAUSAU Tile	MF2203-8	73" x 26" x 34" Flat Steel Straight Back Bench W/Center Arm Rest	Black

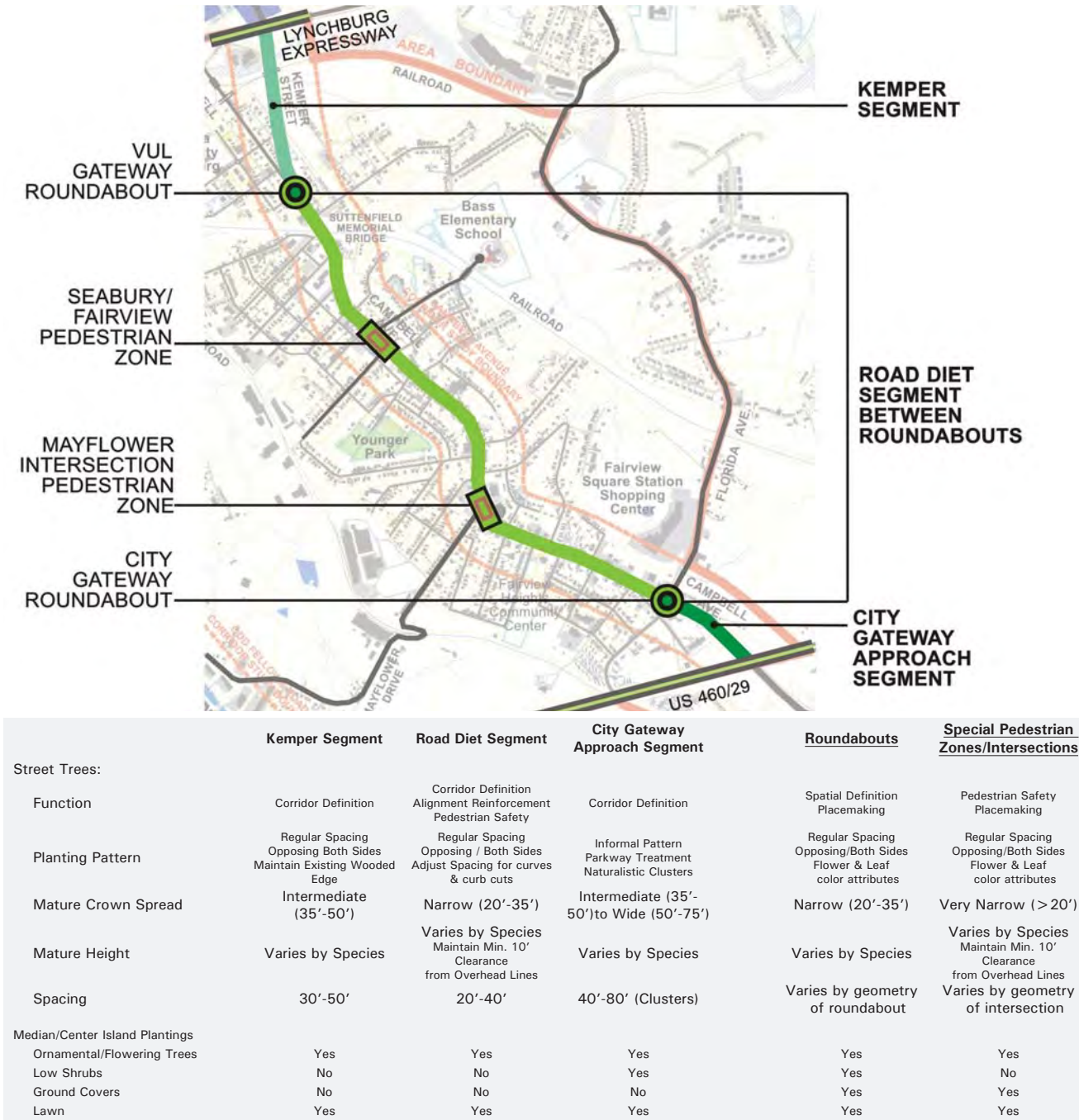
NOTES: BUS SHELTERS, BENCHES, BIKE RACKS AND TRASH RECEPTACLES SHOULD BE CLUSTERED AT EACH OF THE DESIGNATED TRANSIT STOPS

4.4 Landscaping

Thoughtfully designed streetscape plantings can provide structure and distinctive character to the urban roadway environment while providing needed shade and environmental benefits to the neighborhoods and districts served.

The proposed theme for streetscape plantings along the Campbell Avenue corridor is one of an urban street which is both a primary City gateway and a local-serving collector for neighboring residential and business uses. In this regard, the key characteristics are unifying and defining the corridor visually, and creating a high quality complete street environment. To this end, the landscape elements within the center median and roadside zones typically are to be arranged in an orderly, more formal fashion, with the plantings reinforcing the roadway's functions; however, the city gateway segment between US 460/29 and Florida Avenue should feature a more informal, parkway landscape treatment. Special attention should be paid to the landscape design for the key pedestrian zones at the Mayflower Drive intersection and the pedestrian crossing zone between Seabury and Fairview Avenues. The accompanying map and table offer more specific landscape character guidance for the key streetscape elements of this street; here the entire corridor is described as a series of unique segments, roundabouts and intersections.

NOTE:
FINAL STREETSCAPE
PLANTINGS TO BE
DETERMINED BY
CITY ARBORIST AND
HORTICULTURALIST IN
CONSULTATION WITH
CITY PLANNER.

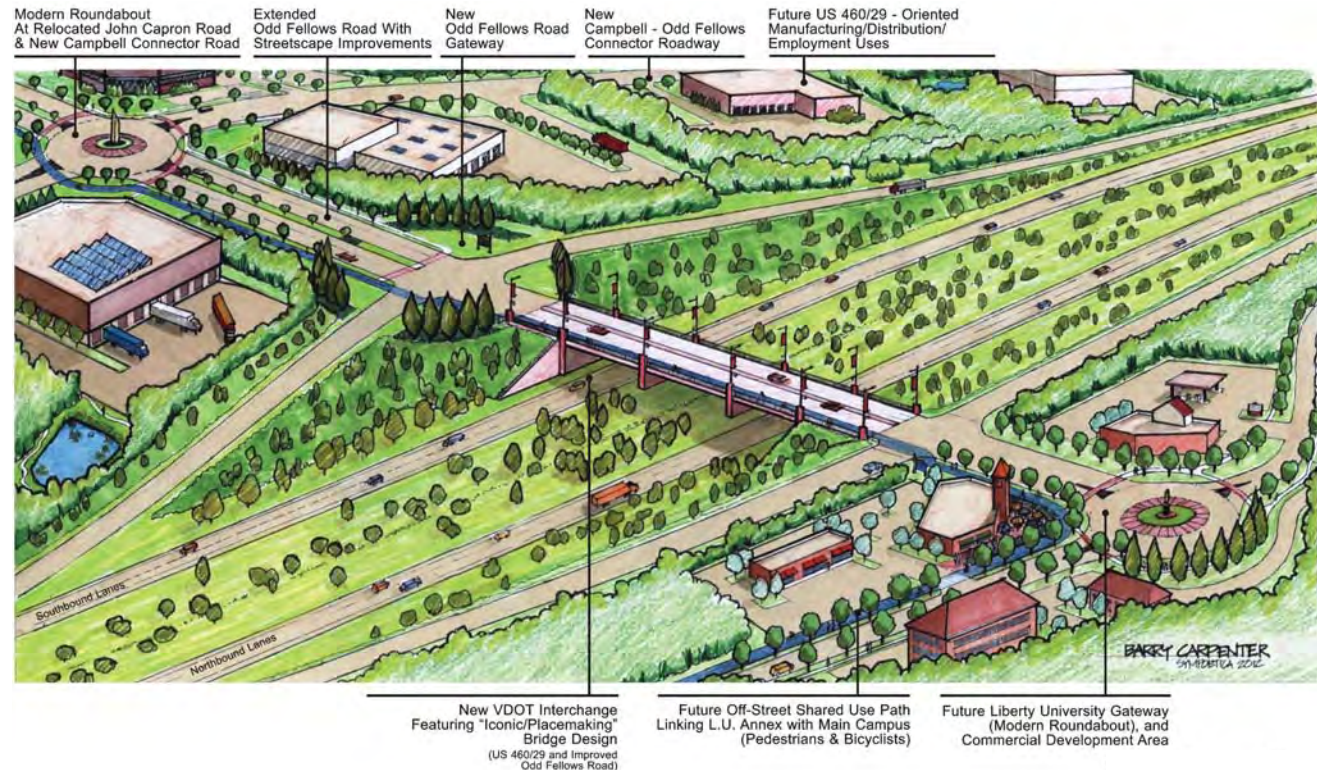


5.0 Odd Fellows Road Master Plan

This chapter illustrates how Odd Fellows Road can be redesigned with the planned extension and new interchange at US 460/29 in order to attract new use and accommodate new traffic along the corridor. The interchange design and street extension will transform Odd Fellows Road and create an important new gateway to a major (and growing) employment area. This master plan shows how to develop this “new” Odd Fellows Road to meet the vision on page 6 and help attract important new investment.

5.1 Extension & Master Plan Components

VDOT’s preliminary designs for the new interchange connect US 460/29 north by extending existing Odd Fellows Road and south to Top Ridge Road within Liberty University property. The Odd Fellows Road connection will draw new levels of traffic, making upgrades to the existing roadway necessary. Upgrades include the addition of curb and gutter and two (12’) travel lanes to accommodate all types of vehicles, particularly large trucks serving area industrial use. A center median with flowering trees and colorful groundcover plantings will provide a high quality image, giving the area an identity, and act as a traffic control element within the travelway. A decorative center left turn lane is an alternate option for part or all of the median. Outside of the travelway, within right-of-way, a street furnishings zone will accommodate new directional signage, street trees, and street and roadway lighting. Behind the furnishings zone, new sidewalks and transit stop facilities promote additional modes of



5.0 ILLUSTRATIVE SKETCH OF THE ODD FELLOWS ROAD US 460/29 INTERCHANGE. ROUNDABOUTS MANAGE TRAFFIC AND PROVIDE GATEWAYS TO NEW DEVELOPMENT

transit and serve more local users. On the south side of the new street, a major shared use path can accommodate both pedestrians and bicyclists. A number of illustrative cross-sections display how this configuration can work with the variable right-of-way on Odd Fellows Road.



ROUNDAABOUT AT ALBERT LANKFORD DRIVE / MURRAY PLACE

Roundabouts. This master plan shows four new roundabouts for the Odd Fellows Road corridor. They act as safer and iconic alternatives to signalized intersections and will be designed to accommodate large trucks. More information for roundabout design can be found in Chapter 3. Each roundabout serves a unique purpose:

- **Albert Lankford Drive and Murray Place:** This proposed roundabout may be oval in shape to accommodate the current alignments of these two streets. The roundabout may be the focal element for future mixed-use development in the surrounding area.

- **Mayflower Drive:** A major roundabout is proposed at this key intersection as it will help handle left turns more efficiently.

- **John Capron Road (Realigned):** John Capron Road could be realigned to meet the proposed connector road linking Odd Fellows Road north to Campbell Avenue. This realignment is advantageous in that it moves the current John Capron intersection on Odd Fellows further from the ramps at the new US 460/29 interchange.

- **Top Ridge Road:** This roundabout will act as a major gateway to Liberty University campus and serve as a focal element for a proposed cluster of new retail, restaurant and lodging uses.

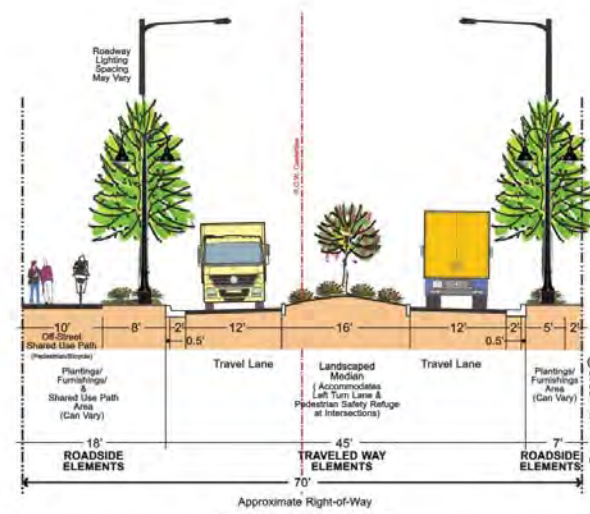


ROUNDAABOUT DESIGNED TO HANDLE PEDESTRIAN, VEHICULAR, AND TRUCK TRAFFIC

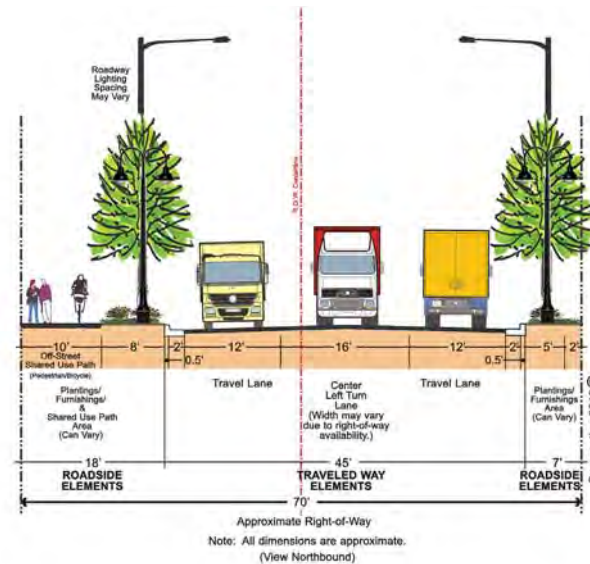
Shared Use Path. The corridor plan shows a 10 foot shared use path from a new roundabout proposed at Albert Lankford Drive and Murray Place south along Odd Fellows Road to the new roundabout on Liberty University (LU) property. The path links LU off-campus housing and proposed mixed use development in the Albert Lankford area to the new LU roundabout and potential campus growth area at the terminus of Odd Fellows Road. The path can then extend south to connect to the main campus via an improved Top Ridge Road.

Bridge Replacement. Due to structural issues, the existing railroad bridge overpass between Mayflower Drive and Murray Place will need to be replaced. When this routine replacement occurs, the new facility should accommodate wider travel lanes, a pedestrian sidewalk on the northeast side, and the shared use path on the southwest.

New Roads. Black dashed lines on the master plan mark a new grid of streets around Odd Fellows Road. These new streets open land for new employment uses. They should be designed as industrial park roads with curb and gutter, planting strips, pedestrian and bicycle facilities, and possible on street parking.



ODD FELLOWS ROAD CONCEPT WITH MEDIAN



ODD FELLOWS ROAD CONCEPT WITH CENTER LEFT TURN LANE



EXAMPLE OF SHARED USE PATH



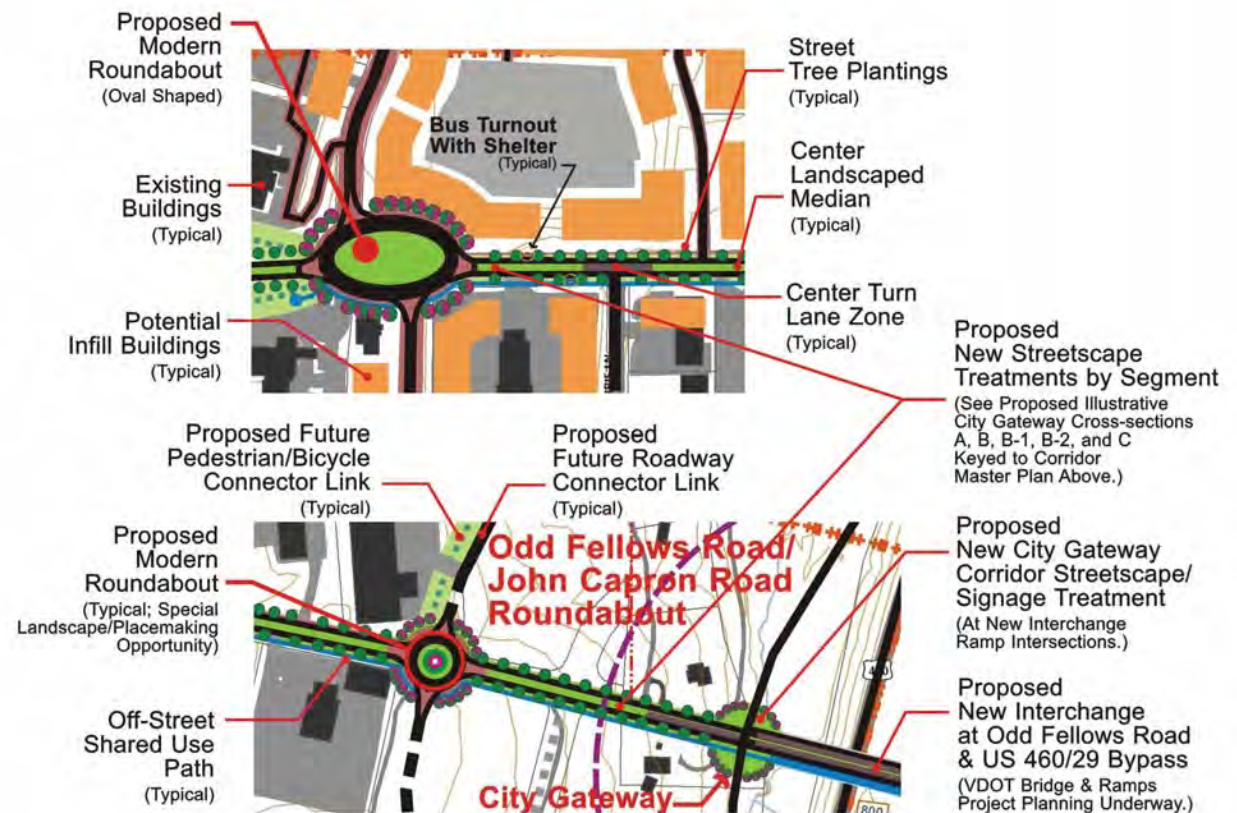
INDUSTRIAL PARK WITH LANDSCAPING

Wayfinding. Wayfinding signage for the area will give the corridor a new identity as a major employment area and help with navigation to large scale destinations.

Mixed-Use Center. The master plan shows a major mixed-use center around the Albert Lankford / Murray Place roundabout, where many of the surrounding properties are owned either by Genworth Financial or Liberty University, both growing entities. New employment and student housing infill development should complement and support the existing retail, restaurant, employment and student housing uses, particularly those which are currently zoned for non-residential uses. Buildings should 1) be compact low- and mid-rise with retail, restaurant and service uses on the street level, 2) place parking in the rear in landscaped surface lots or tucked under the new buildings when compatible with the landform, 3) be “built to the sidewalk,” and 4) feature “permeable” building fronts (no blank walls). The architectural styles may vary but the scale, massing and setbacks of the primary infill structures should be compatible with one another; buildings should have vertically distinct components, such as a “base level” on the street, a middle set of 2 to 3 floors above, and a clear “top” such as a cornice line or articulated parapet wall. Pedestrian walks, plazas, street trees, furnishings and other amenities should be incorporated into the streetscape design, with all blocks connected by safe street crossings. Bicyclists will be afforded easy access to the shared use path link to the Liberty University campus as well as to bicycle parking facilities. Unified master plans with sets of guidelines governing design and implementation are recommended for large area infill projects.

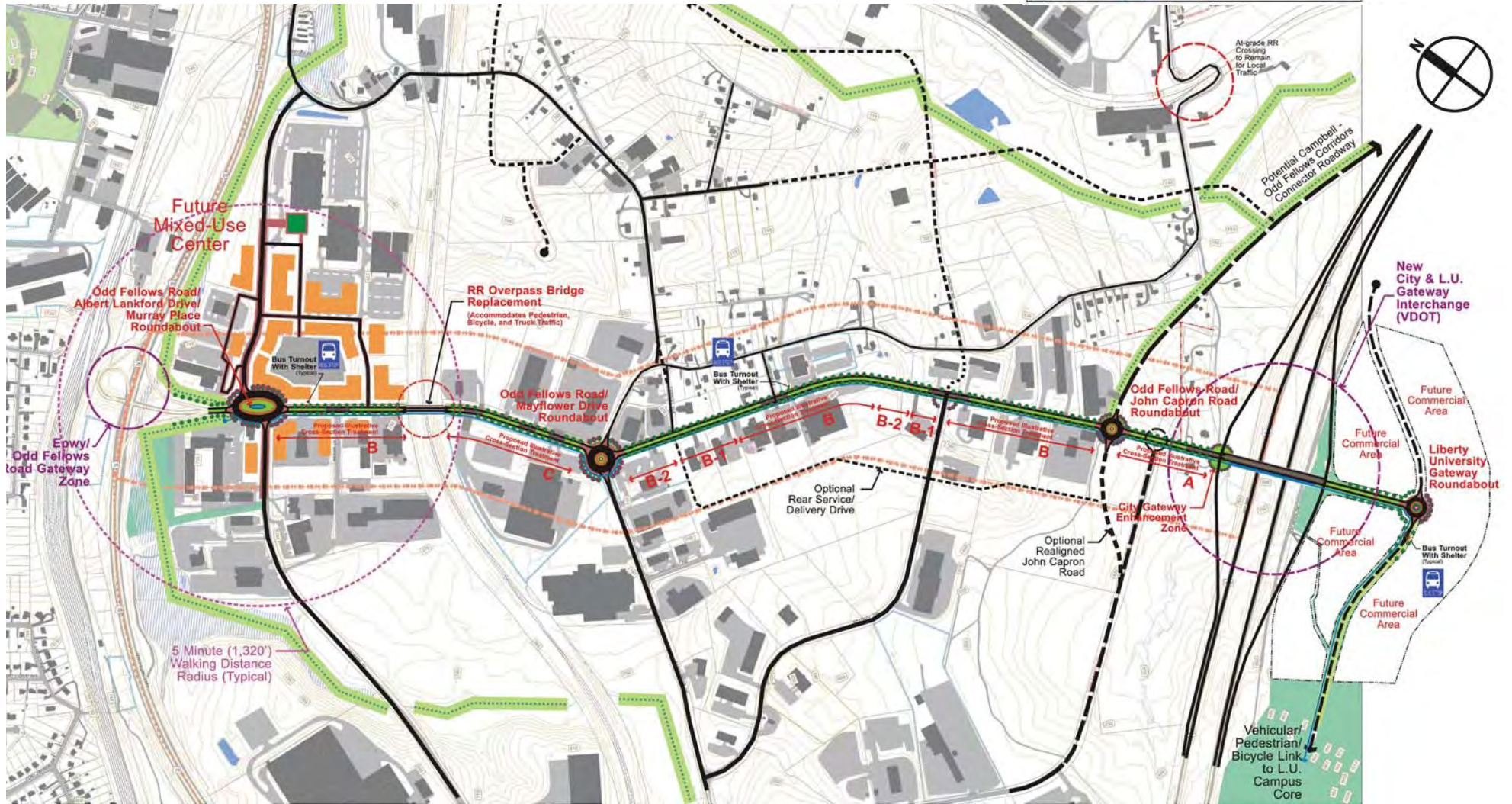


EXAMPLE OF POTENTIAL WAYFINDING FOR ODD FELLOWS ROAD

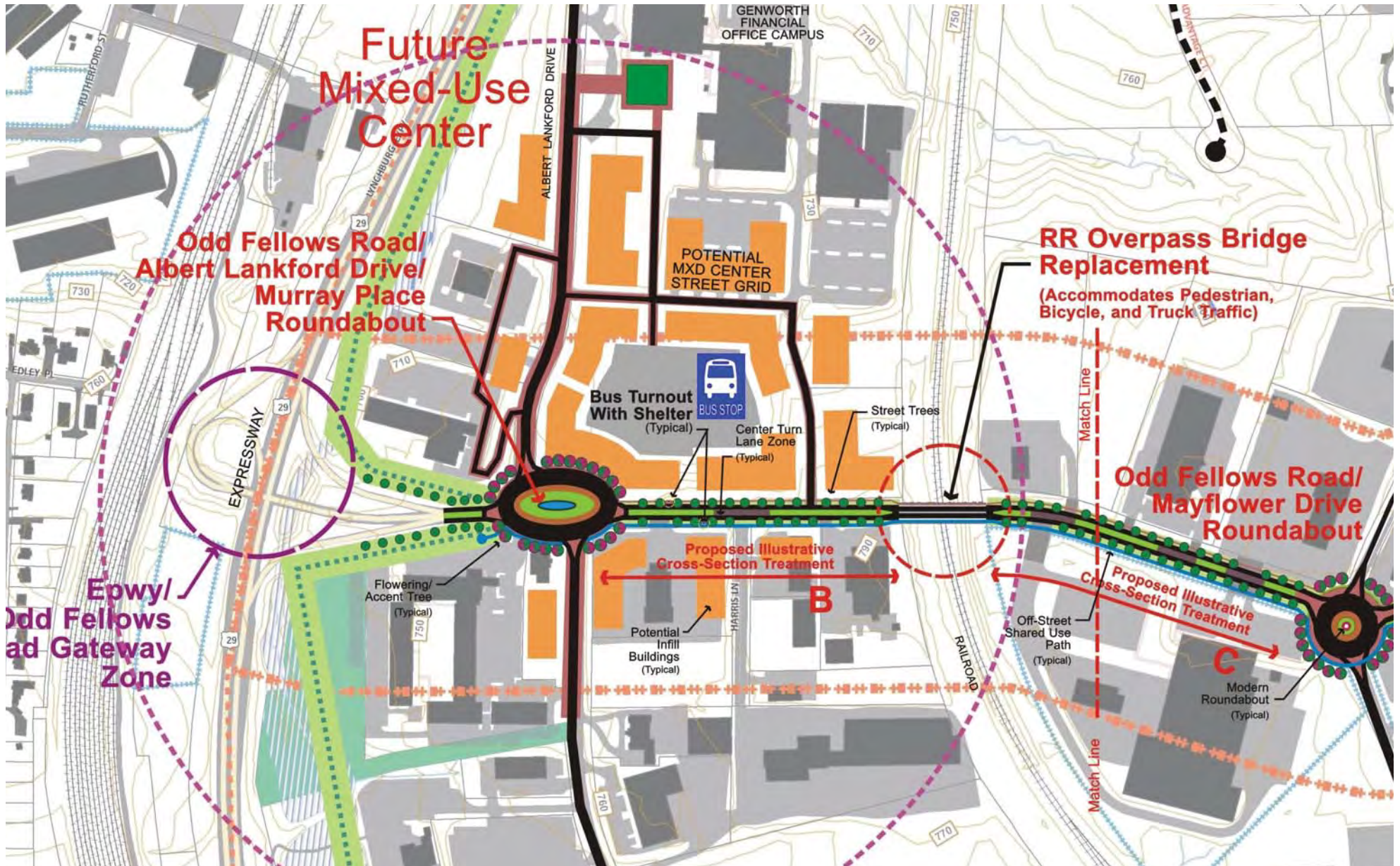


5.2 Master Plan

This page shows the entire Odd Fellows Road master plan and the pages immediately following break the area down into three segments.



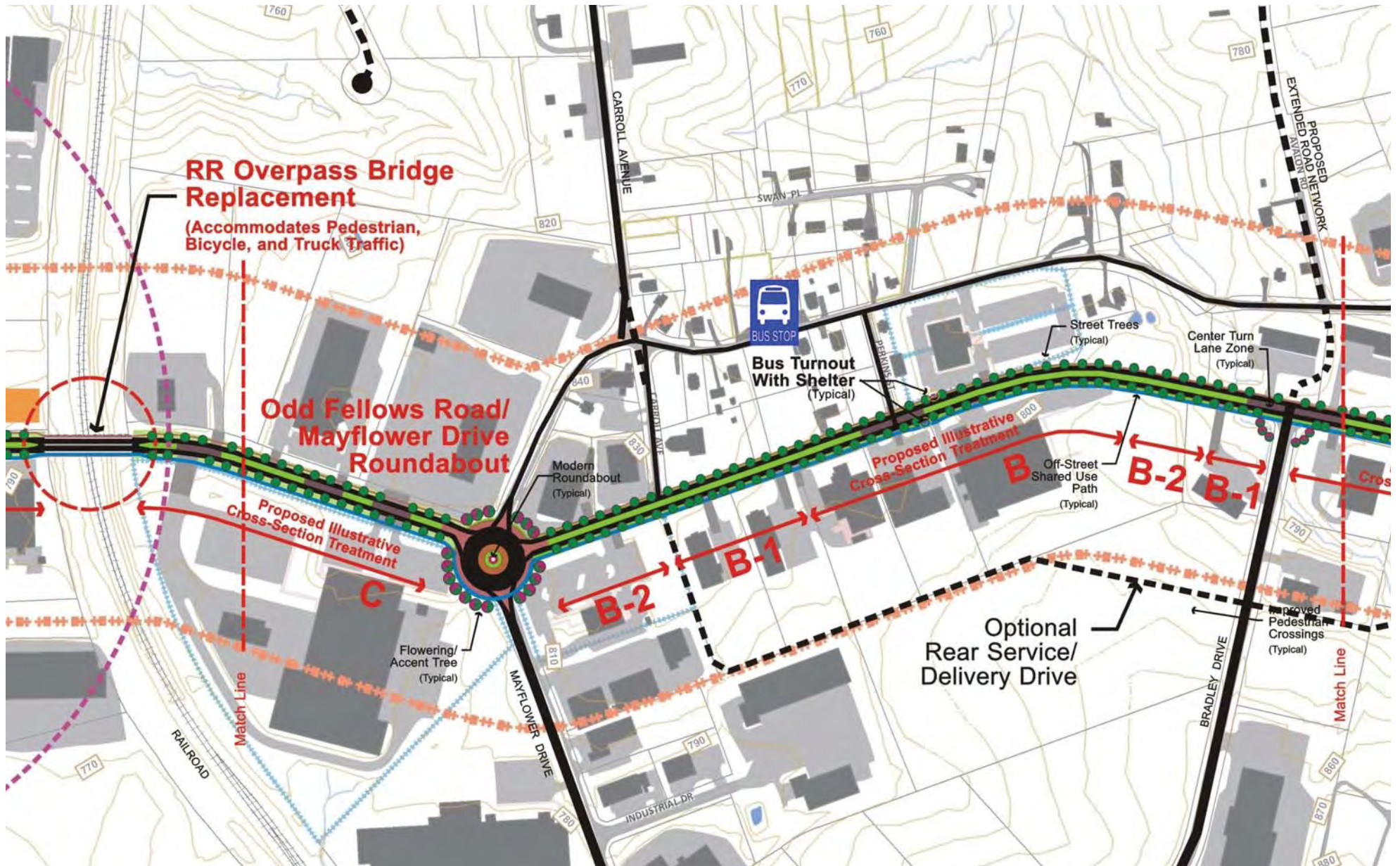
ODD FELLOWS ROAD MASTER PLAN



ODD FELLOWS ROAD MASTER PLAN, NORTHERN SEGMENT

ORANGE SEGMENT OF LINE SHOWS
LOCATION OF IMAGE ON ODD FELLOWS ROAD

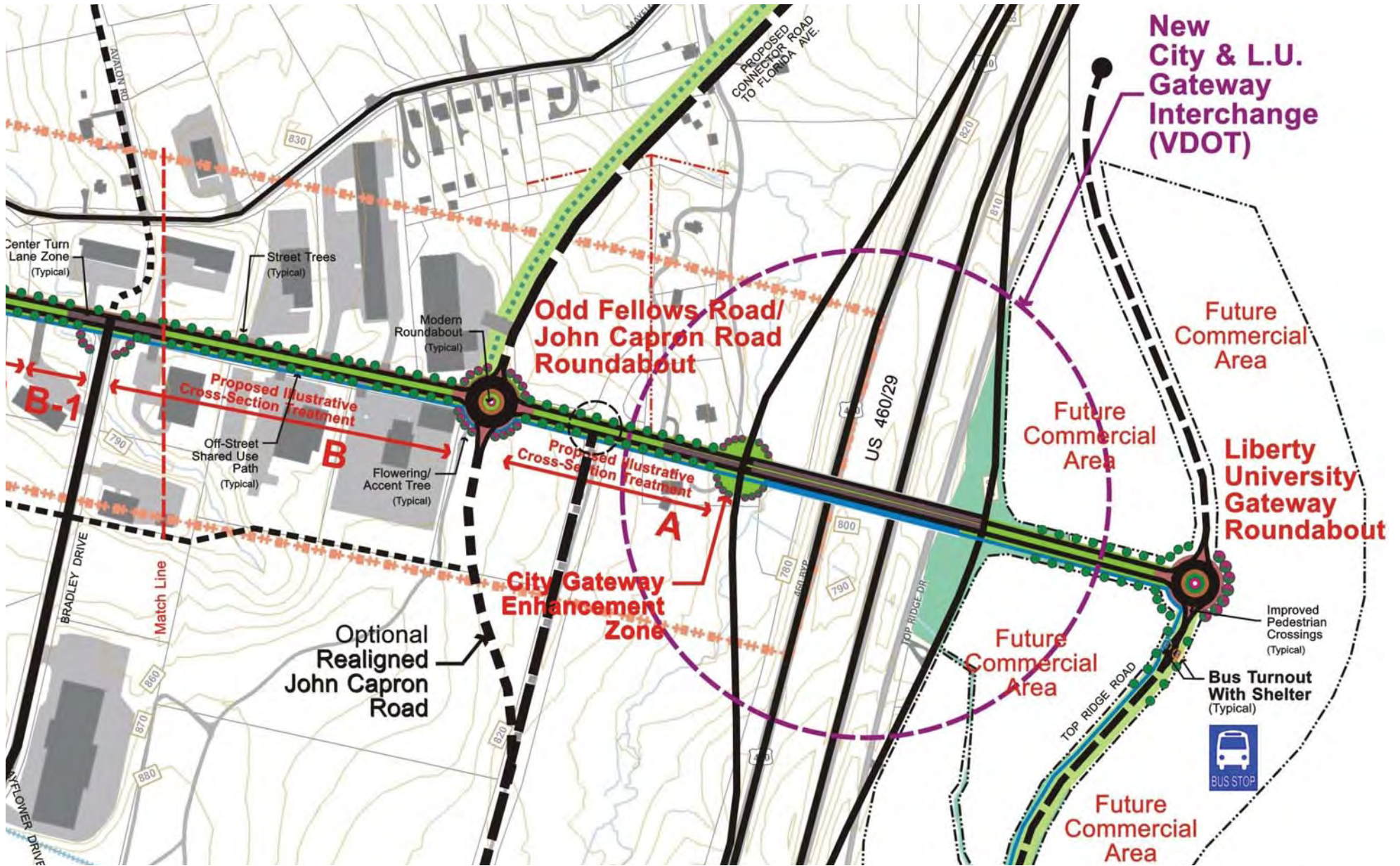




ODD FELLOWS ROAD MASTER PLAN, CENTRAL SEGMENT

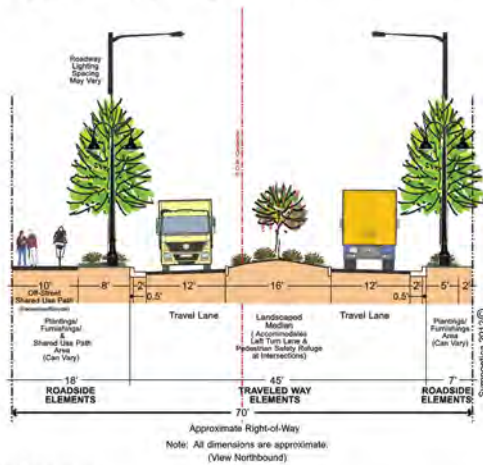
ORANGE SEGMENT OF LINE SHOWS
LOCATION OF IMAGE ON ODD FELLOWS ROAD





ODD FELLOWS ROAD MASTER PLAN, SOUTHERN SEGMENT

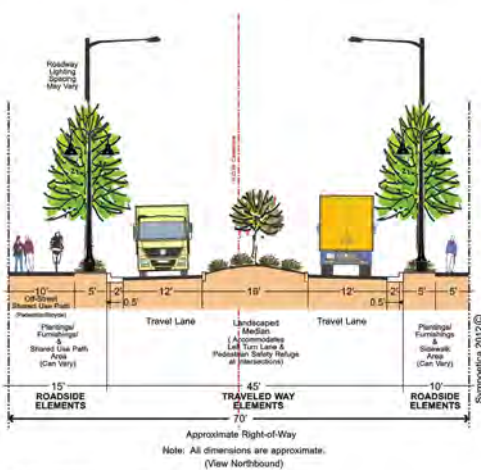
A City Gateway Segment A



KEY FEATURES:

1. A 16'-wide landscaped median with left turn capacity and pedestrian refuge.
2. Two 12'-wide travel lanes.
3. A 10'-wide off-street shared-use path (west side) in lieu of on-street bicycle lanes; no sidewalk on east side in this segment.
4. Opportunity for street trees, lighting & signage within right-of-way.
5. Right-of-way may vary. This option illustrates a 70'-wide R.O.W.

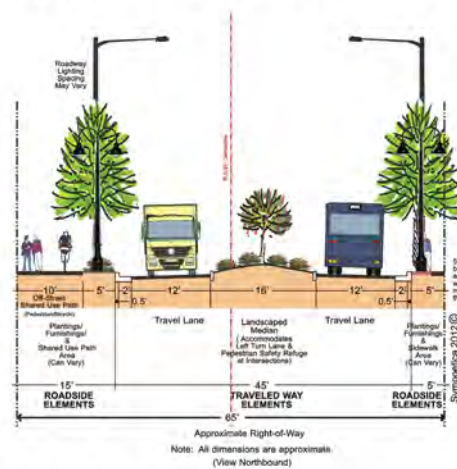
B City Gateway Segment B



KEY FEATURES:

1. A 16'-wide landscaped median with left turn capacity and pedestrian refuge.
2. Two 12'-wide travel lanes.
3. A 10'-wide off-street shared-use path (west side) in lieu of on-street bicycle lanes; 5'-wide sidewalk on east side.
4. Opportunity for street trees, lighting & signage within right-of-way.
5. Right-of-way may vary. This option illustrates a 70'-wide R.O.W.

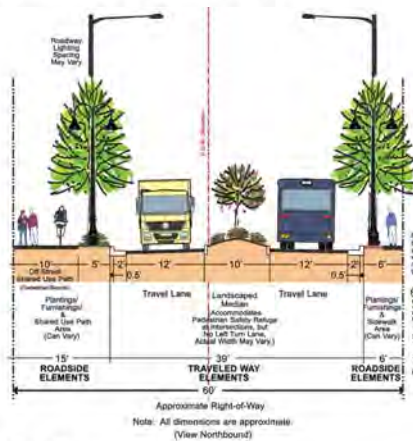
B-1 City Gateway Segment B-1



KEY FEATURES:

1. A 16'-wide landscaped median with left turn capacity and pedestrian refuge.
2. Two 12'-wide travel lanes.
3. A 10'-wide off-street shared-use path (west side) in lieu of on-street bicycle lanes; 5'-wide sidewalk/furnishings zone on east side featuring tree grates flush with sidewalk and 36" minimum sidewalk clearance.
4. Opportunity for street trees, lighting & signage within right-of-way.
5. Right-of-way may vary. This option illustrates a 65'-wide R.O.W.

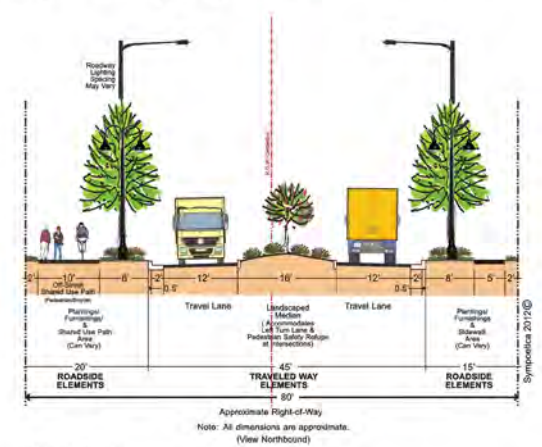
B-2 City Gateway Segment B-2



KEY FEATURES:

1. A variable width landscaped median of (10' maximum width) with pedestrian refuge, but no left turn lane.
2. Two 12'-wide travel lanes.
3. A 10'-wide off-street shared-use path (west side) in lieu of on-street bicycle lanes; 6'-wide sidewalk/furnishings zone on east side featuring tree grates flush with sidewalk and 36" minimum sidewalk clearance.
4. Opportunity for street trees, lighting & signage within right-of-way.
5. Right-of-way may vary. This option illustrates a 60'-wide R.O.W. condition.
6. Note that northbound traffic from the intersection at Bradley Drive will need to travel around the proposed roundabout at Mayflower Drive, then proceed southbound in order to make turns into properties on the west side of Odd Fellows Road in this segment.

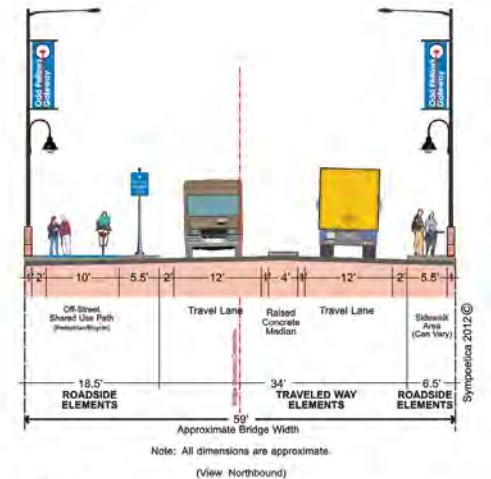
C City Gateway Segment C



KEY FEATURES:

1. A 16'-wide landscaped median with left turn capacity and pedestrian refuge.
2. Two 12'-wide travel lanes.
3. A 10'-wide off-street shared-use path (west side) in lieu of on-street bicycle lanes; a 5'-wide sidewalk on east side in this segment.
4. Opportunity for street trees, lighting & signage within right-of-way.
5. Right-of-way may vary. This option illustrates an 80'-wide R.O.W.

RR Bridge Railroad Overpass Bridge Concept



KEY FEATURES:

1. 12'-wide travel lanes (2) with 4'-wide raised concrete median.
2. Off-street shared-use path (west side) in lieu of on-street bicycle lanes within broader raised concrete zone which accommodates "silly away" and signage zones. Bridge features crash-tested ornamental railing with view-through capability.
3. 5.5'-wide sidewalk on east side.
4. Overhead roadway and pedestrian lighting on ornamental poles; accommodates placemaking banners on light poles.
5. Approximate bridge width is 59'. Can be accommodated within existing right-of-way.



SECTION LOCATION MAP: SEGMENT LABEL DENOTES WHICH CROSS SECTION FROM THE PREVIOUS PAGE SHOULD BE USED

5.3 Furnishings

Odd Fellows Road trash receptacles, benches, and bus shelters should be the same as on Campbell Avenue, however street lights vary as this is a newer area of the city. Bike racks should be included on both corridors, especially at major destinations. Banners can be included to highlight an area’s identity. Bollards may be necessary to protect pedestrian zones. *See Chapter 4.3 for information on trash receptacles, benches and bus shelters for Odd Fellows Road.*

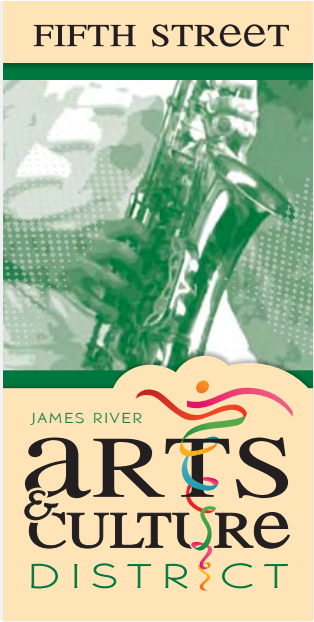
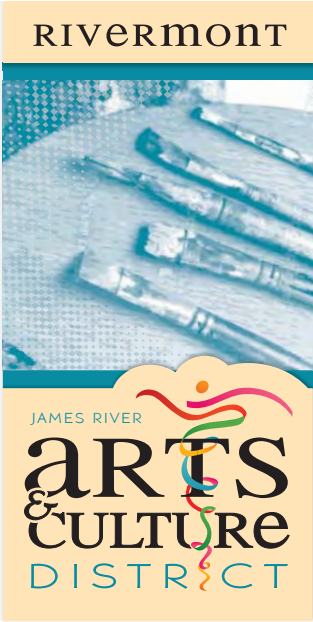
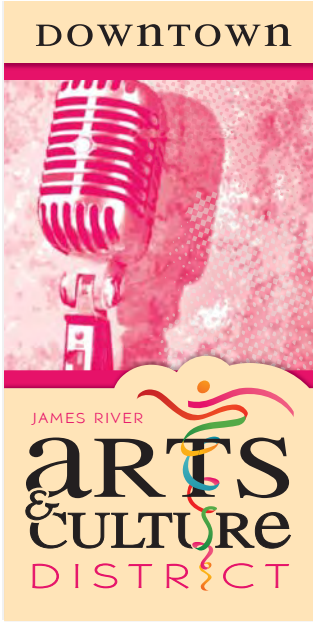
STREET LIGHTS	
	Manufacture
	Holophane
	Item #
	Hallbrook Extended Cover Glassworks II Hallbrook 15' Post w/ Decorative Base Hallbrook Single Sheppard Crook
	Description
	150w/120v Metal Halide Aluminum Post with 22" Decorative Base Single Sheppard Crook
	Color
	Black

NOTES: THESE SHOULD ALTERNATE WITH THE SPACING OF STREET TREES



BIKE RACKS

Both sites should use bike racks similar to these to promote the use of the bike lanes along Campbell Avenue to a variety of destinations. These designs are the most efficient for bicycle storage and can be placed one at a time or expanded for larger bicycle parking areas.

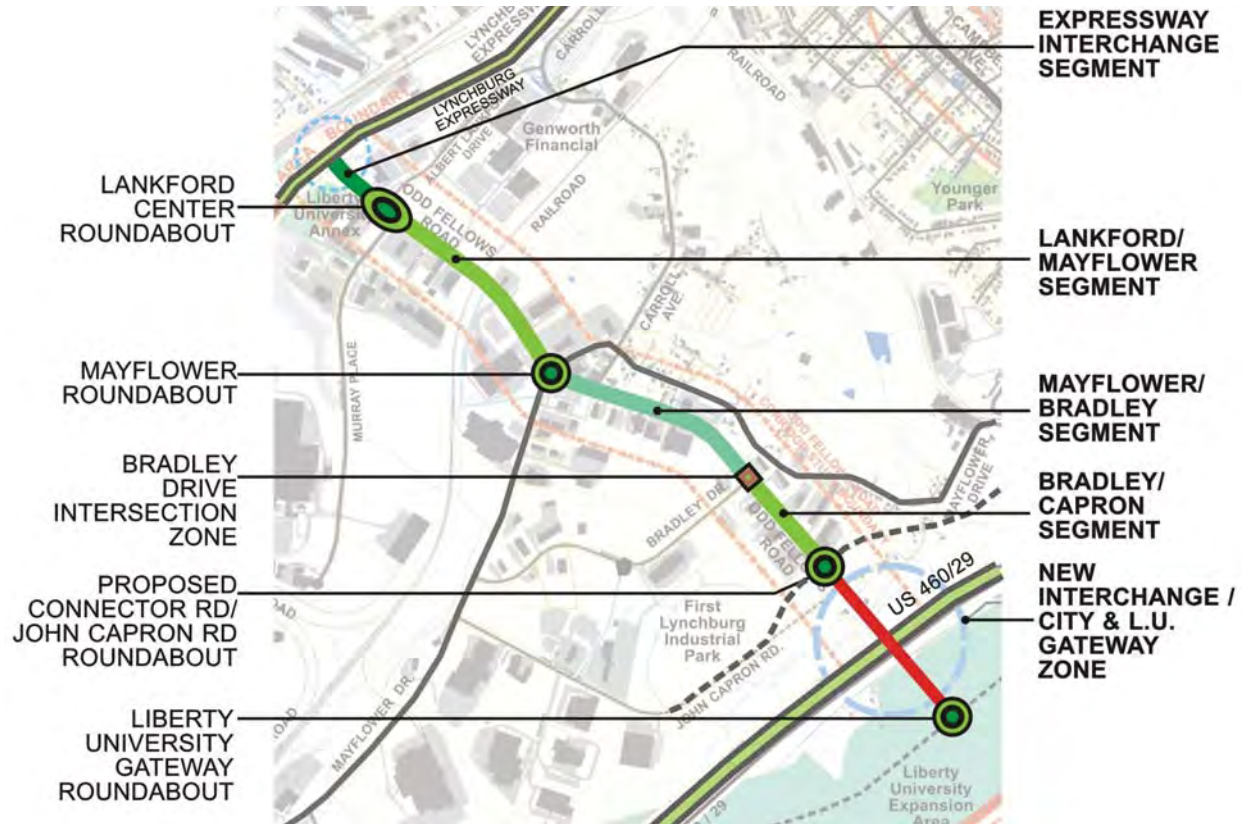


BANNERS

Banners can be used to highlight the character and bring out the identity of an area. Both Campbell Avenue and Odd Fellows Road should consider using banners similar to the Arts & Cultural District banners.

5.4 Landscaping

There are two core themes proposed for streetscape plantings along the Odd Fellows Road corridor. From the new US 460/29 interchange northward to the proposed Mayflower Drive roundabout, the theme is one of a high quality roadway serving a rejuvenated employment and industrial district for the City; the new interchange also provides a new City gateway opportunity. From the Mayflower Drive roundabout to the Lynchburg Expressway, the landscape character of the roadway becomes more urban and formal, thereby supporting the opportunity for a new mixed use development pattern. The proposed roundabout at Albert Lankford Drive and Murray Place provides a unique placemaking opportunity through the application of special streetscape and center island design treatments. The new interchange also provides a new gateway to the Liberty University campus, with a roundabout focal element at Top Ridge Road. This short segment of Odd Fellows Road should be treated much like the more formal streetscape prescribed for the Albert Lankford/Mayflower segment. Refer to the illustrative birdseye sketch of the proposed new US 460/29 interchange for more design guidance for this important gateway zone. The accompanying map and table offer more specific landscape character guidance for the key streetscape elements of this street; as with the Campbell Avenue guides, these tools are organized by identifying a series of unique segments, roundabouts and intersections.



	Expwy Segment	Lankford/Mayflower & Bradley/Capron Segments	Mayflower/Bradley Segment	Roundabouts	Bradley Drive Intersection
Street Trees:					
Function	Corridor Definition Placemaking	Corridor Definition Pedestrian Safety	Corridor Definition Pedestrian Safety	Spatial Definition Placemaking	Pedestrian Safety Placemaking
Planting Pattern	Informal Pattern Parkway Treatment Naturalistic Clusters	Regular Spacing Opposing/Both Sides	Regular Spacing Opposing/Both Sides Adjust Spacing for curves & curb cuts	Regular Spacing Opposing/Both Sides Flower & Leaf color attributes	Regular Spacing Opposing/Both Sides Flower & Leaf color attributes
Mature Crown Spread	Intermediate (35'-50') to Wide (50'-75')	Intermediate (35'-50')	Narrow (20'-35')	Narrow (20'-35')	Very Narrow (>20')
Mature Height	Varies by Species	Varies by Species Maintain Min. 10' Clearance from Overhead Lines	Varies by Species	Varies by Species	Varies by Species Maintain Min. 10' Clearance from Overhead Lines
Spacing	40'-80' (Clusters)	40'-80'	20'-40'	Varies by geometry of roundabout	Varies by geometry of intersection
Median/Center Island Plantings					
Ornamental/Flowering Trees	Yes	Yes	Yes	Yes	Yes
Low Shrubs	Yes	No	No	Yes	No
Ground Covers	Yes	No	No	Yes	Yes
Lawn	Yes	Yes	Yes	Yes	Yes

NOTES:
1. FINAL STREETSCAPE PLANTINGS TO BE DETERMINED BY CITY ARBORIST AND HORTICULTURALIST IN CONSULTATION WITH CITY PLANNER.
2. REFER TO INTERCHANGE BIRDSEYE ILLUSTRATIVE GATEWAY SKETCH FOR LANDSCAPE CONCEPT FOR NEW US 460/29 INTERCHANGE.

6.0 Implementation Measures

This plan provides a vision and sets goals for the Campbell Avenue & Odd Fellows Road Corridors. The following sections provide an approach to a 10 year implementation that will achieve the type of rehabilitation / redevelopment and infill that is desired, to implement streetscape improvements, provide for alternative modes of transportation, to create memorable gateways to the City, and encourage economic development activities.

6.1 Policy Considerations

This plan is the direct result of the planned construction of the US 460/29 and Odd Fellows Road Interchange, the establishment of Liberty University Student Housing at Odd Fellows and Albert Lankford Drive, the growth of the Virginia University of Lynchburg and a grass roots planning effort in the Campbell Avenue / Fairview Heights Neighborhoods. There are three items required for the successful implementation of any plan document: Inclusion within the broader Comprehensive Plan, appropriate zoning designations and inclusion within the Capital Improvement Plan. The successful implementation of this plan is dependent on phasing with special attention being given to recommendations for plan elements. Failure to implement plan elements in one phase could result in unsuccessful implementation of future phases.

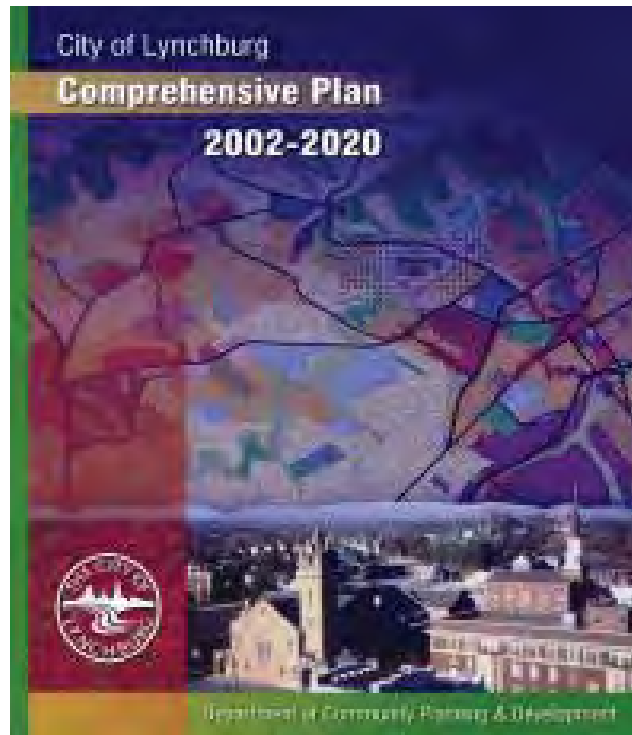
The Campbell Avenue & Odd Fellows Road Land Use Study and Corridor Master Plan is an amendment to the City of Lynchburg Comprehensive Plan 2002-2020 and policies specific to the study areas are adopted in the form of vision, goals and plan elements as identified in this document. The City will consider the policies contained within this document in all road designs planned or underway and in private developments requiring rezoning or conditional use permit.

6.2 Zoning

The zoning of the areas is a mixture of residential, commercial and light industrial as identified in Section 2.3. As the City moves forward with the rewrite of the City's Zoning Ordinance and revision of the Official Zoning Map, careful attention should be given to ensuring appropriate zoning designations and design considerations are in place to implement the policies contained within this document. The Zoning Ordinance rewrite and revision of the Official Zoning Map is scheduled for completion in 2014 which is before the scheduled construction start for the Odd Fellows Road interchange. In the interim the City should refrain from rezoning properties unless proffers are offered to insure the successful implementation of this plan.

6.3 Future Land Use Map

The Future Land Use Map in the City of Lynchburg Comprehensive Plan 2002-2020 is amended to change the land use designations for Campbell Avenue and Odd Fellows Road as shown on page 31 of this document. A mixed use designation is shown for the Florida Avenue Shopping Center located at Florida and Campbell Avenue and for the Genworth Campus and Liberty University Annex located at Odd Fellows Road, Murray Place and Albert Lankford Drive. A Community Commercial designation is indicated on the southern side of U.S. Route 460/29 at the terminus of the proposed Odd Fellows Road interchange. Smaller areas currently used as residential with an Employment 2 future land use designation and zoned Industrial along with other minor refinements to land use should be considered as part of the overall Comprehensive Plan update scheduled for completion in October 2013.



6.4 Phasing & Budget Considerations

Phasing Strategy. The primary catalyst for proposed corridor and area improvements is the proposed construction of, and extension of Odd Fellows Road to, a new interchange at US 460/29. This state-funded interchange project creates a new City gateway opportunity and offers the potential to rejuvenate the older employment area it currently serves. The interchange project will also significantly reduce traffic volume growth on Campbell Avenue within the study area, allowing for implementation of a lane reduction and reconfiguration project, termed a “road diet”, which includes new bicycle lanes and improved streetscape elements along the roadway. Therefore, the timing of multi-modal improvements along Campbell Avenue and Odd Fellows Road are dependent on, and must follow, the completion of the Odd Fellow Road interchange at US 460/29. The proposed phasing of key multimodal projects under this study includes:

1. Odd Fellows Road and US 460/29 Interchange (From US 460/29 to relocated John Capron Road; estimated completion date: Summer, 2017.)
2. Odd Fellows Road Improvements/Phase I (From new interchange to Mayflower Drive; estimated completion date: Summer, 2017.)
3. Odd Fellows Road Improvements/Phase II (From Mayflower Drive to Lynchburg Expressway; and construction of a replacement railroad underpass bridge within that segment; estimated completion date: Summer, 2018.)

4. Campbell Avenue Improvements/Phase I (VUL Gateway Roundabout at Edmunds Street; Road Diet improvements from Edmunds Street to Fairview Avenue; and Road Diet pavement striping from Fairview Avenue to Florida Avenue; estimated completion date: 2019.)

5. Campbell Avenue Improvements/Phase II (Rail-Trail Link from VUL Campus to Kemper Street Station trailhead; estimated completion date: 2020.)

6. Campbell Avenue Improvements/Phase II (City Gateway Roundabout at Florida Avenue; estimated completion date: 2021.)

7. Campbell Avenue Improvements/Phase III (Road Diet improvements from Fairview Avenue to King Street; estimated completion date: 2022.)

8. Campbell Avenue Improvements/Phase IV (Road Diet improvements from King Street to Florida Avenue; estimated completion date: 2023.)

9. Odd Fellows Road – Campbell Avenue Connector Road (Odd Fellows Road to Campbell Avenue via Martin Street; estimated completion date is dependant on local real estate development demand.)

10. John Capron Road Extension (John Capron Road extension to Odd Fellows Road; estimated completion date is dependant on local real estate development demand.)

Concept Construction Budget. A concept planning-level budget for the phased development of key multimodal infrastructure projects identified in this study was developed by the study team. A summary of these project budget estimates, set within the phasing approach described earlier, follows:

ODD FELLOWS RD. / CAMPBELL AVE. DESIGN, ENGINEERING & CONSTRUCTION (BY PHASE)					
	Plan Component	Location	Estimated Cost*	Completion Date	Funding
<u>ODD FELLOWS ROAD</u>					
1	Odd Fellows Road Interchange / Odd Fellows Rd.	Odd Fellows Rd. & U.S. Route 460 Interchange to relocated John Capron	\$31,715,145	Summer 2017	VDOT
2	Phase I - Odd Fellows Road Improvements	Odd Fellows Interchange to Mayflower Drive	\$5,040,000	Summer 2017	VDOT / Capital
3	Phase II - Odd Fellows Road Improvements - New RR-Underpass Bridge	Mayflower Drive to Lynchburg Expressway	\$8,000,000	2018	VDOT / Capital
			Odd Fellows Rd. Plan \$13,040,000		
<u>CAMPBELL AVENUE</u>					
4	Phase I - Campbell Ave. - VUL Gateway Roundabout - Road Diet (Edmunds St. to Fairview Ave.) - Road Diet striping to Florida Ave,	Old Campbell Ave to Florida Ave.	\$1,400,000	2019	Capital
5	Phase II - Rail Trail Link - VUL to Kemper St. Station	VUL to Kemper St. Station	\$1,040,080	2020	Capital
6	Phase II - Campbell Ave. / Florida Ave. Roundabout	Campbell Ave. / Florida Ave.	\$600,000	2021	Capital
7	Phase III - Campbell Ave. Road Diet	Fairview Ave. to King St.	\$1,100,000	2022	Capital
8	Phase IV - Campbell Ave. Road Diet	King St. to Florida Ave.	\$755,000	2023	Capital
			Campbell Ave. Plan \$4,895,080		
<u>CONNECTOR ROADS</u>					
9	Odd Fellows Rd. / Campbell Ave. Connector	Odd Fellows Rd. to Campbell Ave. via Martin St.	\$5,500,000	Demand	Private/ED
10	John Capron Road Extension	John Capron Road to Odd Fellows Road	\$785,000	Demand	Private/ED
			\$6,285,000		
			Total Implementation \$24,220,080		
* Planning level costs in 2013 dollars 10% Engineering & 20% Contengency included per Plan component					

6.5 Federal & State Funding Opportunities

There are a wide range of grants available from state and federal agencies and programs, as well as from institutions and foundations. Some state monies are pass-through funds from federal agencies; most grant opportunities require a 'local match' and some are reimbursement-based. Following is a summary outline of those funding sources:

MAP-21 Moving Ahead for Progress in the 21st Century (Federal Funding via VDOT). Signed into law by President Obama on July 6, 2012, MAP-21 (P.L. 112-141) creates a streamlined, performance-based, and multimodal project funding program to address the many challenges regarding the U.S. transportation system. The act builds upon and refines earlier programs and policies, while restructuring core highway funding programs. Transportation enhancement activities under the former SAFETEA-LU have been redefined as "transportation alternatives" under MAP-21. Key transportation alternatives under MAP-21 that are applicable to project funding opportunities for Campbell Avenue and Odd Fellows Road Corridor improvements include:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
- Construction, planning, and design of infrastructure-related projects that will provide safe

routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.

- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.

More information of MAP-21 can be found at <http://www.fhwa.dot.gov/map21>.

Safe Routes to School Program (Federal Funding via VDOT). Safe Routes to School (SRTS) is a federally funded program that offers both infrastructure and programmatic grants to encourage healthier lifestyles and safe opportunities for school age children (K-8) to walk or bike to school. Since many of the design elements needed to improve walkability for children coincide with the Campbell Avenue Corridor Plan recommendations, this is a special funding opportunity to implement much needed pedestrian improvements around W.M. Bass Elementary School on Seabury Avenue.

A January 2013 infrastructure grant application submission included \$263,825 for improvements around Bass Elementary. Key elements of that application include widening sidewalks along Campbell in the immediate vicinity of the school, improving pedestrian crosswalks and signals, and improving Seabury Avenue sidewalks with "curb extensions/bump-outs," creating a safe, enjoyable route from Campbell Avenue to the school. Other improvements, including filling gaps in disconnected sidewalks, are planned for later grant applications. The City is waiting to hear the status of the 2013 application.

Additional Federal Government Funding Sources:

Federal Economic Stimulus Funding (via VDOT)
Community Development Block Grant Program
U.S. Environmental Protection Agency, Environmental Education Grants Program
Chesapeake Bay Gateways Program
Conservation Reserve Program (USDA)
Wetlands Reserve Program (USDA)
Watershed Protection and Flood Prevention (Small Watersheds) Grants (USDA/NRCS)
Urban and Community Forestry Assistance Program (USDA)
Small Business Tree Planting Program (SBA)
Economic Development Grants for Public Works and Development of Facilities (The US Department of Commerce, Economic Development Administration (EDA))

State Funding Opportunities:

Virginia Land Conservation Foundation
Virginia Department of Conservation and Recreation (DCR)
Virginia Recreation Trails Fund
Land and Water Conservation Fund (LWCF)
Virginia Department of Forestry (DOF)
Water Quality Improvement Fund

6.6 Local Funding Opportunities

CIP Funding. Local governments can commit an annual appropriation for transportation improvements, including multi-modal projects, roadway improvements, pedestrian & bicycle facilities and park & open space development through their Capital Improvements Programs (CIP). The area land use/master plan will define projects for inclusion into the CIP. CIP funds can be earmarked for matching funds when seeking grants with such requirements.

Private Real Estate Developer Funding.

In Virginia, many new residential and non-residential development projects include roadways, pedestrian/bicycle, open space, greenway and other improvements which are funded by the real estate developers of those projects. The developer “proffers” (proactively offers) a set of infrastructure improvements as part of her application for project approval by the local governing bodies. A number of roadway improvements within the study area, including the proposed corridors connector road and the extension of existing roadways, may be funded in part through the proffer approach.

Local Private-Sector Funding. Private industries and businesses may donate property, cash, discounted materials, and/or in-kind services. Examples include: Donations of trail easements; cash for a way-finding signage systems, pedestrian links, street furnishings or specific greenway projects. Donations of services by businesses, including equipment and labor, can reduce the costs of park and trail improvements.

Volunteer Organizations. Volunteer organizations can be created to aid in the development of greenways and trails within the area. Volunteers are an invaluable resource either in actual greenway construction or by conducting fund-raisers. A manual for park volunteers should be developed to guide and regulate their work. The manual should include a description of appropriate volunteer efforts, request forms, waiver and release forms, and a completion form (where volunteers are asked to summarize their accomplishments). Virginia State Parks has been quite successful in using such ‘friends’ groups for special park project implementation.

Trail and Greenway Sponsors. A sponsorship program for greenway amenities and trails system elements of the master plan, allows for smaller donations to be received both from individuals and businesses. Lynchburg has already had success in using private sector sponsorship of street and roadway landscaping projects. The program must be well planned and organized, with design standards and associated costs established for each amenity. Project elements can include mile markers, call boxes, trash receptacles, benches, entry signage, directional signs, interpretive brochures, bollards, and picnic areas.

Public Private Transportation Act of 1995 (PPTA). The Public Private Transportation Act of 1995, as amended, is a legislative framework that allows the Commonwealth of Virginia and qualifying local governments to enter into agreements with private entities to construct, improve, maintain and/or operate transportation facilities. A PPTA offers benefits in that faster project solutions can be realized while enhancing economic efficiency such that greater return of investment (ROI) is realized.

6.7 Private Sector Assistance

With about 300 businesses and 6,700 employees in the area as of 2010, implementing this plan will be a joint effort between public institutions and private stakeholders and landowners. The City of Lynchburg’s Office of Economic Development helps administer a number of federal, state, and local programs that can be used to promote plan implementation through the private sector.

HUB Zone. Small businesses in high-unemployment, low-income areas can receive an economic boost from the HUBZone contracting program. The HUBZone (Historically Underutilized Business Zones) program provides contracting assistance to small businesses located in economically distressed communities to promote job growth, capital investment and economic development in these areas. The program’s benefits for HUBZone-certified companies include competitive and sole source contracting, a 10% price evaluation preference in full and open contract competitions, as well as subcontracting opportunities. The Federal government has a goal of awarding 3% of all dollars for Federal prime contracts to HUBZone-certified concerns.

EDA Capital Investment Grant. A local incentive of cash or infrastructure improvements to eligible projects for capital investment. 2% of capital investment up to \$10M, 1% of capital investment over \$10M, maximum incentive value \$350,000. All taxes generated by capital investment must generate a positive ROI over a 36-month period, subject to verification and the terms of a performance agreement.

EDA Job Creation Grant. A local incentive of cash or other improvements, generally up to 2% of the increase of the annual payroll for full-time employees with health benefits if base employment is increased by more than one-third, netting a minimum of thirty new FTEs in one year, subject to payroll audit and performance agreement.

Virginia Jobs Investment Program. This program offers customized recruiting and training assistance to companies that are creating new jobs or experiencing technological change.

Revolving Loan Fund. This is a source of money that offers innovative financial services, by providing working capital at competitive rates when traditional bank financing is not feasible, and tax-exempt Industrial Revenue Bonds.

Technology Zone. The entire city is a Technology Zone, offering tax abatement for capital investment and job creation for qualified businesses. Technology businesses are broadly defined, and include sectors from advanced manufacturing to engineering, electronics to pharmaceuticals.

Enterprise Zones. The City of Lynchburg has two Enterprise Zones encompassing over 4,000 acres of the City that includes prime commercial real estate and industrial park lots. The Enterprise Zone program is an economic development tool administered at the local level. E-Zones provide cash grants for real property improvements and job creation within the designated zones.

State Grants: The Real Property Investment Grant provides up to \$200,000 for real estate rehabilitation or new construction with over \$100,000 of initial investment. The **Job Creation Grant** provides a cash grant up to \$800 per job per year or per 5-year period.

Local Grant: The Local Enterprise Zone Redevelopment Grant Program is designed to assist property owners and/or businesses with real property and capital investment projects, while decreasing vacancy rates, revitalizing designated areas, and increasing the City's tax base. Commercial, industrial, and mixed-use commercial (with no more than 80% residential) are eligible for funding of up to 1/3 of the qualified renovation, rehabilitation or capital improvement costs, with a maximum of \$25,000. Unlike the State grant, it has no required minimum of initial investment, but does have limited total amounts available each year.

New Market Tax Credits (NMTC). NMTC is a federal program that permits taxpayers to receive a credit against Federal income taxes for making qualified equity investments in designated Community Development Entities (CDEs). Substantially all of the qualified equity investment must in turn be used by the CDE to provide investments in low-income communities. The credit provided to the investor totals 39% of the cost of the



ENTERPRISE ZONES WITHIN AND AROUND THE STUDY AREA

investment and is claimed over a seven-year credit allowance period.

Real Estate Rehabilitation & Renovation Tax Credits. A local incentive that provides a tax exemption for five years on the value added to commercial or industrial real estate through rehabilitation or renovation.

Federal and State Rehabilitation Tax Credits. These income tax credits, administered by the state, are available to help offset investment in buildings that were built prior to 1936, or are “certified historic.” 10% and 20% options are available on the Federal level and 25% is available from the State depending on which category the building falls into. All alterations must adhere to the Secretary of the Interior’s Standards for Rehabilitation.

APPENDIX

Roundabouts: (VDOT WEBPAGE) <http://www.virginiadot.org/info/faq-roundabouts.asp>
(VDOT BROCHURE): <http://www.virginiadot.org/info/resources/roundabouts.pdf>

Selection from the above brochure ([click link for full document](#)):

Roundabouts in Virginia

The Virginia Department of Transportation has begun using roundabouts in certain situations to enhance safety and reduce delays encountered by the motoring public.

Roundabouts have been used effectively throughout the world for many years. In recent years, they have been used here in the United States to reduce crashes, traffic delays, fuel consumption, air pollution and construction as well as maintenance costs, while quite often moving more traffic and enhancing intersection beauty. They have also been used to control speed in residential neighborhoods and are accepted as one of the safest types of intersection designs.

Roundabouts differ from the old, larger traffic circles in three major areas:

- 1) A roundabout is generally smaller in diameter, requiring lower traveling speed.
- 2) At roundabouts, the entering traffic yields the right-of-way to the circulating traffic. This yield-at-entry rule keeps traffic from locking up and allows free flow movement.
- 3) The splitter and center islands of a roundabout deflect entering traffic and reinforce the yielding process.

Why use a roundabout?

- ❖ **Safety** — Roundabouts have been shown to reduce fatal and injury crashes as much as 75 percent. The reduction in crashes is attributed to slower speeds and reduced number of conflict points.

- ❖ **Low maintenance** — Eliminates maintenance and electricity costs associated with traffic signals, which could possibly be as much as \$5,000 per year per intersection.
- ❖ **Reduced delay** — By yielding at the entry rather than stopping and waiting for a green light, delay is significantly reduced.
- ❖ **Capacity** — Intersections with high volumes of left turns are often better handled by a roundabout than a multi-phased traffic signal.
- ❖ **Environmental** — A reduction in delay corresponds to a decrease in fuel consumption and air pollution.
- ❖ **Aesthetics** — The central island provides an opportunity to beautify the intersection with landscaping.

What do roundabout signs look like?

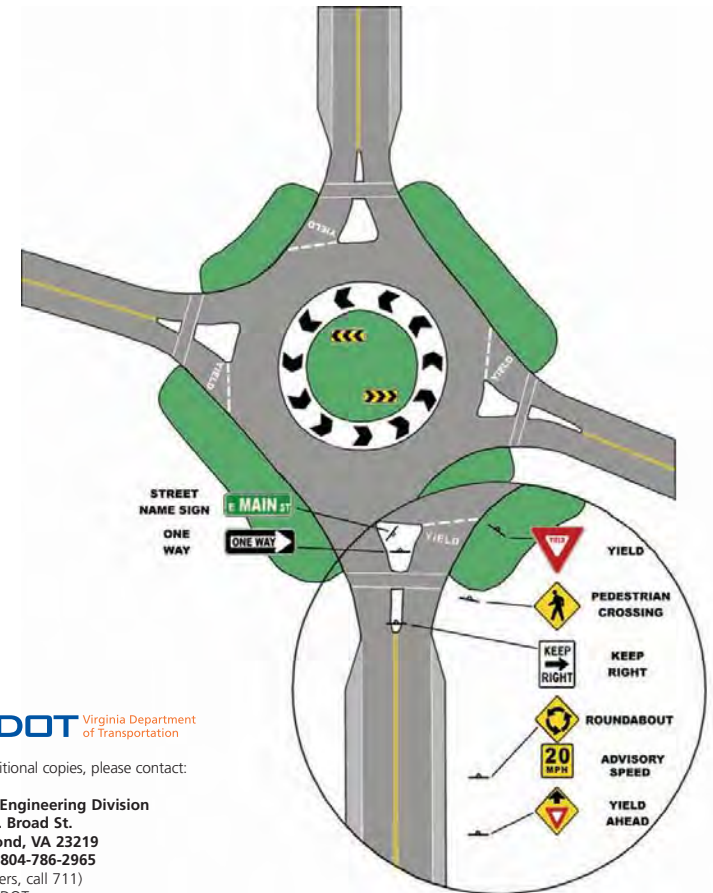
Roundabouts are easy to use. You simply position your vehicle correctly and indicate where you want to go.

Roundabout "Yield" signs together with "Yield" line markings are placed at the intersection of each approach road with the roundabout.

Advance Roundabout Warning Signs advise that you are approaching a roundabout.

In Virginia, roundabouts will be either one lane or two lanes. Listed here are the procedures one must take to negotiate turns when approaching a roundabout.

Sample signing and pavement marking plan for a roundabout



VDOT Virginia Department of Transportation

For additional copies, please contact:

Traffic Engineering Division
1401 E. Broad St.
Richmond, VA 23219
Phone 804-786-2965
(TTY users, call 711)
VirginiaDOT.org

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Complete Streets: <http://www.smartgrowthamerica.org/complete-streets/complete-streets-fundamentals/complete-streets-faq>

From the National Complete Streets Coalition (click the link above for more information):

Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations.

Creating Complete Streets means transportation agencies must change their approach to community roads. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists – making your town a better place to live.

What does a “Complete Street” look like?

There is no singular design prescription for Complete Streets; each one is unique and responds to its community context. A complete street may include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more.

A Complete Street in a rural area will look quite different from a Complete Street in a highly urban area, but both are designed to balance safety and convenience for everyone using the road. Check out our ‘Many Types of Complete Streets’ slideshow to see examples from across the country.

Why do we need Complete Streets policies?

Incomplete streets – those designed with only cars in mind – limit transportation choices by making walking, bicycling, and taking public transportation inconvenient, unattractive, and, too often, dangerous.

Changing policy to routinely include the needs of people on foot, public transportation, and bicycles would make walking, riding bikes, riding buses and trains safer and easier. People of all ages and abilities would have more options when traveling to work, to school, to the grocery store, and to visit family.

Making these travel choices more convenient, attractive, and safe means people do not need to rely solely on automobiles. They can replace congestion-clogged trips in their cars with swift bus rides or heart-healthy bicycle trips. Complete Streets improves the efficiency and capacity of existing roads too, by moving people in the same amount of space – just think of all the people who can fit on a bus or streetcar versus the same amount of people each driving their own car. Getting more productivity out of the existing road and public transportation systems is vital to reducing congestion.

Complete Streets are particularly prudent when more communities are tightening their budgets and looking to ensure long-term benefits from investments. An existing transportation budget can incorporate Complete Streets projects with little to no additional funding, accomplished through re-prioritizing projects and allocating funds to projects that improve overall mobility. Many of the ways to create more complete roadways are low cost, fast to implement, and high impact. Building more sidewalks and striping bike lanes has been shown to create more jobs than traditional car-focused transportation projects.

Road Diets: http://safety.fhwa.dot.gov/provencountermeasures/fhwa_sa_12_013.htm

From the Federal Highway Administration ([click the link above for more information](#)):

The classic roadway reconfiguration, commonly referred to as a "road diet," involves converting an undivided four lane roadway into three lanes made up of two through lanes and a center two-way left turn lane. The reduction of lanes allows the roadway to be reallocated for other uses such as bike lanes, pedestrian crossing islands, and/or parking. Road diets have multiple safety and operational benefits for vehicles as well as pedestrians, such as:

- Decreasing vehicle travel lanes for pedestrians to cross, therefore reducing the multiple-threat crash (when one vehicle stops for a pedestrian in a travel lane on a multi-lane road, but the motorist in the next lane does not, resulting in a crash) for pedestrians,
- Providing room for a pedestrian crossing island,
- Improving safety for bicyclists when bike lanes are added (such lanes also create a buffer space between pedestrians and vehicles),
- Providing the opportunity for on-street parking (also a buffer between pedestrians and vehicles),
- Reducing rear-end and side-swipe crashes, and
- Improving speed limit compliance and decreasing crash severity when crashes do occur.

other resources:

VDOT page on US 460/29 and Odd Fellows Road Interchange:

[click here!](#)

Campbell Avenue Access Management Study (June 2012):

[click here!](#)

Cursory Lane Reduction Analysis:

[click here!](#)





MEMORANDUM

The Department of Community Development

Planning

455-3900

To: Planning Commission
From: Tom Martin, AICP, City Planner
Subj: Campbell Avenue / Odd Fellows Road Land Use & Corridor Master Plan
Date: April 24, 2013

The Campbell Avenue / Odd Fellows Road Land Use & Corridor Master Plan is the culmination of planning efforts for this important area of the City. The catalyst for the plan was a “grass roots” planning effort spearheaded by the Office of Economic Development and Department of Parks & Recreation in the Campbell Avenue area and the announcement of full funding for the Odd Fellows Road and U.S. Route 460/29 interchange in July 2011.

During preparation of the plan, City Staff and consultants worked with a group of key stakeholders and fostered citizen engagement and input through a series of neighborhood meetings. The resulting document provides an “area-wide” plan and individual “master plans” for Campbell Avenue and Odd Fellows Road. While Campbell Avenue and Odd Fellows Road have unique conditions and land uses, they are closely related in that what happens on one affects the other.

During the Planning Commission public hearing on April 24, 2013, City Staff and the City's consultant Mr. Barry Carpenter, Sympoetica will present the plan and answer questions. Comments from the Planning Commission will be incorporated into the document and forwarded to Council for adoption and inclusion within the City's *Comprehensive Plan 2002-2020*.

If you have questions concerning the plan prior to the public hearing, please contact me at 455-3909 or at tom.martin@lynchburgva.gov.

MINUTES FROM THE APRIL 24, 2013 PLANNING COMMISSION MEETING (MINUTES HAVE BEEN APPROVED):

- a. **Consideration of adopting the Campbell Avenue/Odd Fellows Road Land Use & Corridor Master Plan Study as part of the City's *Comprehensive Plan 2002 -2020*. The proposed master plan encompasses the area of the City between the Lynchburg Expressway and the City Limits and Candler Mountain Road and Florida Avenue. The plan proposes specific recommendations for Campbell Avenue and Odd Fellows Road improvements. Campbell Avenue is proposed to have two lanes with a center median and turning lane, complimented by bicycle lanes and wider sidewalks. Roundabouts are proposed at Campbell Avenue and Florida Avenue and Campbell Avenue and Old Campbell Avenue. Odd Fellows Road is proposed as a two lane road with a center median and turn lanes, complimented by a parallel bike/pedestrian path and sidewalk. Roundabouts are proposed at Odd Fellows and a relocated John Capron Road, Odd Fellows and Mayflower Drive and Odd Fellows at Albert Lankford Drive Drive and Murray Place. The plan also proposes a future connector road from Odd Fellows Road to Campbell Avenue and an extended road network in the Odd Fellows Road area. A series of greenway trail systems throughout the planning area is also proposed. As part of the plan, the Future Land Use Map is recommended for amendment for property located at Odd Fellows Road at Albert Lankford Drive Drive and Murray Place from Resource Conservation, Community Commercial and Employment 2 to Mixed Use; property at U.S. Route 460 at Odd Fellows Road extended and Top Ridge Road from Resource Conservation to Community Commercial; property located at Campbell Avenue and Florida Avenue from Medium Density Residential and Community Commercial to Mixed Use and property currently zoned B-1, Limited Business District, B-3, Community Business District and B-5, General Business District located on Campbell Avenue from Traditional Residential, Neighborhood Commercial and Community Commercial to Mixed Use.**

Mr. Martin explained that this study is the direct result of two things that started occurring at the same time. In the fall of 2011, there was a grassroots planning effort on Campbell Avenue that started with the office of Economic Development and Parks Recreation looking at ways to improve the livability of the Campbell Avenue neighborhood. About that same time, the governor announced the full funding of the Odd Fellows Road/460/29 interchange. Staff and Economic Development undertook a study of the entire area. You might not think of the two areas as being related, but what happens on one affects the other and provides opportunities for improvement. Mr. Martin acknowledged staff's appreciation of the team effort with Economic Development and acknowledged that Economic Development actually funded the study. Staff also worked closely with VDOT and its design team.

A key group of stakeholders was put together which included VDOT, City staff, GLTC, Region 2000, Virginia University of Lynchburg, Liberty University and the citizens of Lynchburg. The consultant team included Barry Carpenter of Sympoetica and Bill Wuensch of Engineering and Planning Resources, who did the traffic analysis of Campbell Avenue. We really relied on VDOT for the traffic piece of Odd Fellows Road.

Mr. Barry Carpenter presented an overview of the study. He explained the *Comprehensive Plan* calls for corridor studies and specifies Campbell Avenue. The interchange at 460 and 29 with Odd Fellows Road creates a new corridor and these are sister corridors in some ways. Mr. Carpenter explained that we worked with the stakeholder group and held a number of public forums over the last year.

The broad area of the study was approximately 3,000 acres with a focus on the two-mile Campbell Avenue corridor and the mile-and-a-half Odd Fellows Road corridor. The planning principles used in the study included "Complete Streets," which is a policy to encompass all the users of a street not just cars and trucks, as well as streetscape and utility improvements. Another principle used was "Contact

Sensitive Solutions,” a widely accepted set of principles that comes from the Federal Highway Administration, which is meant to make the streets fit the community. The overarching principle is to look at transportation planning and land use planning at the same time.

Mr. Carpenter went on to explain the land uses currently proposed in the plan show Campbell Avenue as a mixed use of commercial and residential uses. The uses around Odd Fellows Road are proposed for employment and industrial uses. The same is true of the current zoning patterns. Mr. Carpenter showed an overview of the study area and pointed out that the new interchange will benefit several vacant parcels in the Odd Fellows Road area. He remarked that the Odd Fellows Road corridor plan looks at three major components. It is looking at an upgrade around Albert Lankford Drive as a new mixed use center because there is a lot of opportunity for infill. The interchange is bringing dramatically improved traffic into this area and opening up possibilities for employment or distribution uses. They want to show that the existing street grid can be extended to improve and incentivize economic development. It also shows a connector from the extended Odd Fellows Road near 460 going up to Florida Avenue.

They have worked with GLTC to see where their highest transit stops are within both corridors. New transit amenities and bus pull offs are proposed for these sites. Mr. Carpenter explained that roundabouts are being proposed to promote better circulation, safety and place making. There is an oval roundabout proposed for Albert Lankford Drive and Murray Place that resolves the traffic problem of conflicting left turns. The cross section for this roadway is essentially 12-foot wide lanes to accommodate trucks with a center lane that alternates with left turn lanes as needed. Landscaping is proposed in areas not needing a left turn lane. Mr. Carpenter remarked that this is a conceptual plan and it will all have to be designed. The right-of-way for Odd Fellows Road is variable and they have looked at very different kinds of treatments with that in mind.

A key piece is the bridge overpass over the railroad. That is scheduled for replacement and when replaced, the recommendation is for it to accommodate trucks, bicycles and pedestrians. Mr. Carpenter pointed out there is a major shared used path shown outside of the traffic lanes behind the sidewalks on one side of the road that connects the whole annex area down along Odd Fellows Road to the new interchange, across the interchange and south into the campus. It is a brand new, very safe pedestrian and bicycle facility.

Mr. Carpenter pointed out another proposed roundabout at Mayflower Drive. It is important to note that the traffic engineers looked at VDOT traffic studies generated as part of their traffic analysis of the interchange and its impact on the area. This affords us another opportunity to reposition how these roads work and look and fit into their communities. The plan proposes rear access to some properties. Some of those parcels may actually change in use or redevelop because of the improved access.

Mr. Carpenter explained that the connector road has a number of reasons behind it. It is obviously for connectivity but will also open a whole lot of road frontage along 460. The shared access path continues here and VDOT has integrated a ten-foot path on one side of the bridge as it goes across 460. VDOT is building a roundabout at the terminus of the base of the mountain on Top Ridge Road. That roundabout will be a new gateway into Liberty University. There will be some commercial activity around that area as well.

Mr. Carpenter moved into an overview of the Campbell Avenue corridor plan. The studies that were conducted for the Odd Fellows Road interchange indicated a reduction in the pace of traffic on Campbell Avenue. Therefore, the traffic engineer has shown that the number of lanes can be reduced (called a “road diet”). The “road diet” would reduce it to one lane in each direction but will allow for left turns where possible, landscaping where possible and bicycle lanes. This will also allow for better pedestrian improvements behind the curb as well. The right-of-way varies along Campbell Avenue and the plan allows for that with different contours.

Mr. Carpenter touched on the way that access management plays into this plan as well. Access management is a principle that manages the number of curb cuts at intersections and tries to cut down on left turn movements and conflicting movements along the roadway. For instance, cutting down on the number of driveway entrances makes the road much more readable and safer for the public.

Mr. Wuensch did a feasibility study of the road diet for Campbell Avenue. Currently, the traffic numbers have increased slowly over the past 25 years, but the new interchange redistributes traffic. That is what makes the road diet possible for the future of Campbell Avenue. There are also two more roundabout opportunities at Florida Avenue and at the Virginia University of Lynchburg. He also pointed out where bike paths can go along an abandoned railway path behind Virginia University of Lynchburg connecting with the Kemper Street station.

Mr. Carpenter pointed out a major crossing for children going to Bass Elementary School and Younger Park. This area is recommended for very careful treatment for pedestrian crossing facilities. The plan implements the opportunity afforded by the Safe Routes to Schools grant funded by VDOT for such purposes.

Mr. Carpenter gave an overview of the proposed changes to the *Future Land Use Map* if this plan is adopted as well as the proposed changes to the public transit system. He also went over the proposed timeline for implementing this plan. The interchange is proposed for 2017. After that, improvements up to Mayflower Drive would occur followed by improvements up to Albert Lankford Drive. Improvements on Campbell Avenue would start with the roundabout at Virginia University of Lynchburg and then building the road diet down to Fairview Avenue. Then the bicycle trails would be developed up to Kemper Street station. Next, the Florida Avenue roundabout would be constructed followed by the completion of the road diet from Fairview Avenue to King Street. The last road diet would be finished to Florida Avenue. Then the connector road would be constructed; however, this could be a market driven connector road built as demand dictates. The last component would be to fulfill dead ended John Capron Road up to Odd Fellows Road.

Chair Sale asked for anyone who wished to speak in favor of the plan. No one came forward. He asked for anyone who wished to speak in opposition to the plan or with questions.

Mr. Jim Harris of Harris Trucking came forward to speak. He has owned and operated the business since 1968 and has been at Harris Lane, one block east of Albert Lankford Drive, since 1972. He would like to commend the City for looking into the future and trying to beautify it. He would like to caution them that the largest truck users in the City come off Odd Fellows Road at Murray Place going to RR Donnelly (about 60 to 80 a day). Mr. Harris was not sure how you would maneuver from Murray Place if you wanted to back east to the bypass. Mr. Carpenter said that the alignment would pick up Albert Lankford Drive and Murray Place and that is the reason it is extended. The roundabout will be designed to accommodate traffic off both of those arteries. Mr. Harris cautioned them not to run one of their largest taxpayers out of the City. Mr. Harris sees three roundabouts within three quarters of a mile from 460 to get to RR Donnelly. Mr. Carpenter assured Mr. Harris that the movements he is concerned about would be totally acceptable and the roundabouts will be designed to accept the trucks. Mr. Carpenter assured Mr. Harris that they will look at the left turn movement as they get into the design and respond to his need as much as they can.

Mr. John Thornhill, one of the developers of Lynchpin Industrial Park and owner of property in that area, came forward to speak. They welcome the improvements but have a couple of concerns. The rerouting of John Capron Road cuts through two parcels and they feel that would be detrimental to the development of those two parcels. They also feel that the cross sections shown in the report merit more study. There are a number of businesses in the industrial park that have driveways that do not line up. Some of them have to back their tractor trailers in off the road. They feel that the area should be kept

open with a left turn lane rather than a raised landscape median. Overall, Mr. Thornhill thinks it is a good plan and looks forward to the new interchange and the improvements that will come after it.

Mr. Gary Case came forward to speak. He noted that on page 24 there was a recommendation that Odd Fellows Road should be a four-lane road with a center turn lane. He notes that the proposed plan shows a landscape median. He endorses a four-lane road because of the staggered driveways. Trucks coming in and out of those driveways, if it is only two lanes, will create dangerous situations. He thinks the roundabout when you are coming off the expressway by the LU Annex will create a dangerous situation. He also cautioned them about rezoning industrial land for mixed use because that does not help the long-term job situation. He also did not understand the reason for spending \$5.5 million on the connector road because it will parallel 460, which is a four-lane road. Why not just have cars go down 460 and get off at Campbell Avenue and use that money to improve the other end of Odd Fellows Road. He thinks things always look good on paper but do not always get done. He would like to see them design something that is economically practical. He thinks this plan has a lot of good in it but is overdone, in his opinion. He does like the fact that the interchange will take a lot of truck traffic off of Candler's Mountain Road.

Mr. Jeff Catlett came forward to speak. He wondered what the latest traffic counts are on Campbell Avenue. He thinks there will be a big impact on the businesses along Campbell Avenue during peak hours with people being able to get in and out of them easily. Chair Sale said they would get an answer for him during the rebuttal period.

Ms. Deb Pond came forward to speak. She represents Support Services of Lynchburg across from Advance Auto Parts on Campbell Avenue. She is concerned with the emergency vehicles getting through the roundabout and then maneuvering through the road diet plan. She is also concerned with the backup of traffic that she sees every day during rush hour. It does not seem to her that the Odd Fellows Road interchange would affect that traffic much.

Mr. Martin read a letter from Reverend Peter Stazen II, the pastor of the Grace Presbyterian Church at 3300 Carroll Avenue. It is addressed to the "City of Lynchburg Planning Commission Public Hearing RE: Odd Fellows Road Land Use and Corridor Master Plan. As a representative of the congregation of Grace Orthodox Presbyterian Church located at the corner of Odd Fellows Road and Carroll Avenue, I express some concerns we have about the Odd Fellows Road Corridor and Master Plan. Thank you for the opportunity to give comment.

A few of us from our congregation have attended a couple of the VDOT public meetings concerning the proposed construction of an interchange on Interstate 460 connecting with Odd Fellows Road. Our interest in attending these meetings were to learn how this interchange would affect our church's physical and related safety issues. We were surprised to learn that any widening of Odd Fellows Road would fall under the city of Lynchburg's purview and even more surprised to learn that their (the City's) drawings of road improvement is only conceptual having yet to be approved and funded. Hence this is why this public meeting is being held today by the Planning Commission.

Most would likely agree that an interchange at the proposed site would reduce the traffic congestion at the Candler's Mountain Road interchange as well as open up more ready access to some of the businesses on and off Odd Fellows Road. Plus an Odd Fellows interchange makes easier direct connection with the 29 expressway. It appears to be a win-win situation for all, but it will be a lose-lose situation until the Odd Fellows Corridor is constructed. It appears that the City is already behind the proverbial 8-ball with VDOT planning construction beginning in 2014/15 with completion scheduled for 2017.

To our thinking this raises four major traffic and safety problems if the interchange is completed before the City has made any improvements and enhancements to the Odd Fellows Road corridor. First,

according to a traffic engineer from VDOT the current volume of vehicles using Odd Fellows Road will increase six times to 8000. That is only projected and the volume may prove to be higher. Such volume without any widening of Odd Fellows Road will congest the intersection of Mayflower and Odd Fellows Roads making it very difficult for vehicles to move with ease in and out of driveway entrances at the businesses near that intersection (i.e., DMV, Fleet Pride, Custom Converting). Such congestion could feasibly back up traffic as far as Carroll Avenue affecting entrance and exits from our parking lot.

A second problem is that such an increase in the volume of traffic will potentially cause collisions where Carroll Avenue intersects Odd Fellows Road. Even now drivers need extra caution making a left hand turn onto Carroll Avenue as there is currently a blind spot at that juncture with a slight hill obscuring oncoming traffic. To my knowledge there has never been a collision at this site, but an addition of 6500 hundred cars and trucks per day sure gives increased potential to collisions. Sundays are generally not a problem but that will drastically change once the interchange becomes a reality. The Master Plan removes the left hand turn onto Carroll Avenue but even so, the plan is still only conceptual pending approval by the Planning Commission, the City of Lynchburg, funding, and construction. Yes, a simple NO LEFT TURN would solve the problem at least temporarily.

A third potential problem is the safety of the children of our congregation. While our children do not play in the street they do find themselves adjacent to Odd Fellows Road even though well within and on church property. Sundays pose little hazard as traffic volume is minimal with the commercial businesses closed on this day, but with increased traffic volume from the interchange we trust you understand our concern for the safety of our children and other pedestrians. The Master Plan offers solutions; but what are we and our neighbors to do until the Corridor is completed?

A fourth problem, is the noise pollution, that is, the increase of the level of noise that added traffic will add to the community and within our buildings. Being a commercial area the truck traffic will greatly increase as will the noise levels.

In summary, without the City of Lynchburg Odd Fellows Road corridor improvements being completed at or near the same time of VDOT interchange construction we envision four major problems: 1. Major congestion of the Odd Fellows Road intersection with Mayflower Road making access to our driveways (DMV, Fleet Pride, Custom Converting, Grace Presbyterian Church) difficult and hazardous, not to mention the wait time to exit driveways of Jefferson Lighting, the Catering company, and other businesses located on Odd Fellows Road. 2. Potential collisions occurring at the intersection of Odd Fellows Road with Carroll Avenue. 3. Safety of children and other pedestrians. 4. Noise pollution.

The Master Plan appears favorable, but our issue is the apparent lag time between the interstate construction and construction of the Odd Fellows Corridor. Thank you for your time."

Mr. Carpenter addressed the concerns raised by the speakers. Mr. Carpenter pointed out that the recommendation for a four-lane road on Odd Fellows Road was made by a citizen group at the public forum meeting and not by VDOT. The VDOT proposal is for one lane in each direction and the bridge accommodates only that as well. He understands the other concerns about the median and configurations and those can be considered. He does not know the traffic counts on Campbell Avenue, however, there are two documents referenced in the appendix where that data can be found. Mr. Carpenter reiterated Mr. Wuensch's finding that the road diet is feasible once the interchange is constructed due to the volume of traffic on Campbell Avenue projected to be reduced. Mr. Carpenter remarked that the cross sections with the treatment of left turn lanes and roundabouts will improve both flow and safety.

With regard to the emergency vehicles on Campbell Avenue, city staff has talked about the Opticum system. It allows emergency vehicles to activate traffic signals. There will be opportunities for people to move over both in the turn lanes and in the bicycle lanes.

Mr. Martin wanted to address Mr. Thornhill's comments. He called Mr. Thornhill and discussed the relocation of John Capron Road. Quite frankly, if Mr. Thornhill is not willing to allow it, it will not occur. It would have to occur within the current right-of-way. Staff feels that the relocation of John Capron Road is fully reasonable and justified in order to open up Mr. Thornhill's land for development. If it is not relocated, more than likely, that roundabout will go away because it would be too close to the ramps of the interchange.

With regard to the connector road between Odd Fellows Road and Campbell Avenue, it has a two-fold purpose. One was to take some of the traffic off of Mayflower Drive, which is a very narrow road that goes through some residential areas. We will be looking at ways to conserve those neighborhoods as we go through the upcoming *Zoning Ordinance* rewrite. The connector road would be constructed as the market demanded and that is the important piece—to open up areas for development and to allow more visibility to 460 and 29.

Mr. Martin also wanted to be very clear about where VDOT's interchange will begin and end and he pointed out those improvements on a diagram. What staff is looking to do is to deal with the traffic all the way from the interchange to the expressway. VDOT's data shows that if the intersection with Mayflower Drive stays a signalized intersection, it becomes a Level of Service F, which means grid lock. Roundabouts are good scenarios because they do not stop traffic. They yield traffic to vehicles already in the roundabout and maintain a smooth, efficient traffic flow. At the time of design, it may be necessary to take a different look at the median. There could be the opportunity for a center lane treatment similar to what is being done in the Midtown Connector.

Mr. Martin also addressed Mr. Harris' question about the roundabout. If a truck were going from Murray Place to Odd Fellows Road, it would turn right. If a truck were coming from Odd Fellows Road, it would go around the roundabout onto Murray Place. Mr. Martin reiterated that the roundabouts are designed for truck traffic. Mr. Martin pointed out that this prevents trucks from having to stop and wait in order to make a left turn onto Murray Place. Mr. Martin acknowledged Mr. Case's remark that the roundabout is very close to the ramp and that will have to be looked at in the design phase but the roundabout would actually function very well in this area.

In terms of maintaining industrial land, Mr. Martin commented that he had spoken with Genworth about this plan. They did not have any negative comments about the plan. This is not the final plan. Obviously the property owners have the ultimate say. What we are trying to do is create opportunities. We would like to put zoning in place in the future to allow this plan to evolve. This is a different place now. It is a Liberty University annex. You can see the ill effects of not having pedestrian access in this area. Liberty has relayed to the City that they have no intention of eliminating the student housing in this area. So mixed use is certainly reasonable to see in this area to go along with already existing commercial uses.

With regard to Campbell Avenue, we are trying to create livable communities. The citizens said they would like to see bicycle lanes and pedestrian amenities. Recently, the Planning Commission resolved to do a Complete Streets study, which thinks about all users. We cannot continue to focus just on the vehicular traffic.

Mr. Gary Case came back to say that he likes many things about the plan such as the bicycle lanes and pedestrian amenities. He just thinks that there needs to be a lot more study of the landscape median and the turning movements.

Chair Sale closed the public hearing portion of the petition. Commissioner Swienton asked if the Fifth Street roundabout is currently designed for tractor trailers. Mr. Martin said it is and also handles our largest fire truck. Commissioner Swienton asked if there is any crash data for tractor trailer accidents in

roundabouts. Mr. Martin said he is not aware of any data specific to tractor trailers. He knows that there is data that shows roundabouts to be safer than signalized intersections in general. They eliminate T-bone accidents. Mr. Martin thinks there have only been two or three accidents in the Fifth Street roundabout and those have been DUI related.

Commissioner Swienton asked Mr. Case to come up for a question. He asked Mr. Case if he sees a difference between a four-lane road and a two-lane road in terms of realizing the most tax revenue base as parcels open up for development. Mr. Case did not think that there is any question that four lanes is the only way to go because it will allow trucks to get in and out of driveways without stopping traffic.

Commissioner Swienton asked Mr. Carpenter if the road diet allows for right turn cuts. Mr. Carpenter said that conceptually there is no dedicated deceleration lane for right turns except at major intersections. Mr. Carpenter remarked that it is a good point that can be worked out in the details.

Commissioner Swienton asked how much Resource Conservation acreage will go into commercial. Mr. Martin said the only Resource Conservation acreage affected is near the interchange. There is no doubt that once the interchange opens, there will be pressure for some type of retail development. He does not have the exact acreage.

Commissioner Kennedy asked about what will be done with the utility poles when the sidewalks are widened on Campbell Avenue. Mr. Martin said that in recent projects, the trend has been to relocate all the utility poles on one side of the street. Burying the utilities is very expensive, somewhere between \$500,000 and \$1 million a block. Moving the utility poles from one place to another is at the cost of the utility company since they are located on City property. Mr. Martin said that they did not get into that level of detail with this plan but burying the utilities could possibly be looked at in some key areas.

Commissioner Hooper thinks it is a good plan but we need to research the comments made by citizens today. He asked if the plan will be amended based on those comments. Mr. Martin said it would be amended based on comments made by the Planning Commissioners today. With regard to the center turn lane issue on Odd Fellows Road, Mr. Martin suggested that they could create some cross sections showing a paved center turn lane with some architectural treatments. When they go into final design, they would pick the best option.

Commissioner Hooper asked about addressing the letter from the church. Mr. Martin said that he agrees with what the church is concerned about which is not developing the rest of Odd Fellows Road along with the new interchange. Staff is looking at getting this plan in place so that they can start securing funding to get these improvements started. Commissioner Hooper pointed out that the pedestrian improvements should make Odd Fellows Road safer, thus addressing one of the concerns of the church.

Commissioner Swienton asked if the purpose of the interchange is to get traffic off of Wards Road or is it to open up land for development. Mr. Martin thinks it has multiple purposes. One is to create a more convenient truck access to Odd Fellows Road. In doing so, it takes some of the truck traffic off of Mayflower Drive in both directions and creates another gateway into Liberty University. It will also take some of the truck traffic off of Candler's Mountain Road. It is increasing the routes that people can take from point A to point B. What it looks like is very important to the City because it will be here for fifty to seventy-five years. Do we want it to look like everywhere else or do we want to create a unique employment opportunity area?

Commissioner Swienton is concerned with taking traffic from a four-lane road to a four-lane road but doing that with a two-lane road. Mr. Martin pointed out that we did all our cross sections within existing right-of-way. If you go to four lanes, more than likely you will not have room to do the sidewalks or the multi-use trail. So at what cost are you doing four lanes? You are throwing the Complete Streets

concept right out the window when you know there are students at the other end that need to get to the university and we would like to give them the opportunity to walk or ride a bike. Mr. Carpenter pointed out that VDOT's interchange is designed for two through lanes. The bridge is designed for two through lanes.

Chair Sale thought Mr. Case had made a compelling argument about how difficult it is for traffic to get on and off Odd Fellows Road at the expressway and wondered if there are improvements proposed for it in terms of a deceleration lane and dealing with traffic that might back up due to the roundabout. He wondered if that had been part of the study. Mr. Martin pointed out that there will be a lot of storage of cars at these points and reminded them that roundabouts do not stop traffic. If you put a traffic signal in its place, that would be a very concerning situation. Chair Sale thinks that we need to look at that in terms of it being affected by the interchange and the Odd Fellows Road traffic pattern because he concurs with Mr. Case's concerns.

Mr. Martin reminded them that this is a planning document. We are trying to get a plan in place with which we can move forward. VDOT is aware of this plan but this is definitely something we would like at when we go to design.

Chair Sale thinks this plan will be as important to this area of the City and likened it to how the downtown plan has been instrumental in revitalizing that area. Chair Sale would like to move this plan forward and understands that the plan will evolve during the design phase.

Commissioner Swienton asked how students will cross the street at the roundabout. Mr. Martin explained how they will cross one lane and then there is a pedestrian refuge and then they cross another lane.

Commissioner Coleman asked if they are adopting this plan today as part of the *Comprehensive Plan*. Mr. Martin said he is asking for their edits and then their recommendation to move this forward to City Council. Commissioner Coleman said he would be abstaining because of his involvement with the Virginia University of Lynchburg.

Commissioner Hooper said he is in favor of recommending this go forward to City Council but he is not sure he understands all the points they want to put in as far as amendments. Mr. Martin said that he heard that they would like particular attention to be paid during the design phase to the ramps coming off the expressway in relation to the placement of the roundabout. Commissioner Swienton said he would be most comfortable with a written list of suggestions prior to their next meeting.

Mr. Martin said they are trying to get the plan in place as soon as possible for when they go to VDOT to talk about the interchange. They were hoping to get this to Council in June. Mr. Martin wanted clarification about what points they would like addressed.

Commissioner Swienton would like the issue of the Resource Conservation acreage that will go to commercial to be addressed. Maybe it is not even supposed to be designated Resource Conservation. We are being asked to change possibly 60 acres (Mr. Carpenter's estimate) without much information.

Mr. Martin asked if they would like more information on tractor trailers using roundabouts. Commissioner Swienton stated he would.

Commissioner Coleman said he has some concerns about the area around Virginia University of Lynchburg but he will allow stakeholders to address those concerns.

Mr. Martin had a list of the concerns and stated that some of them will have to come back as proposed amendments. One is the option of a center turn lane on Odd Fellows Road. Another is the

supporting traffic study of the expressway 29 to the roundabout at Albert Lankford Drive—basically that the study would have to be done prior to any final design. They would like more information about the Resource Conservation area on the south side of 460 and if there is anything significant about the acreage that it should remain Resource Conservation. They would like more information about tractor trailers using roundabouts. They would like more information about not using John Capron Drive with its current alignment. Commissioner Swienton would like more information from the City's Traffic Engineer about having or not having right turn cuts at major curb cuts on Campbell Avenue and any expected impact on traffic. Commissioner Swienton would also like an opinion from the Economic Development Authority on any industrial land that would be lost. Mr. Martin said the EDA only meets every so often but he could get that from the director of Economic Development. Mr. Martin will also check the figure given by Mr. Case that only four percent of the City's land is currently zoned for industrial purposes.

Commissioner Hooper would like to know if there will be any change in the speed limits on these roads. Mr. Martin thought it would force people to follow the posted speed limits.

Commissioner Swienton noted that overall, the plan is very solid. Commissioner Swienton made a motion to table this item until the next meeting, which was seconded by Commissioner Hooper. The motion passed by the following vote:

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

April 24, 2013

PLEASE PRINT

[illegible]

Odd Fellows Rd and Campbell Ave

Master Plan Meeting

Wednesday, May 15, 2013

5:00-6:30pm

	First Name	Last Name	Company	Email Address
	Aubrey N.	Blanks Jr.	R.E. Michel	
	David	Brooks	RR Donnelley	
	Cathy	Fitzgerald	CA Tooling	
	Paul	Fitzgerald	CA Tooling	
	Steve	Gatzke	Lynchburg City Schools	
	Steve	Harrington	Harrington Corp	
	Larry	Jackson	APCO	
	Thomas	Johnson	Thomas Johnson Furniture Co	
	Steve	Jones	Delta Star	
No show	Deb	Pond	Support Services of VA	
	Mike	Rudder	Lynchburg City Schools	
	Andy	Sale	Planning Commission	
	Mamoon	Staya	Delta Star	
	Jeff	Thompson	Fleet Labs	
No show	John	Thornhill	Modern Buildings	
	City Staff			
	Don	De Berry		
	Melissa	Dismond		
	Kevin	Henry		
	Tom	Martin		
	Lee	Newland		
	Ann	Nygaard		
	Marjette	Upshur		
	Kent	White		



MEMORANDUM

The Department of Community Development

Planning

455-3900

To: Planning Commission
From: Tom Martin, AICP, City Planner
Subj: Campbell Avenue / Odd Fellows Road Land Use & Corridor Master Plan
Date: May 22, 2013

The Planning Commission conducted a public hearing concerning the Campbell Avenue / Odd Fellows Road Land Use & Corridor Master Plan on April 24, 2013. After the public hearing the Planning Commission discussed and/or requested additional information on the following topics:

1. The use of a center turn lane v. a landscaped median on Odd Fellows Road.

The plan as currently drafted recommends a center turn lane with strategically placed left turn lanes for access management purposes. The proposed cross sections indicate roadside elements on the west side of Odd Fellows Road which would include a ten (10) foot shared use path (for pedestrians and bicyclists) and a varying width zone for the installation of streetlights, street trees and other roadside elements. The ten (10) foot shared use path retains a constant width throughout the corridor. The proposed cross sections indicated roadside elements on the east side of Odd Fellows Road would be varying in width and would include sidewalks, street lights and other roadside elements.

As discussed during the April 24, 2013 Planning Commission meeting, a center turn lane could be added as an alternative to the median. This center turn lane could contain a decorative treatment as is being used on the "Midtown Connector" currently under construction and would facilitate easier left turn movements for heavy truck traffic. Additional plan graphics have been prepared to indicate a center turn lane as an option and will be included in the plan at the direction of the Planning Commission.

2. That an additional traffic study be conducted concerning the Business 29 Lynchburg Expressway / Odd Fellows Road ramps and the installation of a roundabout at Albert Lankford Drive, Murray Place and Odd Fellows Road.

When the proposed Odd Fellows Road / U.S. 460 interchange opens it is anticipated that the majority of truck traffic will no longer access Odd Fellows Road via Business 29 Lynchburg Expressway. While the removal of truck traffic and the construction of a roundabout in this area is anticipated to improve conditions in this area, the location and function of the roundabout in relation to the ramps will be considered in detail during the design phase prior to construction. Under the sponsorship of the Office of Economic Development, *City Staff met with owners and tenants of the First Lynchburg Industrial Park on May 15, 2013. The purpose of the meeting was to further explain the proposed plan, and discuss the functionality of roundabouts in relation to truck traffic. Planning Commissioner Chair, Andy Sale was in attendance at the meeting.*

3. *The area of Resource Conservation being proposed for Community Commercial and supporting reasons for change.*

The plan recommends amending the *Future Land Use Map (FLUM)* for forty (40) acres located on the eastern side of U.S. 460/29. Of the forty (40) acres, five and five tenths (5.5) acres are currently designated for Low Density Residential Uses and the remaining thirty-four and five tenths (34.5) acres are currently designated for Resource Conservation uses on the *FLUM*. (Attachment 3A) Of the forty (40) acres, fifteen and three tenths (15.3) acres are currently zoned Resource Conservation and twenty-four and seven tenths (24.7) acres are currently zoned R-2, Low-Medium Density Residential Conditional. (Attachment 3B) The area is currently wooded and contains moderate to steep slopes of eight percent (8%) to more than twenty percent (20%). A mapped stream is located in the south western portion of the area proposed for amendment. While the current designation of Resource Conservation is reasonable for the area as it currently exists, the area will dramatically change as a result of the construction of the proposed interchange. The area will be graded with a series of cut and fill slopes and will include a roundabout and "stub" streets to Top Ridge Road. (Attachments 3C & D) The area will become an additional gateway to Liberty University, which is anticipating growth in this area extending west towards the existing campus. Due to the grading which will occur, the location in relation to the interchange and the University, the proposed Community Commercial use is justified for the area.

4. *Additional information on tractor trailers using roundabouts.*

Roundabouts can and do effectively handle large truck traffic. By design roundabouts include a truck apron to accommodate large trucks. Information received from the Virginia Department of Transportation indicates the roundabout located in Amherst County at Business 29 and U.S. Route 460 is currently accommodating over 7100 vehicles per day of which 1491 are trucks. (Attachment 4A) Informative videos on roundabouts and their use by trucks have been posted in the Planning Commission drop box and will be shown during the May 22, 2013 meeting. (Attachments 4B & 4C) At the direction of Planning Commission a statement indicating particular attention to truck traffic should be considered during the design phase of all proposed roundabouts.

5. *Alignment of John Capron Road extension.*

The plan proposes the relocation of right-of-way to the north for an extension of John Capron Road. This realignment would allow the construction of a roundabout at the intersection of John Capron Road and Odd Fellows Road. The current property owner has stated that he is not in agreement with the proposed realignment as it may decrease development potential of the property. While staff believes this realignment could create better development potential and access to the property with the construction of a roundabout (a roundabout may be prohibited in this location if right-of-way is not relocated) staff recommends the plan be amended to show the roundabout at the current alignment of John Capron Road. Final location and feasibility of a roundabout without realignment of John Capron Road will need to be considered during the design phase.

6. *The use of right turn lanes on Campbell Avenue.*

The City's Transportation Engineer has stated that right turn lanes on Campbell Avenue may be warranted in some locations. At the direction of Planning Commission a statement indicating that right turn lanes should be considered and included where applicable during the design phase.

7. The designation of Industrial Property as Mixed Use.

The area proposed for a Mixed Use Designation consists of 66.29 acres and contains multiple zoning designations (Attachment 7A) The table below indicates the existing zoning of the area:

Zoning	Acres
R-C	0.59
B-3	1.8
B-5	25.74
I-2	38.16

While the majority of the area proposed for a mixed use designation is currently recommended for Employment 2 uses (Attachment 7B) it has developed as a mix use area. The area currently contains the Liberty University Annex, Multiple Restaurants, Retail Stores, and a large office use (Genworth). While heavy industrial uses would not be appropriate in the area proposed as Mix Use, it would allow for the expansion of Genworth or other office uses, it would also allow other supporting retail, restaurant, and residential as a refinement of what currently exists.

8. The current percent of land zoned industrial in the City.

The table below indicates the percent of land zoned industrial in the City:

Industrial Zoning		
Zoning	Acres	Percent of Zoned Property
I-1	180.91	0.67%
I-2	1380.7	5.13%
I-3	1920.04	7.14%
Total Industrial Zoning	3481.65	12.94%
Total All Zones	26,904.85	100.00%

MINUTES FROM THE MAY 22, 2013 PLANNING COMMISSION MEETING (MINUTES HAVE NOT BEEN APPROVED):

Campbell Avenue/Odd Fellows Road Corridor Master Plan (tabled from April 24, 2013 Planning Commission meeting): Anne Nygaard gave a summary of the changes that have occurred since that meeting. There were diagrams showing the possible options for the turn lane on Odd Fellows Road. One option shows the original landscape median and another option shows it with a paved center lane similar to what is being done on the Midtown Connector. It would not be an "all or nothing" scenario. There would be points where it would be landscaped and points where it would be a paved center turn lane. These decisions would be made when it goes to the design phase.

With regard to converting approximately 40 acres of Resource Conservation to Community Commercial on the *FLUM*, approximately 15 acres are currently zoned Resource Conservation and approximately 25 acres are zoned R-2, Low to Medium Density Residential. Approximately five acres are currently designated Low to Medium Density and approximately 35 acres are currently designated Resource Conservation on the *FLUM*. It is important to note that as this area is graded and the new interchange is put in, the area is becoming ripe for new commercial development. It will also be a new gateway to Liberty University.

With regard to whether roundabouts can accommodate trucks, the Amherst County roundabout was examined. The Amherst County roundabout actually sees more traffic than what VDOT is projecting Odd Fellows Road will see by the year 2037. There are very few accidents at this roundabout and when there are accidents, there are very few injuries. At the meeting with stakeholders held on May 15th, staff showed two videos of trucks navigating roundabouts, which showed them doing so quite fluidly. Ms. Nygaard noted that the local business representatives that attended the meeting gave staff favorable feedback telling staff that the plan looked great and to go ahead with it.

There was some concern expressed by the commission about the property (approximately 66 acres) that is being converted to mixed use at the end of Odd Fellows Road. The current zoning already shows multiples uses in place. Ms. Nygaard commented that although the *FLUM* shows the area to be designated for Industrial or Employment 2 uses, the area has really developed as mixed use already. There are restaurants there, as well as Liberty's annex and Genworth Financial.

Chair Sale asked for the motion that was tabled from the April 24th meeting. Staff clarified for him that there was no motion on the table. The commission had tabled the matter for further consideration. Chair Sale asked staff what motion they would be asking them to make today. Staff clarified for him that it would be a recommendation to move the plan forward to City Council for their consideration. Staff also clarified for him that the legal notice for the April 24th meeting was broad in nature and covers the changes that are for their consideration today.

Commissioner Hooper asked about the feedback from the stakeholder meeting. Ms. Nygaard said the feedback was very positive. She said that the meeting was dealing mainly with the roundabout issue. With regard to traffic coming off 29, Ms. Nygaard reported that they are anticipating that most of the traffic is projected to be coming off 460 and that there should not be much of an issue at 29. Once they get to the design phase, that part will have to be looked at a little bit more.

Commissioner Coleman asked for Mr. Harris, who was in the audience to come forward for his comment. Mr. Harris said he has had two meetings with the largest stakeholder in this game, R R Donnelly. If his representative at the stakeholder meeting, David Brooks, was noted as positive toward this plan, that was totally misconstrued. They met with Mr. Brooks' boss and he has a great concern about the proposed shape of the roundabout, which is currently oblong. They are concerned about its narrow shape. Mr. Harris reiterated a warning that they should not run one of Lynchburg's biggest commercial truck users and employers out of the city by making it impossible for trucks to get to their

plant. Another concern they have is where the Liberty students will enter the roundabout because that is not shown. Mr. Harris encourages them from a safety standpoint to have a little bit more work done on the plan.

Mr. Don DeBerry came up to address those comments. He first wanted to state that this is a planning document; it is not a set of designed road documents. Mr. Harris is correct that more engineering design work will need to be done to understand what will work best at the offset intersection at Albert Lankford Drive. This is basically an illustration of a concept. It is certainly one that will work. Roundabouts will work with trucks. They certainly have to be designed to accommodate trucks and that is a process that has not taken place yet. The work to understand how much right-of-way is needed for this project has been done by VDOT from 460 through the Mayflower Drive intersection. The work to understand the right-of-way needed and the road configuration from Mayflower Drive to the expressway has not been done yet and will need to be done as part of the design work. There are at least three configurations of that offset intersection that will be examined. Aligning the intersection is certainly one of the options that will be examined. A standard signalized intersection will be studied. A roundabout and probably an offset roundabout will be studied, which is what is shown in this planning document.

Chair Sale remarked that they discussed at the April 24th meeting the backup of traffic at this offset intersection coming from 29. It is their understanding that the intersection is not proposed for a signalized intersection so that the traffic can flow freely. It is also their understanding that the roundabout is a safer configuration for the Liberty students to negotiate. Mr. DeBerry said he is not sure he would agree that it is safer for pedestrians; however, he would agree completely that the roundabout is a better way to keep traffic moving freely and eliminate the possibility of a backup onto the expressway. If traffic stops, that would probably be safer for pedestrians, but the roundabout would be safer than the existing conditions because they cross one lane at a time and have a refuge island in between.

Chair Sale also mentioned that he heard at the meeting that the connector from Odd Fellows Road to Campbell Avenue will be market driven and asked Mr. DeBerry if that is how it would be in the design phase. Mr. DeBerry said he would agree with Chair Sale's assessment from the meeting. That road will not be of a high priority to the City until developers would need its construction.

Commissioner Swienton wanted to know if there are any traffic studies that look at accident data on oval roundabouts, particularly in terms of tractor trailers. Mr. DeBerry was not aware of any such studies. In his opinion, the shape of the roundabout should have no bearing on the safety considerations because the way they are entered and exited does not change. You have completely eliminated left turns out of the intersections. Commissioner Swienton said he is still very concerned with those with disabilities making their way onto a refuge island. Mr. DeBerry reiterated that the oval roundabout has not been settled upon. He is fairly certain that the roundabout at Mayflower Drive has been settled upon from a design perspective and a safety analysis. However, roundabouts are certainly safer for pedestrians to cross than an unsignalized intersection, which is the existing condition at Albert Lankford Drive. Roundabouts eliminate the majority of conflicts in an intersection. The drivers, as well as the pedestrians, have to look at fewer conflicts than a standard intersection.

Commissioner Swienton called Mr. Harris up for a question. He asked Mr. Harris for his personal experience driving a tractor trailer in roundabouts. Mr. Harris said they are no problem where there is not a large volume of traffic, if they are wide enough. Mr. Harris does not have a problem with roundabouts in general. He has a problem with the entrances and exits going off of this proposed one and its proposed width. With this proposed roundabout, if a truck is coming from the east, it has to go almost 360 degrees around it in order to get into R R Donnelly. Mr. Harris' problems are with how the pedestrians will navigate the oval roundabout and the fact that it has five turns that a tractor trailer will have to make if it wants to go into R. R. Donnelly.

Commissioner Swienton asked Ms. Nygaard if the plan calls for this roundabout explicitly or can it be changed in the design phase if it is determined that a roundabout is not the best option at this intersection. Ms. Nygaard answered that this roundabout will not be designed if it will not accommodate tractor trailers. The City wants to keep these businesses on Odd Fellows Road. The plan is not locked into a roundabout at this intersection.

Commissioner Swienton asked Mr. DeBerry what the trigger would be that would drive them away from a roundabout. Mr. DeBerry said it would probably be the inability to obtain enough property to design it properly. Because we are likely to spend federal dollars on this part of the road configuration, they will go through the federal process. That federal process requires that they have public meetings and a public hearing before we adopt a plan that identifies how much right-of-way we are going to buy and exactly whom that right-of-way is coming from. The cost benefit analysis will include the safety factor as well and it is used to compare the alternatives of a signalized intersection and a roundabout. At that point, the cost of realigning the intersection and putting in a traditional roundabout versus not realigning the intersection and making an oval roundabout work will be analyzed.

Commissioner Swienton asked about looking down the road twenty or thirty years and whether or not this could be a four-lane road with pedestrian features. Mr. DeBerry said it could be adapted and designed for four lanes in the future but can you afford to buy the right-of-way needed.

Chair Sale asked if this roundabout can be designed to accommodate R R Donnelly's trucks maneuvering it efficiently. Mr. DeBerry said it certainly can be. Chair Sale assured Mr. Harris that he is hearing from staff that the roundabout will be designed with R R Donnelly's efficiency in mind, as well as other users' efficiency and safety in mind. Mr. Harris said he hears what everyone is saying. You just don't want to put it in concrete.

Commissioner Hannon asked Ms. Nygaard to read the text in the plan that deals with this roundabout. She read from page 47 of the plan: "Albert Lankford Drive and Murray Place: This large roundabout will be oval in shape to accommodate the current alignments of these two streets. The roundabout will be the focal element for future mixed-use development in the surrounding area." Commissioner Hannon made a motion to change the language to "This proposed roundabout may be oval in shape to accommodate the current alignments of these two streets. The roundabout may be the focal element for future mixed-use development in the surrounding area." The motion was seconded by Commissioner Swienton. Commissioner Hooper thought that all the items they are considering from Mr. Martin's memorandum would need to be changed in the plan.

Ms. Nygaard said she has a list of four items they would like to considered for changes in the plan: 1) include center turn lane as an alternate option for median in cross section on Odd Fellows Road; 2) include that there will be consideration of right turn lanes on Campbell Avenue; 3) include option for John Capron Road to maintain its current alignment and 4) change wording on page 47 to: "This proposed roundabout may be oval in shape to accommodate the current alignments of these two streets. The roundabout may be the focal element for future mixed-use development in the surrounding area."

Commissioner Coleman wanted to clarify that it sounds like that in the end the design is going to ensure that what we are able to do and what needs to be done will all have been done. Mr. DeBerry said yes.

The commissioners voted on the motion made by Commissioner Hannon about the wording on page 47 and the vote was as follows:

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

The next item to consider was the option for a center turn lane as an alternate option for median in cross section on Odd Fellows Road. Where it will be appropriate will be determined in the final design phase. There was no objection from the commissioners to include this option.

The next item to consider was the consideration of right turn lanes on Campbell Avenue. This is proposed as an alternative depending on how the final design goes. There was no objection from the commissioners to include this option.

The next item to consider was that John Capron Drive not be realigned. The proposed plan shows John Capron Drive being realigned. There was no objection from the commissioners to include this option.

Commissioner Swienton asked if the Economic Development Authority had been able to comment on the plan. Ms. Marjette Upshur was present and stated that they had not been able to provide their comment for this meeting.

Commissioner Swienton asked if there were any concerns brought up at the stakeholder meeting last week. Ms. Nygaard said there were none that she recalled. Chair Sale was present at that meeting and stated that the principle focus of that meeting was the utilization of a roundabout by tractor trailers and there had been a couple of videos shown at that meeting that showed very large pieces of equipment being moved safely and efficiently through a roundabout.

Commissioner Swienton stated that the concept of connecting Route 460 and the expressway is great. If there was a separate proposal that came before them unrelated to this that wanted to change 34.5 acres of Resource Conservation area on the *FLUM* to Community Commercial would they just approve it without discussion and move on or would they discuss it. He thinks they would normally have discussion about it and that is his biggest concern. He will feel compelled to rezone Resource Conservation land in this area in the future because the *FLUM* will already have been amended. Personally, he thinks they are just skipping over that part.

With regard to four lanes on Odd Fellows Road, Commissioner Swienton seems to remember that the 501 bypass was originally designed for four lanes but started off as two lanes. In the mid 1980's, if there had been a plan for Wards Road to be put on a "road diet" to shrink it down to two lanes, what would be the current conditions traveling through that area. He is thinking about how this connector will be decades from now limited to two lanes. Commissioner Swienton would like to see some type of language in the plan that says there is a long-term option to expand this connector to four lanes and maintain access for pedestrians and other modes of transportation to the extent possible. Ms. Nygaard said the plan is not locking us into two lanes. Commissioner Swienton interprets that it is locking us into two lanes for many decades. Commissioner Swienton did acknowledge that it would be a very major and expensive undertaking to take it to four lanes.

Mr. DeBerry wanted to explain how the state and federal funding process works. The design and planning horizon for that process is 25 years past the supposed open date of the project. VDOT looked at the projected traffic for the next 25 plus three years and said it is only seeing the need for a two-lane facility. That particular transportation plan has been approved by the federal government. That does not stop the City from going back in the future and acquiring more land or filling out the existing right-of-way to four lanes. Ms. Nygaard commented that good urban planning does not say to expand your roads. It

says to provide alternate routes, which is what this plan is doing. The grid is being extended so that traffic is not forced to compile on Odd Fellows Road. Mr. DeBerry reiterated that this is the reason a "road diet" can be proposed for Campbell Avenue.

Mr. Kent White came up to make a comment. He reminded them that the City is adopting this corridor as they have done with all of their corridor plans, as part of the *Comprehensive Plan*. We evaluate all those plans, along with the *Comprehensive Plan*, every five years and we do continuous updates. The language anywhere in the *Comprehensive Plan* is recognized as a vision for the future but that vision will change. There are residential, commercial and industrial uses on this corridor already. It is the City's hope that those uses continue to be symbiotic relationships all the way through, but we recognize that this corridor may be very different decades from now and at that time, we would need to do another update to this corridor plan.

Commissioner Swienton said he is trying to make sure that nothing is constructed in the areas where they might need to acquire land for the expansion of this road into four lanes. He would like to see the chess pieces laid out properly. Mr. White said this goes back to the fact that this is a planning document. This is our best vision today. There are procedures in our ordinance to allow the changes Commissioner Swienton is referring to more so than a concept plan. Mr. White wanted to point this out for the commissioners as well as for the audience and wanted to reiterate that once this interchange is put in, if we do not improve this corridor at the Mayflower Drive/Odd Fellows Road intersection, the level of service is projected to drop to a level of service "F." The idea is that we want to get this plan moving and identify funding sources is the key driver for this corridor plan but recognizing that it may change in the future.

Commissioner Hannon noted that the City cannot stop development from occurring on a piece of property where it allowed by right because of a plan that it might do in the future. That would be the taking of property without just compensation or eminent domain. Commissioner Swienton noted that he understands that; however, a developer might want to make a proffer to make their proposal more desirable if the City's future for expansion were known.

Commissioner Hooper asked if the timeline for construction has changed so that it will coincide with the construction of the interchange or at least shortly thereafter in terms of the City's priorities in the CIP. Mr. DeBerry said the City Manager and VDOT have been in discussions but he does not think that the funding priorities of the City have been changed around yet but it may very well happen shortly, as City Council realizes the importance of moving this project up in priority.

Commissioner Barnes noted that they could pass this plan without amending all the Resource Conservation area to Community Commercial. It could be separated until there is a more specific proposal before them as to how that land should be developed. He is not sure about the resource value of this property and would need more information in order to make an informed decision. Mr. DeBerry assured them that the state completed an environmental impact study of the resource conservation area needed to construct the interchange as part of the federal funding process requirements. Commissioner Swienton pointed out that the entire 34.5 acres in question is not necessary for the construction of the interchange. Mr. DeBerry said that the entire area has been looked at by the state and they found that there was no significant impact on the environment by making this change; however, he recognizes that has nothing to do what the City's take on that issue.

Chair Sale asked if there was anyone in the audience who wished to comment. Mr. Case came forward. He said he understands that this plan is considered conceptual but these types of plans tend to get memorialized. Mr. Case was on the original group that formed the *Comprehensive Plan* and had predicted that it would become part of zoning, which it has. Rezoning is now a two-part process where you first have to amend the FLUM. Mr. Case feels that there have been no changes to the plan since the April 24th meeting and they are being asked to recommend the same plan that was presented to them at

that meeting. He would like to see the commission put some caveats in its recommendation that there were major concerns expressed by the public about safety and commerce.

Chair Sale said he is hearing Mr. Case say that the concerns of the commercial and industrial area should be a significant part of the design concept. Mr. Case said that would be fair to say and would like it emphasized to Council that the plan needs a lot of study. Chair Sale noted that Council reads the commission's minutes and all these comments will be read by Council. To further clarify, Chair Sale and Ms. Upshur both noted that it is the City's desire that the improvements to this corridor will both enhance and expand commercial and industrial interests in this area.

Commissioner Coleman said it is apparent to him that staff is not just arbitrarily picking stuff out of the sky but has done some level of research and has been instructed by other appropriate authorities as to what to do. Our job is certainly to check on that but he does not think staff is just pulling things out of the sky or seeking to misrepresent the intent of individuals in this process.

Commissioner Barnes said it is his understanding that they are not being asked to approve the same thing that came before them at their April 24th meeting. Some changes have been made to address some of the commission and the public's concerns.

Commissioner Coleman made a motion to recommend that this plan be forwarded to council for its consideration with the understanding that the minutes will reflect all the comments put forth by the public and with the list of amendments voted on previously at this meeting. The motion was seconded by Commissioner Barnes.

Commissioner Swienton noted that he fully appreciates the professionalism and knowledge of the staff and notes that they have put a lot of time into this and created a vision of what their experience shows would be best for the area. He is going to vote for it but if he were grading it, he would grade it as a "B." Connecting the two major roads is a big plus but the environmental side is still a great concern for him.

Commissioner Hannon noted that this is a problematic intersection and they are not going to be able to solve it at the planning commission level, so he will be voting in favor of this plan.

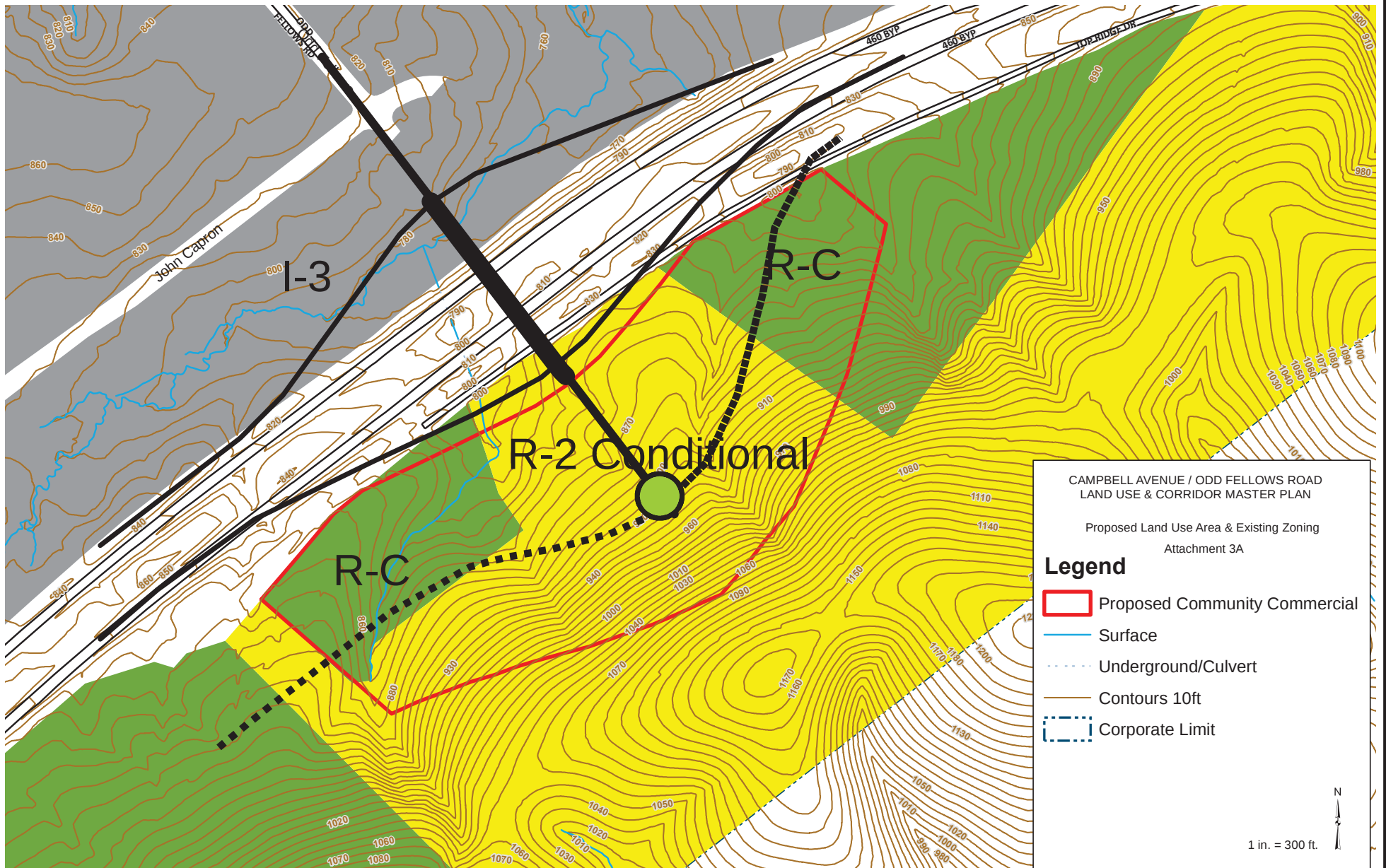
Commissioner Hooper noted that he is in construction and you are never going to put something in place that you are going by each step of the way. It is going to take a lot of people a lot of time to develop this from a concept to a reality. He thinks the public's concerns are valid and need to be considered heavily during this process. He will be voting for this but with the knowledge that a lot of people are going to have to work together to do what is best for everyone.

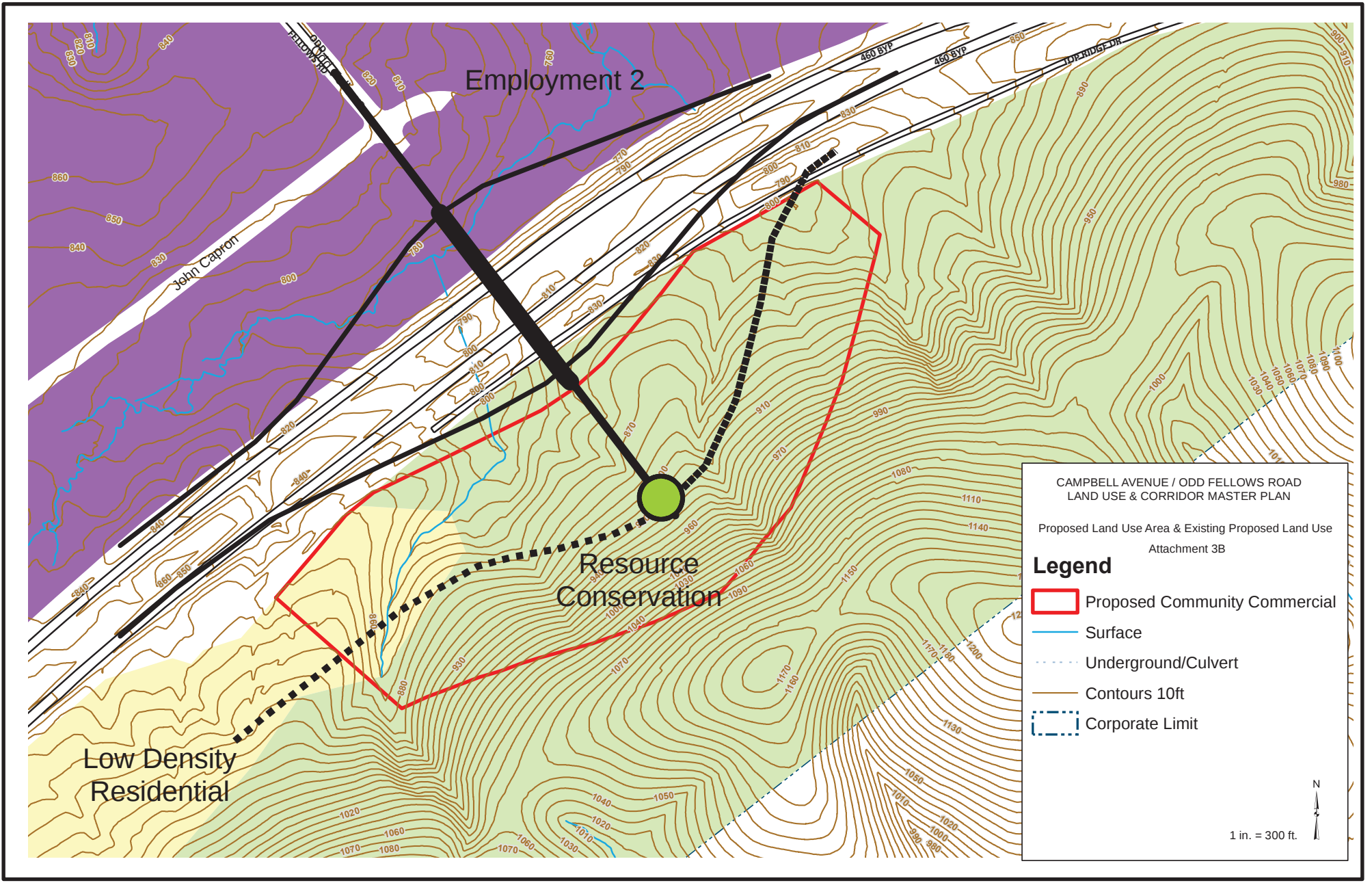
Commissioner Coleman noted that he appreciates those that have come to these meetings and articulated their concerns. That always helps this process in a great way.

Chair Sale noted that they have been given an interchange somewhat surprisingly and he sees it as a new entrance into Liberty and a new entrance into commercial/industrial Lynchburg. We now have an opportunity to create a new environment in this area. He thinks it is a great opportunity and we have taken a great shot at it. It is a concept plan and we have looked at the safest, most efficient ways of doing this. As we go into the design phase, he hopes that there is continued discussion between the City and the stakeholders with regard to how this plan can be empowered for the economic development of this part of the City.

The motion passed by the following vote:

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





CAMPBELL AVENUE / ODD FELLOWS ROAD
LAND USE & CORRIDOR MASTER PLAN

Proposed Land Use Area & Existing Proposed Land Use
Attachment 3B

Legend

- Proposed Community Commercial
- Surface
- Underground/Culvert
- Contours 10ft
- Corporate Limit

1 in. = 300 ft.

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated

PROJECT MANAGER: [Name]
SUPERVISOR: [Name]
DESIGNED BY: [Name]
CHECKED BY: [Name]

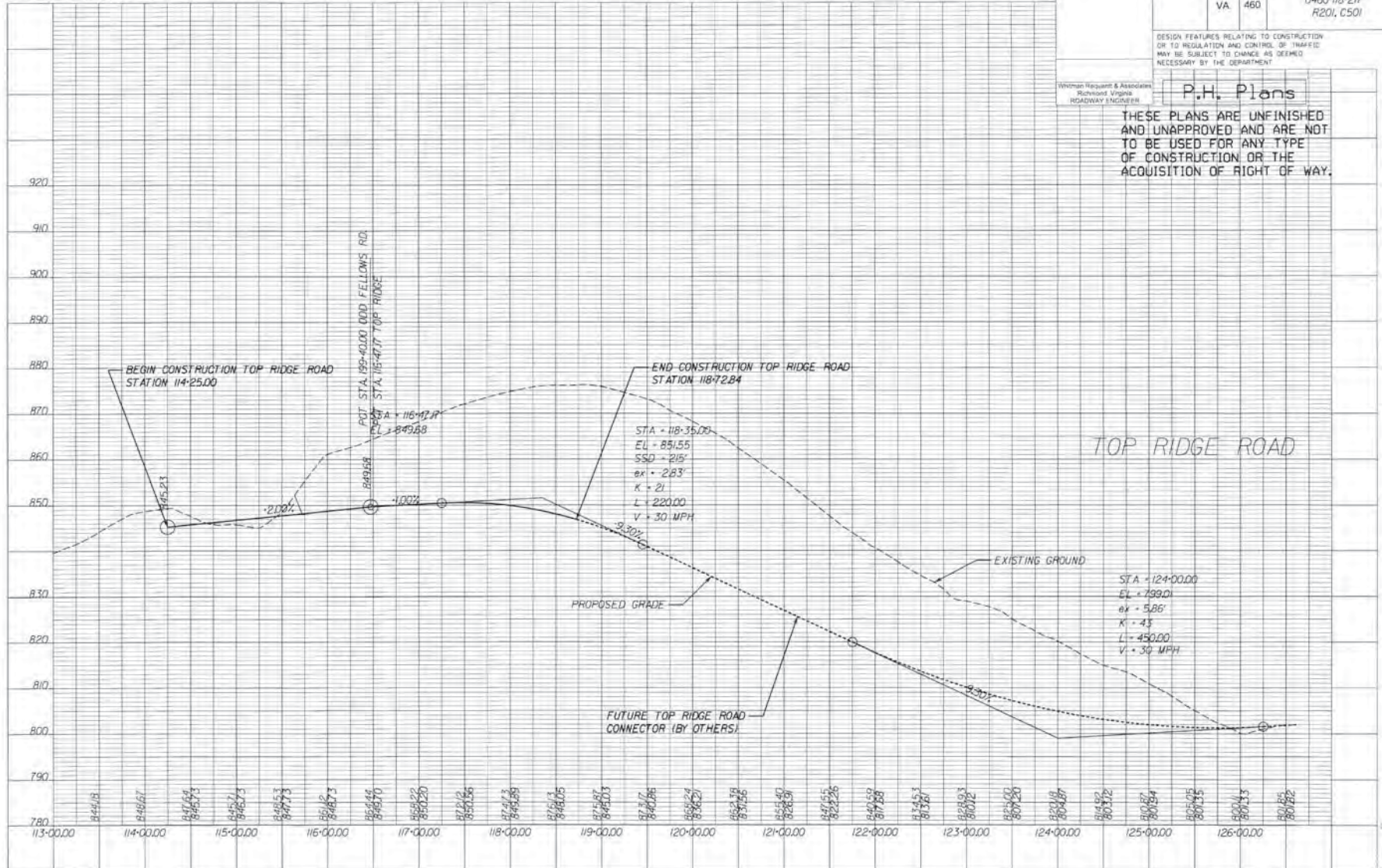
REVISION	STATE	ROUTE	PROJECT	SHEET NO.
	VA	460	0460-118-217 R201, C501	5A/51

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT.

Whitman Requardt & Associates
Richmond, Virginia
ROADWAY ENGINEERS

P.H. Plans

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.



PROJECT: 0460-118-217
SHEET NO.: 5A/51

View:
Profile, Cross
Grade

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated

Utility Owners
City of Lynchburg
Lynchburg, Virginia 24502
Contact: Scott Perkins
Telephone: 434-455-4248
scott.perkins@lynchburg.gov

Utility Owners

Water & Sewer
City of Lynchburg
Lynchburg, Virginia 24502
Contact: Scott Perkins
Telephone: 434-455-4248
scott.perkins@lynchburg.gov

Gas
Columbia Gas
1500 Rutherford Street
Lynchburg, VA 24502
Contact: Steven Bishop
Telephone: 434-238-1304
steven.bishop@columbia.com

Electric
Approach Power
400 Mayflower Road
Lynchburg, VA 24502
Telephone: 434-660-8285
doyle.bracks@approach.com

CATV
Comcast Cable
2820 Unimark Drive
Lynchburg, VA 24502
Contact: David Brooks
Telephone: 434-660-8285
doyle.bracks@comcast.com

Telephone
Verizon
553 Leesville Road
Lynchburg, VA 24502
Contact: Leslie Schmitt
Telephone: 434-237-9522
leslie.schmitt@verizon.com

Telephone (Fiber)
Lumina Networks
828 Main Street Suite 902
Lynchburg, VA 24502
Contact: Tim Agee
Telephone: 434-420-5334
agee@lumina.com

Telephone (Fiber)
MBC - Mid-Atlantic Broadband Cooperative
100 Conroy Drive Suite 4
South Boston, VA 24592
Contact: Chris Coleman
Telephone: 434-570-1306
chris@mbc.vic.com

ROUTE	DATE	ROUTE	PROJECT	SHEET NO.
VA	460	0460-118-217	R201, C501	5

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT.

Within Right-of-Way and Adjacent
Right-of-Way
HYDRAULIC ENGINEER

P.H. Plans

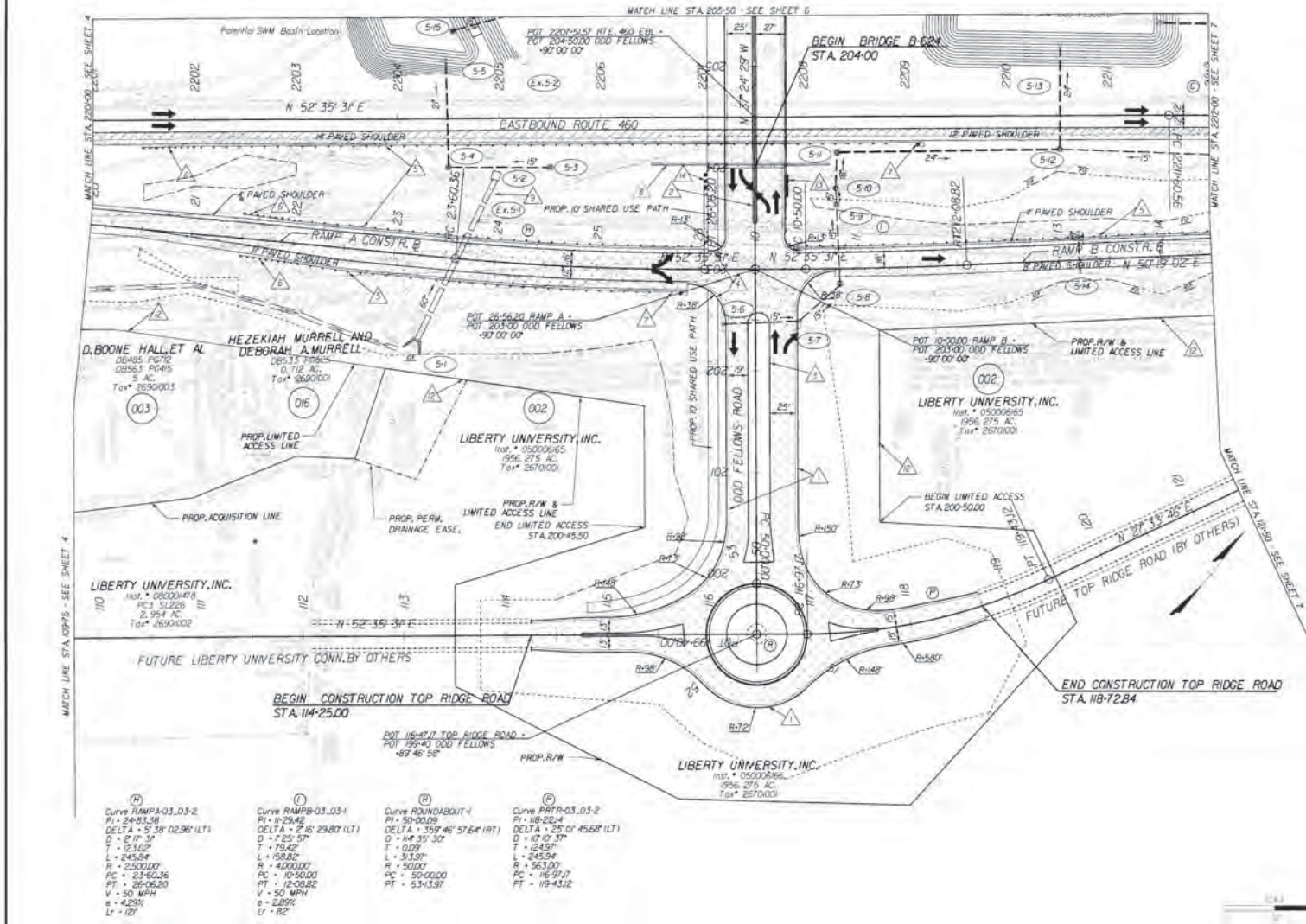
THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

- Denotes Construction Units in Cuts
- Denotes Construction Units in Fills
- Denotes Proposed Pavement
- Denotes Pavement Paving and Resurfacing
- Denotes Pavement Paving and Build-up
- Denotes Demolition of Pavement
- STANDARD REQD.
- STANDARD REQD.
- STANDARD REQD.
- STANDARD TYPE B REQD.
- STANDARD REQD.
- STANDARD REQD.
- STANDARD REQD.
- SPECIAL DESIGN M.S.E. WALL
- PIPE TO BE REMOVED
- DRAINAGE STRUCTURE TO BE REMOVED
- PIPE TO BE ABANDONED AND PLUGGED
- FENCE FE-4
- GR-FOA-2 TYPE 1
- GR-FOA-2 TYPE 2

Sheet	Reference Drawing
SA	Route 460 EB Profile Sheet
SA(1)	Ramp A Profile Sheet
SA(2)	Ramp B Profile Sheet
SA(3)	Old Fellows Road Profile Sheet
SA(4)	Roundabout Profile Sheet
SA(5)	Top Ridge Road Profile Sheet
SA(6)	Ramp C Profile Sheet
SA(7)	Ramp D Profile Sheet
29(1)	Drainage Description Sheet

PROJECT
0460-118-217

SHEET NO.
5



Attachment 4A

U.S. Route 60 / 29 Business Amherst, VA



Within 250 Feet of Roundabout

January 1, 2009 – December 31, 2011

- 9 Reported Accidents
- 3 Involving Trucks/Buses
- 2 Injuries

A.
2300 Vehicles Per Day
483 Trucks

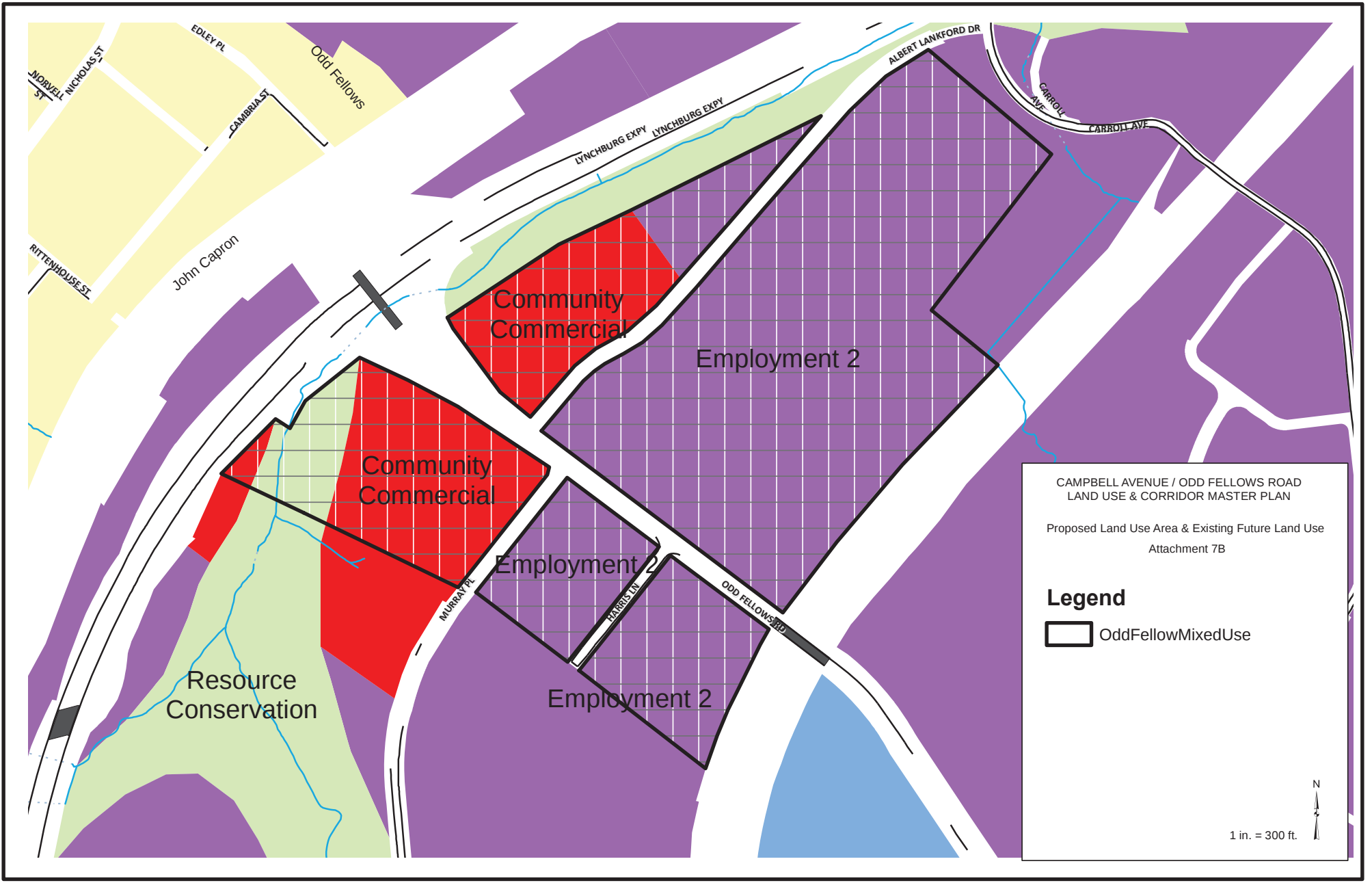
B.
7100 Vehicles Per Day
1491 Trucks

C.
3800 Vehicles Per Day
76 Trucks

ODD FELLOWS

2037 Projection
8,125 Vehicles Per Day
650 Trucks





// A special meeting of the Council of the City of Lynchburg was held on the 3rd day of September, 2013, at 9:00 A.M. in the 2nd Floor Training Room, City Hall, Michael Gillette, President, presiding. The purpose of the meeting was to conduct a City Council Strategic Planning Session. The following Members were present:

Present: Cary, Foster, Nelson, Perrow, Gillette 5

Absent: Helgeson, Johnson 2

// Vice Mayor Johnson arrived at 9:05 a.m.

// Council Member Helgeson arrived at 9:10 a.m.

// Mayor Gillette reviewed the agenda and expectations for the strategic planning session. The Strategic Plan was the focus for the morning session. Deputy City Manager Bonnie Svrcek provided an introduction on the background of Strategic Planning. There are several reasons why the City needs a Strategic Plan:

- To set direction and priorities
- To get everyone on the same page
- To simplify decision-making
- To drive alignment
- To communicate the vision

Ms. Svrcek stated that the diverse range of goals was pulled from other existing planning documents. Ms. Svrcek went on to say the underlying objective is to make it easier to articulate the City's goals and to provide a chart for the following progress towards meeting those goals. Ms. Svrcek further stated the goals will be measured more deliberately than the City is currently doing. There still will be benchmarks and an annual reporting process. The following three goals were discussed:

Goal 1: Review and adopt proposed revisions to Sustainable Lynchburg Elements and Vision Statements

Goal 2: Adopt a vision for the City of Lynchburg

Goal 3: Endorse the proposed cycle for annual review of the Strategic Plan

// Deputy City Manager Bonnie Svrcek, Director of Information Technology Mike Goetz and City Assessor Greg Daniels explained the progress to date and reviewed the work of the Strategic Planning Team (SPT).

Progress to Date:

- Sustainable Lynchburg
 - City Council adopted the original 11 elements in August 2008
 - Annual Reports to Council on accomplishments in each element
 - Chosen as the building blocks for a Strategic Plan process
 - Foundation for Council to consider in creating a vision for the City

Informing Documents:

- Identifying major strategic objectives
 - Community Development Block Grant/HOME Consolidated Plan
 - Comprehensive Plan

- Department Plans (Fire & EMS, Parks & Recreation, Police)
- Economic Development Strategic Plan
- Housing Results and Strategies – 2012
- Region 2000 Economic Development Strategy
- Region 2000 Blueways and Greenways Plan
- School Comprehensive Plan

The Strategic Planning Team (SPT) linked strategic objectives from informing documents to Sustainable Lynchburg elements, made minor revisions to Sustainable Lynchburg vision statements to ensure alignment with informing documents, and identified broad “External Partners” for each element. How we will know if we are making progress:

- use Citizen Survey and other relevant metrics to measure success and/or progress on strategic objectives
- align Sustainable Lynchburg elements with Citizens Survey focus areas
- define other meaningful metrics

The following Sustainable Lynchburg elements were reviewed by Council:

Arts and Culture	Citizen Engagement	Economic Development
Healthy and Active Living	Infrastructure	Land Use
Lifelong Learning	Natural Resources	Neighborhoods
Safe Community	Social Equity	Transportation

// City Council took a break at 10:20 a.m. and reconvened at 10:30 a.m.

// Deputy City Manager Bonnie Svrcek discussed Goal 2 - Adopt a Vision for the City. The following are elements of a great vision statement:

- Clear, realistic, descriptive, and concise
- Understood and shared by the community
- Inspiring and uplifting to everyone
- Easy to communicate (short enough to fit on a t-shirt or euro-sticker)

Council considered several ideas for the vision statement. Council wrote a one sentence vision statement in an effort to make it more memorable and user-friendly. The new vision statement is “LYN: A great place to live, work and play” which will be put to a final vote in October.

// Deputy City Manager Bonnie Svrcek discussed Goal 3 – Endorse Strategic Planning Cycle.

Council's discussion included endorsing the proposed cycle for annual review of the Strategic Plan.

Council's next steps for the strategic plan are as follows:

- Process outcome of today's meeting
- Create a Strategic Planning Steering Committee
- Create an abbreviated Strategic Planning process to use in developing FY 2015 Operating Budget and Capital Improvement Plan

// City Council recessed the meeting at 12:00 Noon for Lunch.

// City Council reconvened the meeting in City Council Chamber at 1:00 p.m. The following Members were present:

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

6

Absent: Johnson

1

// City Manager Kimball Payne and Human Resources Director Margaret Schmitt provided information on the benefits for active employees and retirees. Ms. Schmitt stated there are four reasons why we are discussing medical benefits:

- Council expressed interest in Fall 2012
- Evaluating all benefit programs due to Affordable Care Act (ACA) and major changes in Virginia Retirement System (VRS)
- Market comparisons with other Virginia organizations
- Times have changed: Public and Private sector employers are reconsidering funding strategies for medical coverage

Mr. Payne asked Council what their goals were regarding medical benefits for active employees and retirees. Some of the goals that Council suggested for discussion were: reduce cost, support employees, honor past “promises”, clarify equity issues across categories, attract qualified employees, competitive benefits – market competitive, and competitive compensation. There were two options suggested to reduce City benefit costs:

1. Shift cost to members
 - Change the plan components
 - Deductibles
 - Co-Pays
 - Co-Insurance
 - Covered Services
 - Share premium cost with members
2. Avoid costs through health management
 - Reduce utilization
 - Improve member health
 - Manage chronic disease

During the discussion on medical benefits, Council had several concerns to address. After the discussion, Mayor Gillette stated there would be no decisions made today; further discussion was needed on this topic and Council would revisit this in October.

// Human Resources Director Margaret Schmitt provided information on the benefits for part-time employees. Ms. Schmitt explained the need for part-time employees such as: flexibility, meet short term needs and lower employee costs. Ms. Schmitt further stated the advantages and disadvantages of part-time employees. Some of the advantages are: flexibility, meet short term needs and lower employment costs. The disadvantages are: higher turnover, less attractive employment and lower job satisfaction. Ms.

September 3, 2013

343

Schmitt further explained the need to find the right balance between part-time positions that help meet operational needs and employment opportunities that attract and retain qualified employees. No decisions were made regarding the benefits for part-time employees.

// The meeting was adjourned at 3:38 p.m.

Clerk of Council

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

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

6

Absent: Foster

1

// City Manager Kimball Payne explained the process for receiving the Franchise Proposals during the work session. Mr. Payne outlined the ordinance for awarding a franchise to Milestone Communications Management III, Inc., granting Milestone the nonexclusive right, privilege, franchise, and authority, to install, operate and maintain telecommunication monopolies and ground telecommunications equipment on designated City-owned properties throughout the City. Mayor Gillette asked if there were any proposals to be submitted at this time. Milestone Communications Management III, Inc., was the only proposal that was received. Mayor Gillette explained that Council would take action on this item at the council meeting tonight.

// Ben Copeland, Assistant Superintendent for Operations and Administration for Lynchburg City Schools briefed Council on the status of design development and material and cost estimates for the new Heritage High School (HHS). Mr. Copeland also reported on the cost estimates from both the architect and the third party estimator.

// Donna Witt, Director of Financial Services, provided information for a request for proposals for a Bank Qualified Loan as part of a multi-year funding plan to finance capital projects. The City's financial advisors, Davenport and Company, have examined the Capital Improvement Program (CIP) and related cash flows in order to prepare a multi-year financing plan for capital projects, which include Heritage High School. Ms. Witt went on to say the first step in the multi-year funding plan would allow the City to take advantage of and lock in low interest rates with a bank qualified loan. During Council discussion it was the consensus of Council to move forward to issue a Request for Proposals (RFP) for a Bank Qualified Loan as part of a multi-year funding plan to finance capital projects.

// City Planner Tom Martin provided an update on the Campbell Avenue/Odd Fellows Road Land Use and Corridor Master Plan Study. Mr. Martin explained that the Plan encompasses two distinct initiatives: 1) a "grass roots" effort spearheaded by the Campbell Avenue area businesses and residents, and 2) the state's funding of the Odd Fellows Road U.S. Route 460/29 interchange in July 2011. Mr. Martin further explained while Campbell Avenue and Odd Fellows Road have unique conditions and land uses, they function as a pair. Impacts and improvements to one road will likely cause significant indirect impact to the other. Mr. Martin went on to say that during preparation of the plan, City staff worked with a group of key stakeholders and hosted a series of neighborhood meetings to solicit input on the Plan. Mr. Martin stated the document provides an "area-wide" plan, as well as individual "master plans" for the Campbell Avenue and Odd Fellows Road corridors.

// City Manager Kimball Payne provided information regarding the Odd Fellows Road Public Private Partnership (P3) Proposal. Mr. Payne stated that in July English Construction submitted to the Virginia Department of Transportation (VDOT) an unsolicited proposal for the construction of the Odd Fellows

Road Interchange. The proposal also addressed the planned improvements to Greenview Drive. Mr. Payne went on to say, in preparation of City comments regarding the unsolicited Public Private Transportation Act (PPTA) proposal for the Odd Fellows Road Interchange, that a number of issues have been identified:

- The consistency of the P3 proposal with the design components in the Odd Fellows Road plan that Council will be discussing earlier in the agenda; specifically, aesthetic finishes, landscaping, lighting, pedestrian and bicycle amenities on the interchange and road.
- The importance of the interchange as a gateway to the City and Liberty University.
- The necessity that improvements to the Odd Fellows Road/Mayflower Drive intersection and to Odd Fellows Road between Mayflower Drive and the interchange (Project B1) be completed coincident with the completion of the interchange for proper traffic flow.
- The necessity for and timing of improvements to Odd Fellows Road between Mayflower Drive and the Expressway (Project B2).
- The overall value (in terms of cost, scope and schedule) of the P3 proposal relative to a traditional design/bid/build approach.
- The appropriateness of including the Greenview Drive improvements in the proposal; relevance, economies of scale, schedule, administration, and cost.
- The financial plan outlined in the proposal.

Mr. Payne explained that Virginia Department of Transportation (VDOT) and the City are conducting a detail-level project screening review of the proposal in early October and then a decision will be made by VDOT on whether or not to proceed to the next stage, a PPTA procurement, and seek competing proposals. That process would take 120 days with a final decision on the project as early as Spring 2014. // During roll call Mayor Gillette announced that Get!Downtown event will be held on September 13, 2013 from 6:00 p.m. until 9:00 p.m.

// City Council recessed the meeting at 6:57 p.m.

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

The following Members were present:

Present: Cary, Helgeson, Johnson, Nelson, Perrow, Gillette	6
Absent: Foster	1

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

// Copies of the minutes of the August 13, 2013 meeting, having been previously furnished Council, reading was dispensed with, and on motion of Council Member Cary, seconded by Council Member Nelson, Council by the following recorded vote approved the minutes as presented:

Ayes: Cary, Helgeson, Johnson, Nelson, Perrow, Gillette	6
Noes:	0
Absent: Foster	1

// In the matter of Public Works – General, a public hearing was held on City Council Report #8 regarding a request to grant a License Agreement to Liberty University to place 60 feet of fiber optic cable in City-owned right-of-way from 3777 Candler's Mountain Road to 4000 Candler's Mountain Road. City Engineer Lee Newland gave a summary of the request. There was no one else present who wished to speak to this item, and the public hearing was closed. Council Member Perrow, Chair of the Physical Development Committee (PDC) stated that he would defer to Vice Mayor Johnson because his company, WW Associates, has a contract with Liberty University for engineering services that will generate in excess of \$10,000 in annual income. He stated that he had been advised that because of his company's contract, he should abstain from discussing and voting on this item. Vice Mayor Johnson stated that this matter came before PDC, which recommended approval. This motion does not require a second, and Council by the following recorded vote adopted Resolution #R-13-093 as presented, granting a License Agreement to Liberty University to place 60 feet of fiber optic cable in City-owned right-of-way from 3777 Candler's Mountain Road to 4000 Candler's Mountain Road:

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

// In the matter of Public Works – Street Vacation, a public hearing was held on City Council Report #9 regarding adopting an Ordinance vacating two hundred and eleven thousandths (0.211) acre of unopened right-of-way lying between 3540 Young Place and 4000 Mayflower Drive. City Planner Tom Martin gave a summary of the request. There was no one else present who wished to speak to this item, and the public hearing was closed. Council Member Perrow made the statement again regarding abstaining due to his company's contract with Liberty University. Vice Mayor Johnson stated that this matter came before the Physical Development Committee (PDC,) which recommended approval to vacate the right-of-way. This motion does not require a second, and Council by the following recorded vote adopted Ordinance #O-13-094, as presented, vacating two hundred and eleven thousandths (0.211) acre of unopened right-of-way lying between 3540 Young Place and 4000 Mayflower Drive:

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

Council by the following recorded vote introduced and laid over to a later meeting for final action Resolution #R-13-095, as presented, granting the selling of two hundred and eleven thousandths (0.211) acre located between 3540 Young Place and 4000 Mayflower Drive to Liberty University:

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

// In the matter of Public Works – Street Vacation, a public hearing was held on City Council Report #10 regarding the consideration of adopting an Ordinance vacating twenty-six thousandths (0.26) of an acre from portions of Whitehall Road and Lakeside Drive right-of-way adjacent to 2400 Lakeside Drive. City Planner Tom Martin gave a summary of the request. There was no one else present who wished to speak to this item, and the public hearing was closed. Council Member Perrow, Chair of the Physical Development Committee (PDC) stated that this matter came before PDC, which recommended approval. This motion does not require a second and Council by the following recorded vote adopted Ordinance #O-13-096, as presented, vacating twenty-six thousandths (0.26) of an acre from portions of Whitehall Road and Lakeside Drive right-of-way adjacent to 2400 Lakeside Drive:

Ayes: Cary, Helgeson, Johnson, Nelson, Perrow, Gillette	6
Noes:	0
Absent: Foster	1

// In the matter of Region 2000, a public hearing was held on City Council Report #11 regarding the request of the Town of Bedford to withdraw from the Region 2000 Services Authority. City Manager Kimball Payne gave an overview of the request. There was no one else present who wished to speak to this item, and the public hearing was closed. On motion of Council Member Perrow, seconded by Council Member Cary, Council by the following recorded vote adopted Resolution #R-13-097, as presented, granting the Town of Bedford to withdraw from the Region 2000 Services Authority:

Ayes: Cary, Helgeson, Johnson, Nelson, Perrow, Gillette	6
Noes:	0
Absent: Foster	1

// In the matter of Community Development - General, a public hearing was held on City Council Report #12 regarding adopting an Ordinance for the lease of City property at 409 and 459 Perryment Avenue to Milestone Communications Management III, Inc., for the operation of a Telecommunications Monopole. City Manager Kimball Payne gave a summary of the request. There was no one else present who wished to speak to this item, and the public hearing was closed. Mayor Gillette called for a vote to table this item until action could be taken on Item #13 which is to approve the Milestone Communications Franchise Agreement. On motion of Vice Mayor Johnson, seconded by Council Member Perrow, Council by the following recorded vote tabled this item until such time as action has been taken on Item #13:

Ayes: Cary, Helgeson, Johnson, Nelson, Perrow, Gillette	6
Noes:	0
Absent: Foster	1

After Item #13 was approved, Mayor Gillette called for a motion on Milestone Communications Management III, Inc., Council Member Cary made the motion, seconded by Council Member Perrow, and Council by the following recorded vote adopted #O-13-099, as presented, for the lease of City property at 409 and 459 Perryment Avenue to Milestone Communications Management III, Inc., for the operation of a

Telecommunications Monopole:

Ayes: Cary, Helgeson, Johnson, Nelson, Perrow, Gillette	6
Noes:	0
Absent: Foster	1

// In the matter of Community Development - General, City Council Report #13 was considered. On motion of Council Member Cary, seconded by Council Member Perrow, Council by the following recorded vote adopted Ordinance #0-13-098, as presented, granting a telecommunication tower franchise to Milestone Communications Management III. Inc., to install, operate and maintain telecommunication monopolies and ground telecommunications equipment on various City-owned properties throughout the City:

Ayes: Cary, Helgeson, Johnson, Nelson, Perrow, Gillette	6
Noes:	0
Absent: Foster	1

// In the matter of Budget, City Council Report #14 was considered. On motion of Council Member Cary, seconded by Council Member Perrow, Council by the following recorded vote introduced and laid over to a later meeting for final action Resolution #R-13-100, as presented, amending the FY 2014 Operating and Capital Budgets and appropriating funds to reflect the carry forward of unexpended funds from FY 2013:

Ayes: Cary, Helgeson, Johnson, Nelson, Perrow, Gillette	6
Noes:	0
Absent: Foster	1

// City Manager Kimball Payne provided information on reducing the amount of the fee charged for concealed handgun permits, which Council Member Helgeson asked that this matter be placed on the agenda for consideration. City Attorney Walter Erwin stated that Council has had no role in setting the fee for a concealed handgun permit. This process is handled by the police department, and Chief Parks Snead provided background information on revenue received and overtime expenses for the past three years on concealed handgun permits. During Council discussion the following concerns were mentioned; should the fee be lower, second amendment rights, it is a fee not a tax, the permit is a right to carry a concealed weapon, and find a more efficient way to process a background check. Council Member Perrow made a substitute motion, seconded by Council Member Cary, to move the fee from \$50.00 to \$35.00. Council Member Cary made a motion to have the police department reduce the cost and find a more efficient way to process the permits. This motion failed for lack of a second. Council Member Perrow withdrew his motion. Mayor Gillette and Vice Mayor Johnson dissented because they did not feel a second review would produce different results. Council Member Cary made a motion, seconded by Council Member Perrow that this item would be tabled until a corrected cost analysis could be prepared on future ways to ensure efficiencies and cost estimates, and Council by the following recorded vote tabled this item:

Ayes: Cary, Helgeson, Nelson, Perrow	4
Noes: Johnson, Gillette	2
Absent: Foster	1

// On motion of Council Member Cary, seconded by Council Member Nelson, Council by the following recorded vote elected to hold a closed meeting to consider appointments to Council-appointed boards and commissions, i.e., Social Services Advisory Board, Board of Building Code Appeals, Dr. Martin Luther King, Jr./Lynchburg Community Council, Economic Development Authority, Redevelopment and Housing Authority and Lynchburg Business Development Centre; pursuant to Section 2.2-3711 (A)(1) of the Code of Virginia, 1950, as amended,:

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

Noes: 0

Absent: Foster 1

// Council Member Helgeson left during the closed meeting.

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

// Vice Mayor Johnson made the following motion:

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

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

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

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

Ayes: Cary, Johnson, Nelson, Perrow, Gillette 5

Noes: 0

Absent: Foster, Helgeson 2

// In the matter of Appointments, and on nomination of Vice Mayor Johnson, seconded by Council Member Perrow, Council by the following recorded vote appointed Christina Delzingaro, Gloria Scalise, and Thomas Sparhawk to serve on the Social Services Advisory Board for terms to expire September 30, 2017:

Ayes: Cary, Johnson, Nelson, Perrow, Gillette 5

Noes: 0

Absent: Foster, Helgeson 2

On nomination of Vice Mayor Johnson, seconded by Council Member Perrow, Council by the following recorded vote appointed Thomas Sparhawk to serve on the Board of Building Code Appeals for

a term to expire September 30, 2017:

Ayes: Cary, Johnson, Nelson, Perrow, Gillette	5
Noes:	0
Absent: Foster, Helgeson	2

On nomination of Vice Mayor Johnson, seconded by Council Member Perrow, Council by the following recorded vote appointed Jevon Scott to serve on the Martin Luther King, Jr./Lynchburg Community Council for a term to expire June 30, 2016:

Ayes: Cary, Johnson, Nelson, Perrow, Gillette	5
Noes:	0
Absent: Foster, Helgeson	2

On nomination of Vice Mayor Johnson, seconded by Council Member Perrow, Council by the following recorded vote appointed Mark A. Strosnider to serve on the Economic Development Authority Board for a term to expire June 30, 2017:

Ayes: Cary, Johnson, Nelson, Perrow, Gillette	5
Noes:	0
Absent: Foster, Helgeson	2

On nomination of Vice Mayor Johnson, seconded by Council Member Perrow, Council by the following recorded vote reappointed Edgar J. T. Perrow, Jr. to serve on the Redevelopment and Housing Authority Board for a term to expire September 30, 2017:

Ayes: Cary, Johnson, Nelson, Perrow, Gillette	5
Noes:	0
Absent: Foster, Helgeson	2

On nomination of Vice Mayor Johnson, seconded by Council Member Perrow, Council by the following recorded vote reappointed J. Frederick Watson to serve on the Lynchburg Business Development Centre Board for a term to expire September 30, 2016:

Ayes: Cary, Johnson, Nelson, Perrow, Gillette	5
Noes:	0
Absent: Foster, Helgeson	2

On nomination of Vice Mayor Johnson, seconded by Council Member Perrow, Council by the following recorded vote appointed Brandon M. Baber, Michael A. Forren, Keith H. Hawkes, Jr., Maurice Jordan Preston, and Carmen IC Riley to serve on the Lynchburg Business Development Centre Board for terms to expire September 30, 2016:

Ayes: Cary, Johnson, Nelson, Perrow, Gillette	5
Noes:	0
Absent: Foster, Helgeson	2

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

// A regular meeting of the Council of the City of Lynchburg was held on the 24th day of September, 2013, at 7:30 P.M. in the Council Chamber, City Hall, Michael Gillette, President, presiding. Council Member Perrow gave the Invocation, followed by the Pledge of Allegiance. The following Members were present:

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

Absent: 0

// Council Member Perrow asked that Items #1 and Item #2 be separated on the consent agenda because of a concern. Council Member Perrow stated that his company, WW Associates, has a contract with Liberty University for engineering services that will generate in excess of \$10,000 in annual income and he had been advised that because of his company's contract, he should abstain from discussing and voting on Item #1.

// In the matter of Public Works – Street Vacation, City Council Report #1 was considered. On motion of Council Member Foster, seconded by Council Member Cary, Council by the following recorded vote adopted Resolution #R-13-095, as presented, authorizing selling two hundred and eleven thousandths (0.211) acre located between 3540 Young Place and 4000 Mayflower Drive to Liberty University:

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

Noes: 0

Abstention: Perrow 1

// In the matter of Budget, City Council Report #2 was considered. On motion of Council Member Perrow, seconded by Council Member Foster, Council by the following recorded vote adopted Resolution #R-13-100, as presented, amending the FY 2014 Operating and Capital Budgets and appropriating funds to reflect the carry forward of unexpended funds from FY 2013:

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

Noes: 0

// In the matter of Community Development – CDBG, a public hearing was held on City Council Report #3 regarding the Program Year 2012 (FY 2013) Consolidated Annual Performance and Evaluation Report (CAPER) for the Community Development Block Grant (CDBG) and HOME Program and adopting a Resolution approving the CAPER for submission to the U.S. Department of Housing and Urban Development. Grants Manager Melva Walker provided a summary of the request. There was no one else present who wished to speak to this item, and the public hearing was closed. On motion of Council Member Helgeson, seconded by Vice Mayor Johnson, Council by the following recorded vote adopted Resolution #R-13-101, as presented, regarding the Program Year 2012 (FY 2013) Consolidated Annual Performance and Evaluation Report (CAPER) for the Community Development Block Grant (CDBG) and HOME Program and approving the CAPER for submission to the U.S. Department of Housing and Urban Development:

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

Noes: 0

// In the matter of City Council, Derek Polley spoke before Council regarding the Lynchburg Legends, Lynchburg's semi pro basketball team. Mr. Polley informed Council of the many programs that the team participates in throughout the City.

// In the matter of Police – Emergency Services, City Council Report #5 was considered. Council Member Cary, Chair of the Finance Committee (FC) stated that this matter came before the FC, which recommended approval. This motion does not require a second, and Council by the following recorded vote introduced and laid over to a later meeting for final action Resolution #R-13-102, as presented, amending the FY 2014 City/Federal/State Aid Fund budget and appropriating \$46,846 with resources of \$23,423 from the Virginia Department of Emergency Management 2013 Local Emergency Management Performance Grant and \$23,423 of in-kind matching services to fund a part-time Emergency Management Administrative Services Associate position within the Department of Emergency Services:

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

Noes: 0

// In the matter of Police – General, City Council Report #6 was considered. Council Member Cary, Chair of the Finance Committee (FC) stated that this matter came before the FC, which recommended approval. This motion does not require a second, and Council by the following recorded vote introduced and laid over to a later meeting for final action Resolution #R-13-103, as presented, amending the FY 2014 City/Federal/State Aid Fund budget and appropriating \$53,721 with resources of \$34,284 from the Department of Motor Vehicles Highway Safety Grant, an in-kind service and equipment match of \$17,142, and \$2,295 transferred from the FY 2014 General Fund Police Department budget to provide selective DUI and occupant restraint enforcement activities, attend related training, and purchase equipment for the Police Department:

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

Noes: 0

// In the matter of Police – General, City Council Report #7 was considered. Council Member Cary, Chair of the Finance Committee (FC) stated that this matter came before the FC, which recommended approval. This motion does not require a second, and Council by the following recorded vote introduced and laid over to a later meeting for final action Resolution #R-13-104, as presented, amending the FY 2014 City/Federal/State Aid Fund budget and appropriating \$11,827 with resources of \$7,500 from the Department of Motor Vehicles Highway Safety Grant, an in-kind service and equipment match of \$3,750, and \$577 transferred from the FY 2014 General Fund Police Department budget to provide speed enforcement activities for the Police Department:

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

Noes: 0

// In the matter of Police – General, City Council Report #8 was considered. Council Member Cary, Chair of the Finance Committee (FC) stated that this matter came before the FC, which recommended approval. This motion does not require a second, and Council by the following recorded vote introduced and laid over to a later meeting for final action Resolution #R-13-105, as presented, amending the FY

September 24, 2013

353

2014 City/Federal/State Aid Fund budget and appropriating \$40,753 with resources from the 2013 Edward Byrne Memorial Justice Assistance Grant (JAG) to purchase Body Microphone Transmitters, Cradles, and in car DVR systems, a high capacity printer, and six Tasers for the Police Department:

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

Noes: 0

// In the matter of Police – General/Sheriff, City Council Report #9 was considered. Council Member Cary, Chair of the Finance Committee (FC) stated that this matter came before the FC, which recommended approval. This motion does not require a second, and Council by the following recorded vote introduced and laid over to a later meeting for final action Resolution #R-13-106, as presented,, amending the FY 2014 City/Federal/State Aid Fund budget and appropriating \$24,644 with resources of \$12,322 from the Bulletproof Vest Partnership 2013 Grant Program and \$12,322 transferred from FY 2014 General Fund budget to purchase 33 replacement bulletproof vests for law enforcement officers:

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

Noes: 0

// The meeting was adjourned at 7:57 P.M.

Clerk of Council

// A special joint meeting of the Council of the City of Lynchburg and Lynchburg City School Board was held on the 1st day of October, 2013, at 5:30 P.M. in the Sandusky Elementary School Cafeteria, Michael Gillette, President, presiding. The following Members were present:

Present: Cary, Foster, Johnson, Nelson, Gillette 5

Absent: Helgeson, Perrow 2

// Council Member Perrow arrived at 5:40 p.m.

// Mayor Michael Gillette and School Board Chair Regina Dolan-Sewell welcomed everyone to the City Council and Lynchburg City School Board joint meeting.

// Dr. Scott Brabrand, School Superintendent, gave an update on the Lynchburg City Schools 2012-2014 Comprehensive Plan. The report included a score card of how the schools are progressing. Dr. Brabrand explained the three indicators used in determining the progress. Green Indicator – Goal Met; Yellow Indicator – Goal Not Met/Progress and Red Indicator – Goal Not Met/No Progress. The same indicators were used to track progress for the report on SOL data. Dr. Brabrand went on to say that the Comprehensive Plan continues to focus on Achievement, Behavior and Culture.

// Assistant Superintendent of Operations and Administration Ben Copeland presented the Lynchburg City Schools Capital Improvement Plan. Mr. Copeland gave an overview of the renovations/replacement projects for the Schools. Mr. Copeland further explained the 2014 Project List along with the 2015 Requests. The following areas were discussed:

- Transportation Update
- Why Focus on Deferred Maintenance and Renovation
- Facility Condition Assessment
- Thermographic Roof Survey

Mr. Copeland's presentation included concerns regarding the Schools athletic fields.

// Parks and Recreation Director Kay Frazier provided a report on the Lynchburg City Stadium study. Ms. Frazier presented information from the study regarding the City Stadium goals, objectives and renovation.

// Anthony Beckles, Lynchburg City Schools Chief Financial Officer, reviewed the Schools final Budget Requests for FY 2013-2014. Mr. Beckles provided the dates, times and locations of the Community FY 2015 Budget hearings.

// The meeting was adjourned at 7:20 P.M.

Clerk of Council

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **October 8, 2013**

AGENDA ITEM NO.: 15

CONSENT:

REGULAR: **X**

WORK SESSION:

CLOSED SESSION:

(Confidential)

ACTION: **X**

INFORMATION:

ITEM TITLE: Lease of City Property at 2624 Lakeside Drive to Milestone Communications for the Operation of a Telecommunications Monopole

RECOMMENDATION: After a public hearing, adopt an ordinance to lease a portion of the property at 2624 Lakeside Drive (Lynchburg Fire Station 7) to Milestone Communications Management III, Inc.

SUMMARY: Milestone Communications desires to lease a portion of the property behind Fire Station 7, located at 2624 Lakeside Drive, from the City for the erection, operation and maintenance of a telecommunications monopole under the terms of the franchise agreement between the City and Milestone. A telecommunications monopole is allowed by right under the zoning for this property and the location has been worked out with the Fire Department and Public Works. The pole will be a traditional monopole, not designed to look like a tree.

Copies of the preliminary site plan and the lease agreement are attached.

PRIOR ACTION(S): September 10, 2013, Council approved a franchise agreement with Milestone Communications.

FISCAL IMPACT: The City will receive a site fee of \$25,000 and 40% of the gross revenue, but not less than \$1000 per month, for the monopole.

CONTACT(S): Kimball Payne, 455-3990; Walter Erwin, 455.3973

ATTACHMENT(S): Ordinance, Site Plan, Lease Agreement

REVIEWED BY: lkp

AN UNCODIFIED ORDINANCE GRANTING A LEASE TO MILESTONE COMMUNICATIONS MANAGEMENT III, INC., ALLOWING THE INSTALLATION OF A TELECOMMUNICATION MONOPOLE AND ASSOCIATED FACILITIES AT 2624 LAKESIDE DRIVE (LYNCHBURG FIRE STATION 7)

BE IT RESOLVED that the Lynchburg City Council hereby approves a lease agreement between the City of Lynchburg and Milestone Communications Management III, Inc., for the lease of City owned property at 2624 Lakeside Drive (Lynchburg Fire Station 7). The property will be used for the installation, maintenance, and operation of a telecommunication monopole and associated facilities as provided in the September 11, 2013, Franchise Agreement between the City and Milestone; and,

BE IT FURTHER RESOLVED that the City Manager is authorized to execute the lease agreement and any other documents embodying the terms approved herein on behalf of the City.

Adopted:

Certified: _____
Clerk of Council

133K



SITE NAME: LYNCHBURG FIRE STATION
2624 LAKESIDE DRIVE
LYNCHBURG, VA 24501

RECEIVED

SEP 05 2013

COMMUNITY
DEVELOPMENT



Know what's below.
Call before you dig.

SITE INFORMATION

SCOPE OF WORK: MILESTONE COMMUNICATIONS PROPOSES TO BUILD A TELECOMMUNICATIONS FACILITY ON THE PROPERTY LISTED BELOW. THE FACILITY CONSISTS OF A 150' MONOPOLE AND SPACE FOR MULTIPLE CARRIERS IN A FENCED-IN COMPOUND.

SITE ADDRESS: 2624 LAKESIDE DRIVE
LYNCHBURG, VA 24501

PROPERTY OWNER: CITY OF LYNCHBURG
ADDRESS: CITY MANAGER'S OFFICE
900 CHURCH STREET
LYNCHBURG, VA 24504

PARCEL ID: 23111004
PARCEL AREA: 5.1± ACRES

LATITUDE (NAD 83): 37° 23' 55.55"
LONGITUDE (NAD 83): -79° 13' 46.57"

JURISDICTION: CITY OF LYNCHBURG

ZONING: B-3 (COMMUNITY BUSINESS)

PROPOSED USE: TELECOMMUNICATIONS FACILITY

GROUND ELEVATION: 827.3' (AMSL) (NGVD29)

STRUCTURE TYPE: MONOPOLE

STRUCTURE HEIGHT: 150.0' (AGL)

HANDICAP REQUIREMENTS: FACILITY IS UN-MANNED AND NOT FOR HUMAN HABITATION. DISABLED ACCESS NOT REQUIRED

NOTE: ALL ELEVATIONS ARE NGVD29 VERTICAL DATUM.

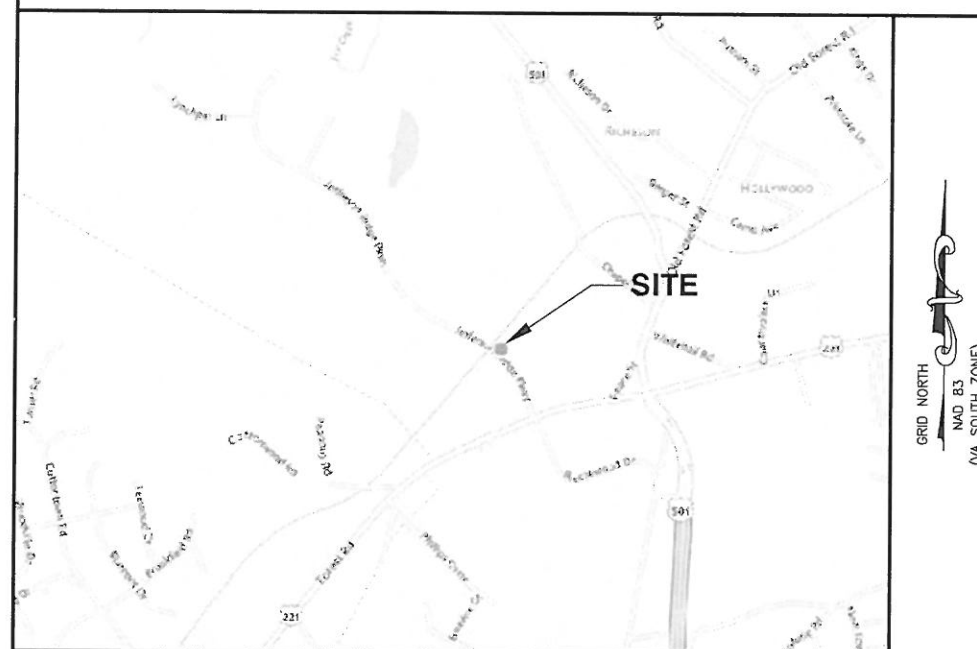
PROJECT TEAM

APPLICANT: MILESTONE COMMUNICATIONS
12110 SUNSET HILLS ROAD, SUITE 100
RESTON, VA 20190
(703) 620-2555

PROJECT MANAGEMENT FIRM: NETWORK BUILDING & CONSULTING, LLC.
7380 COCA COLA DRIVE, SUITE 106
HANOVER, MD 21076
(410) 712-7092

ENGINEERING FIRM: NB&C ENGINEERING SERVICES, LLC.
7380 COCA COLA DRIVE, SUITE 106
HANOVER, MD 21076
(410) 712-7092

VICINITY MAP



DIRECTIONS

FROM MILESTONE OFFICE:
TAKE VA-267 W (PARTIAL TOLL ROAD). TAKE EXIT 9A FOR VA-28 S TOWARD CENTREVILLE/MANASSAS (TOLL ROAD). MERGE ONTO VIRGINIA 28 S/SULLY RD. TAKE THE INTERSTATE 66 W RAMP TO FRONT ROYAL. MERGE ONTO I-66 W. TAKE EXIT 43A TO MERGE ONTO US-29 S. CONTINUE STRAIGHT ONTO US-15 S/US-29 S (SIGNS FOR U.S. 17 S/CULPEPER/FREDERICKSBURG). CONTINUE TO FOLLOW US-29 S. MERGE ONTO US-250 W/US-29 S VIA THE RAMP TO I-64/LYNCHBURG/STANTON/RICHMOND. CONTINUE TO FOLLOW US-29 S. TAKE THE EXIT TOWARD US-29 S/US-460 W/LYNCHBURG/DANVILLE. MERGE ONTO US-29 S/US-460 W. TAKE THE U.S. 501 N/CANDLERS MOUNTAIN ROAD EXIT TOWARD BUENA VISTA. MERGE ONTO US-501 N/CANDLERS MOUNTAIN RD. MERGE ONTO US-29 BUS S/US-501 N/LYNCHBURG EXPY VIA THE RAMP TO DANVILLE/BUENA VISTA. CONTINUE TO FOLLOW US-501 N/LYNCHBURG EXPY. TURN LEFT ONTO LAKESIDE DR. SITE IS LOCATED ON THE RIGHT.

CODE COMPLIANCE

ALL WORK AND MATERIALS SHALL BE PERFORMED AND INSTALLED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE FOLLOWING CODES AS ADOPTED BY THE LOCAL GOVERNING AUTHORITIES. NOTHING IN THESE PLANS IS TO BE CONSTRUED TO PERMIT WORK NOT CONFORMING TO THE LATEST EDITIONS OF THE FOLLOWING CODES.

- 2009 INTERNATIONAL BUILDING CODE
- 2008 NATIONAL ELECTRICAL CODE
- 2009 NFPA 101, LIFE SAFETY CODE
- 2009 IFC
- AMERICAN CONCRETE INSTITUTE
- AMERICAN INSTITUTE OF STEEL CONSTRUCTION
- MANUAL OF STEEL CONSTRUCTION 13TH EDITION
- ANSI/TIA-222-G
- TIA 607
- INSTITUTE FOR ELECTRICAL & ELECTRONICS ENGINEER 81
- IEEE C2 NATIONAL ELECTRIC SAFETY CODE LATEST EDITION
- TELECordia GR-1275
- ANSI/T 311

DRAWING INDEX

T-1 TITLE SHEET
Z-1 SITE PLAN
A-1 COMPOUND PLAN
ES-1 EROSION & SEDIMENT CONTROL PLAN

DO NOT SCALE DRAWINGS

THESE DRAWINGS ARE FORMATTED TO BE FULL-SIZE AT 24"X36". CONTRACTOR SHALL VERIFY ALL PLANS AND EXISTING DIMENSIONS AND CONDITIONS ON THE JOB SITE AND SHALL IMMEDIATELY NOTIFY THE DESIGNER / ENGINEER IN WRITING OF ANY DISCREPANCIES BEFORE PROCEEDING WITH THE WORK OR MATERIAL ORDERS OR BE RESPONSIBLE FOR THE SAME. CONTRACTOR SHALL USE BEST MANAGEMENT PRACTICE TO PREVENT STORM WATER POLLUTION DURING CONSTRUCTION.

SIGNATURE BLOCK

PROJECT MANAGER _____ DATE _____

LEASING _____ DATE _____

ZONING _____ DATE _____

CONSTRUCTION _____ DATE _____

UTILITIES _____ DATE _____

NET OPS _____ DATE _____

LANDLORD _____ DATE _____

RF ENGINEER _____ DATE _____

ENGINEER



APPLICANT



12110 SUNSET HILLS ROAD, SUITE 100
RESTON, VA 20190
TEL. (703) 620-2555
FAX. (703) 620-8589

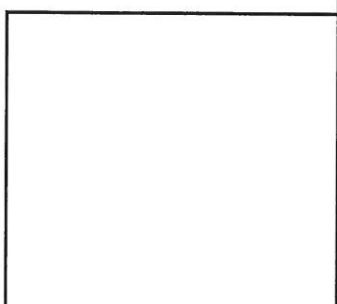
SITE INFORMATION

LYNCHBURG FIRE STATION
2624 LAKESIDE DRIVE
LYNCHBURG, VA 24501

REVISIONS

REV	DATE	DESCRIPTION	BY
B	07/20/13	PRELIMINARY ZONE REVISED	DRG
A	07/23/13	FOR ZONING	DRG

PROFESSIONAL STAMP



ENGINEER

PHILIP BURTNER, P.E.
VA PROFESSIONAL ENGINEER LIC. #022023

SHEET TITLE

TITLE SHEET

SHEET NUMBER

T-1



LATITUDE: 37° 23' 55.55"
LONGITUDE: -79° 13' 46.57"
GROUND ELEVATION: 827.3'

HARRIS CORPORATION
1025 W NASA BOULEVARD, MC-1-12A
MELBOURNE, FL 32919
PARCEL ID: 22502004
ZONING: I-1
AREA: 17.4± ACRES
DOCUMENT NO.: 100004225

ECONOMIC DEVELOPMENT AUTHORITY
900 CHURCH STREET
LYNCHBURG, VA 24501
PARCEL ID: 23201002
ZONING: I-1
AREA: 12.8± ACRES
DEED BOOK/PAGE: 792/225

PROPOSED 20' WIDE
ACCESS AND UTILITY
EASEMENT

PROPOSED 10' WIDE
ACCESS ROAD

LAKEVIEW LAND LLC
C/O LEGACY MANAGEMENT GROUP
405 2ND STREET, SUITE 301
CHARLOTTESVILLE, VA 22902
PARCEL ID: 23111002
ZONING: B-3
AREA: 13.8± ACRES
DOCUMENT NO.: 080001211

WALKER, REGINALD C ETALS
C/O SHEETS INC #271
ATTN: JODI BARTHO
5700 4TH AVENUE
ALTOONA, PA 16602
PARCEL ID: 23111001
ZONING: B-3
AREA: 2.0± ACRES
DEED BOOK/PAGE: 1080/291

1
GILLIS, JUSTIN & GILLIS, ALAN D
720 STONE STREET
CHRISTIANBURG, VA 24073
PARCEL ID: 23108014
ZONING: B-3
AREA: 0.9± ACRES
DOCUMENT NO.: 060012119

4
GILLIS, W JUSTIN & GILLIS, ALAN D
2608 LAKESIDE DRIVE
LYNCHBURG, VA 24501
PARCEL ID: 23108017
ZONING: B-3
AREA: 0.7± ACRES
DOCUMENT NO.: 070007031

2
GILLIS, W JUSTIN & GILLIS, ALAN D
720 STONE STREET
CHRISTIANBURG, VA 24073
PARCEL ID: 23108006
ZONING: B-3
AREA: 0.5± ACRES
DOCUMENT NO.: 030007031

5
MILTON & NEAL
FJ BOX 4307
LYNCHBURG, VA 24502
PARCEL ID: 23108023
ZONING: B-3
AREA: 0.4± ACRES
DOCUMENT NO.: 070002916

3
GILLIS, W JUSTIN & GILLIS, ALAN D
2608 LAKESIDE DRIVE
LYNCHBURG, VA 24501
PARCEL ID: 23108015
ZONING: B-3
AREA: 0.5± ACRES
DOCUMENT NO.: 030007031

6
CITY OF LYNCHBURG
CITY MANAGER'S OFFICE
900 CHURCH STREET
LYNCHBURG, VA 24504
PARCEL ID: 23111005
ZONING: B-3
AREA: 0.2± ACRES
DEED BOOK/PAGE: 922/516

JEFFERSON RIDGE PARKWAY (80' RW)

LAKESIDE DRIVE (80' RW)

1
Z-1
SITE PLAN
SCALE: 1" = 60'

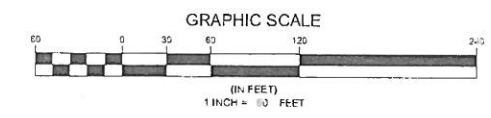
ZONING INFORMATION		
JURISDICTION: CITY OF LYNCHBURG		
ZONING: B-3 (COMMUNITY BUSINESS)		
DIMENSION	REQUIRED	PROPOSED ±
FRONT YARD SETBACK:	20'	240'
SIDE YARD SETBACK:	10'	50'
REAR YARD SETBACK:	N/A	20'
LOT AREA:	5.1± ACRES	
(ALL MEASUREMENTS ARE IN FEET ± UNLESS OTHERWISE NOTED)		
NOTES:		
1. SITE PLAN IS NOT THE RESULT OF A SURVEY, IT IS BASED ON FIELD MEASUREMENTS AND SCALED ASSESSOR'S MAPS AVAILABLE. ALL INFORMATION SHOWN IS APPROXIMATE ONLY AND SUBJECT TO ANY CONDITION THAT A SURVEY MAY REVEAL.		
2. ALL SETBACKS SHOWN ARE FROM PROPOSED TOWER TO EXISTING PROPERTY LINES.		

LEGEND	
	PROPERTY LINE - SUBJECT PARCEL
	PROPERTY LINE - ADJUTING
	CONTOUR LINE
	EXISTING ROAD
	EXISTING TIE LINE
	IRON PIN FOUND (IPF)
	RIGHT-OF-WAY
	EXISTING BUILDING

SUBJECT PARCEL INFORMATION
CITY OF LYNCHBURG
CITY MANAGER'S OFFICE
900 CHURCH STREET
LYNCHBURG, VA 24504
PARCEL ID: 23111004
ZONING: B-3 (COMMUNITY BUSINESS)
AREA: 5.1± ACRES

CURVE DATA CHART				
DELTA	RADIUS	LENGTH	CHORD	CHD BEARING
04°03'02"	1950.00'	137.86'	137.83'	S72°15'28"W
84°50'35"	70.00'	103.65'	94.44'	N67°20'45"W
26°36'01"	1450.44'	673.38'	667.35'	N38°13'28"W

C1
C2
C3



ENGINEER

APPLICANT

SITE INFORMATION

DESIGN RECORD

PROFESSIONAL STAMP

ENGINEER

SHEET TITLE

SHEET NUMBER

LYNCHBURG FIRE STATION
2624 LAKESIDE DRIVE
LYNCHBURG, VA 24501

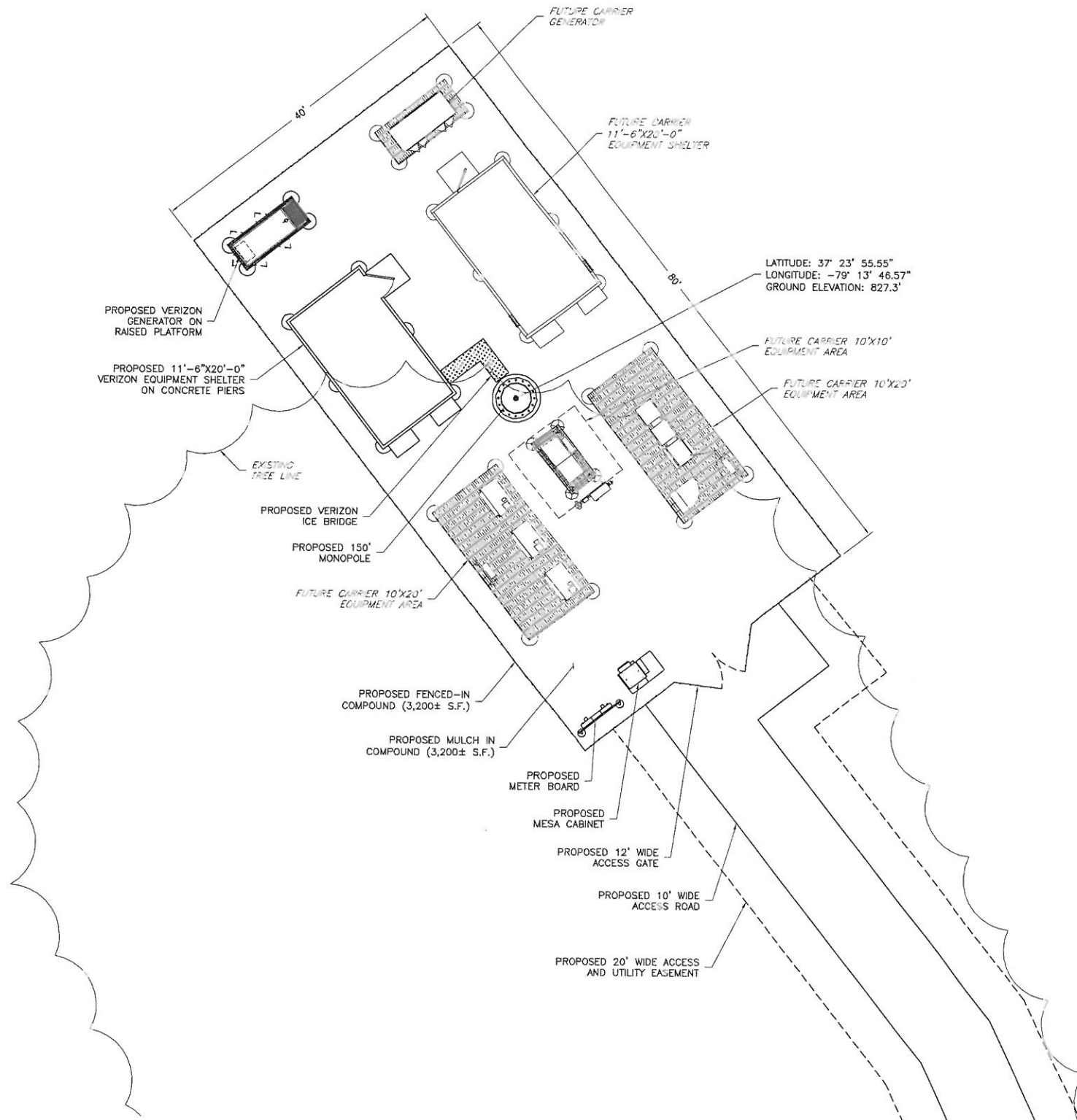
REVISIONS			
B	07/20/13	PRELIMINARY ZONING REVISED	DRG
A	07/29/13	FOR ZONING	DRG
REV	DATE	DESCRIPTION	BY

PHILIP BURTNER, P.E.
VA PROFESSIONAL ENGINEER LIC. #022023

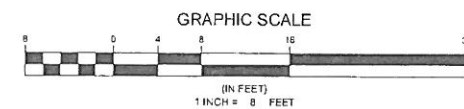
SITE PLAN

Z-1

GRID NORTH
NAD 83
(VA SOUTH ZONE)



1 COMPOUND PLAN
A-1 SCALE: 1/8" = 1'-0"



ENGINEER



APPLICANT



SITE INFORMATION

LYNCHBURG FIRE STATION
2624 LAKESIDE DRIVE
LYNCHBURG, VA 24501

DESIGN RECORD

REVISIONS

REV	DATE	DESCRIPTION	BY
B	07/30/13	PRELIMINARY ZONING REVISED	DRG
A	07/29/13	FOR ZONING	DRG

PROFESSIONAL STAMP

ENGINEER

PHILIP BURTNER, P.E.
VA PROFESSIONAL ENGINEER LIC. #022023

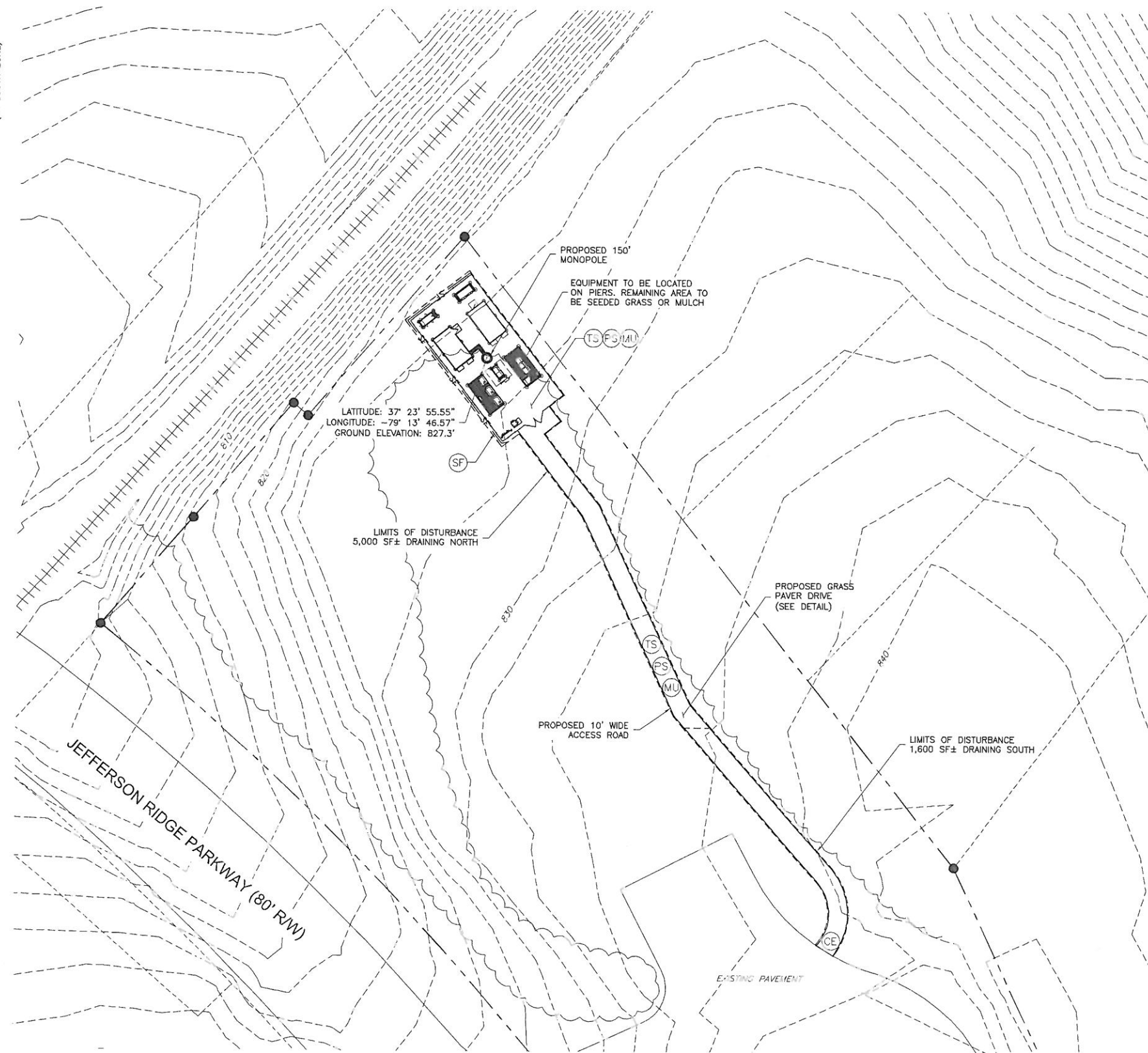
SHEET TITLE

COMPOUND PLAN

SHEET NUMBER

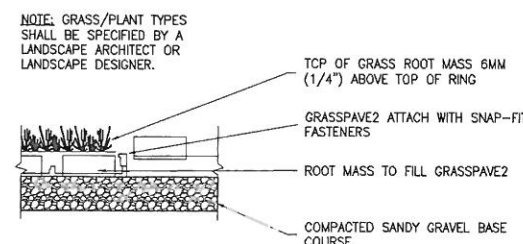
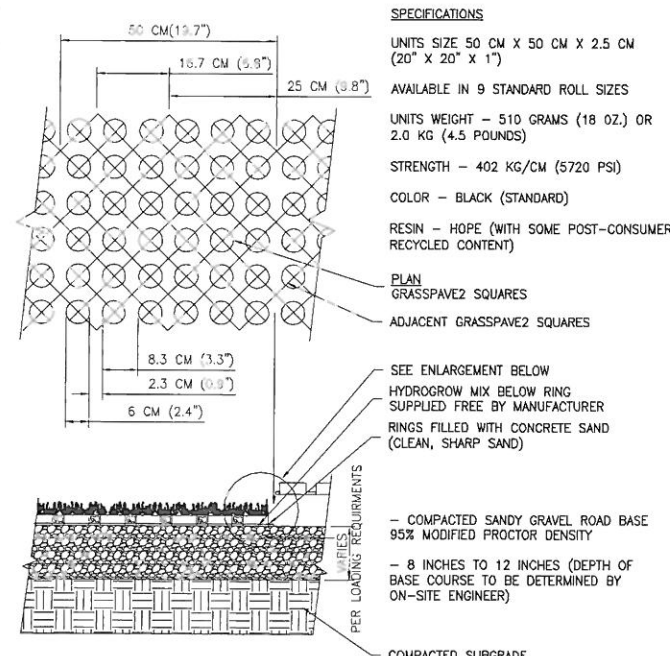
A-1

GRID NORTH
NAD 83
(VA SOUTH ZONE)

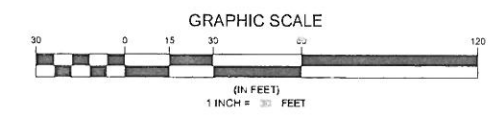


- NOTES:
1. UTILIZE CONSTRUCTION ENTRANCE AS SHOWN.
 2. INSTALL SILT FENCE AS SHOWN BELOW MONOPOLE SITE.
 3. ALL DISTURBED AREAS TO RECEIVE TEMPORARY SEEDING, PERMANENT SEEDING, AND MULCHING.
 4. ALL EROSION AND SEDIMENT CONTROL MEASURES TO BE PER THE LATEST EDITION OF THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK.

E&S LEGEND	
(SF)	SILT FENCE
(CE)	CONSTRUCTION ENTRANCE
(TS)	TEMPORARY SEEDING
(PS)	PERMANENT SEEDING
(ML)	MULCHING



2
ES-1
TYPICAL GRASS PAVER DETAIL
SCALE: 1 1/2\"/>



ENGINEER



APPLICANT



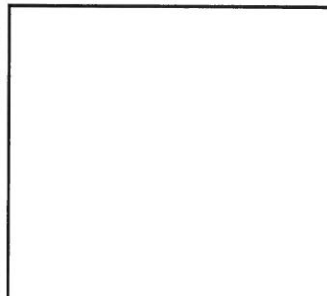
SITE INFORMATION

LYNCHBURG FIRE STATION
2624 LAKESIDE DRIVE
LYNCHBURG, VA 24501

DESIGN RECORD

REVISIONS			
B	07/30/13	PRELIMINARY ZONE REVISED	DRG
A	07/29/13	FOR ZONING	DRG
REV	DATE	DESCRIPTION	BY

PROFESSIONAL STAMP



ENGINEER

PHILIP BURTNER, P.E.
VA PROFESSIONAL ENGINEER LIC. #022023

SHEET TITLE

EROSION
& SEDIMENT
CONTROL PLAN

SHEET NUMBER

ES-1

LEASE AGREEMENT

SITE: 2624 Lakeside Drive
Lynchburg, VA 24502

THIS LEASE AGREEMENT (hereinafter, the "Lease"), made and entered into this ____ day of _____, 2013, by and between the CITY OF LYNCHBURG, a Municipal Corporation of the Commonwealth of Virginia, with an address of 900 Church Street, Lynchburg, VA, 24504, herein referred to as the "City," and MILESTONE COMMUNICATIONS MANAGEMENT III, INC., a Delaware corporation, with an address of 12110 Sunset Hills Road, Suite 100, Reston, VA 20190, herein referred to as "Milestone," recites and provides as follows:

RECITALS

1. City is the owner of the parcel of improved real estate located in Lynchburg, Virginia known as City of Lynchburg Tax Map Parcel _____ and described in Exhibit A attached hereto and incorporated herein by reference (the "Site"). The Site is presently operated by City as a fire department.

2. City and Milestone are parties to that certain City-wide Lease dated _____ (the "Master Franchise") pursuant to which the requirements of Virginia Constitution Article VII § 9 and Virginia Code § 15.2-2100 relating to the lease of this Site were satisfied.

3. Milestone is a corporation duly organized, validly existing and in good standing under the laws of the Commonwealth of Virginia, and is duly authorized to do business in the City of Lynchburg, Virginia; and has all requisite power and authority to accept, execute, deliver and perform this Lease and all agreements entered into or delivered in connection with or as contemplated hereby.

4. Milestone intends to construct a free-standing monopole satisfying the requirements of this Lease and all applicable laws (the "Monopole"), and to lease from City land on which Milestone intends to construct an equipment compound in the size, location and dimensions as shown on Exhibit A, attached hereto and made a part hereof, for the installation of equipment operated by Milestone or the Carriers (as defined below) on the Site (the "Compound"). Milestone intends to lease space on the Monopole and in the Compound to telecommunications or other wireless communications providers (the "Carriers" and each individually, a "Carrier") in compliance with the terms hereof. Such Carriers may install antennas on the Monopole and construct equipment platforms (each, an "Equipment Platform") to support their communications equipment within the Compound (the Monopole, the Compound, each Equipment Platform and all antennas, dishes, lines, cables and other equipment or items shall collectively be referred to herein as the "Base Station" or "Facilities").

5. The parties now desire to set forth the terms pursuant to which City shall lease a portion of the Site to Milestone for the purposes just described.

NOW, THEREFORE, in reliance of the Recitals set forth above and for and in consideration of the mutual agreements set forth below and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties agree as follows.

1. LEASE AGREEMENT:

a. Subject to and in accordance with the provisions of this Lease, City hereby leases to Milestone and Milestone hereby leases from City that space within the Site in the size, location and dimensions as shown on Exhibit A and designated on Exhibit A as the “Lease Area” (the “Lease Area”) all as shown and described in Exhibit A attached hereto, which, together with the Appurtenant Easements (defined in Section 2), shall be referred to collectively as the “Leased Premises.” Subject to and in accordance with the provisions of this Lease, the City hereby grants to Milestone the nonexclusive right, privilege, franchise, and authority, to install, operate, and maintain a telecommunication Monopole and ground telecommunications equipment on the Site, and to lease space on the Monopole and the Leased Premises to Carriers.

b. Except for those portions of the Leased Premises that are fenced with the permission of City (which portions shall generally be the area immediately surrounding the Compound) and the actual space occupied by the Monopole (the “Exclusive Leased Premises”), the Leased Premises shall be demised to Milestone on a non-exclusive basis. City and its invitees, permittees, agents and contractors expressly reserve the right to have, and shall have, free and full use of the Non-Exclusive Leased Premises, including, without limitation, the right of pedestrian and vehicular ingress and egress over and through the Non-Exclusive Leased Premises in accordance with the terms hereof. City shall also have free and full access to the Monopole (at City’s risk) for the purpose of maintaining, repairing and replacing any lights on the Monopole, to the extent it is required to do so. Without the prior written consent of City, Milestone shall not alter, relocate or modify the lights on the Monopole (if any). Milestone and Carriers shall erect no signs on the Site except on the Exclusive Leased Premises or with the City’s prior express permission in writing. This Lease grants Milestone no right to use City-owned useable antenna support structures such as City-owned water tanks, buildings, etc. or other structures, facilities or equipment belonging to City except as expressly stated herein.

c. Milestone acknowledges that with the exception of the air space over the land actually occupied by the Monopole, the Leased Premises shall include the air rights over the land only to a height which is the lesser of ten (10) feet above the ground elevation or the bottom of the bleachers or other structure that is situated above the Leased Premises. City and Milestone acknowledge that the exact location of the Leased Premises is, as of the date of the execution hereof, the parties current intent with respect thereto, however the final location may be subject to modification (by agreement of the City Manager and an authorized agent of Milestone) based upon the Milestone’s governmental approval process. Milestone and City therefore each covenant and agree, subject to each party’s approval as required in the immediately preceding sentence, to execute an addendum hereto at such time as the final location of the Leased Premises is determined in the event that such location differs from that as set forth on Exhibit A. **Milestone hereby accepts the Leased Premises “AS IS” and in their present condition without any representation or warranty of City except any that may be expressly set forth in this Lease.**

d. Notwithstanding the foregoing, Milestone acknowledges and agrees that it is solely responsible for performing all necessary due diligence regarding the Site and the Leased Premises, including confirming by way of a title report and examination that City holds legal title to the Site and that no matters affecting title to the Site prohibit, impair or require third party consent to the leasing of the Leased Premises to Milestone, the construction of the improvements contemplated hereunder or any other matter relating or pertaining to this Lease (the “Due Diligence Matters”). In no event shall City have any responsibility for or liability with respect to the Due Diligence Matters, all of which are hereby waived by Milestone. Milestone agrees to strictly comply, at its sole cost and expense, with all recorded documents, instruments and agreements affecting title to the Site, and defend, indemnify and hold harmless City against any cost, expense, claim, demand, obligation, cause of action or liability with respect to any violation thereof by Milestone or its agents or sublessees.

e. Until the termination or expiration of this Lease, title to the Monopole and the portions of the Base Station owned by Milestone shall remain with Milestone except that title to the Monopole and/or those portions of the Base Station owned by Milestone that City has required to remain on the Leased Premises shall, at the option of City, vest in City after the termination or expiration of this Lease, and Milestone agrees to promptly execute such further assurances thereof as shall be requested by City.

2. EASEMENTS SERVING LEASED PREMISES:

a. City hereby grants to Milestone such easements as may be needed to install, operate, and maintain telecommunication Monopole and ground telecommunications equipment as easements appurtenant to the leasehold granted to Milestone in this Lease (such easements collectively, the “Appurtenant Easements”). With the exception of Milestone’s grant of use of the Appurtenant Easements to Carriers and utility providers (as applicable), the Appurtenant Easements may not be assigned or otherwise transferred in whole or in part separately from the leasehold granted under this Lease, and any such attempted assignment or transfer shall be void.

i. City grants Milestone a nonexclusive, temporary construction easement of varying dimensions over, on, and through adjoining and adjacent portions of each Site, as shown on Exhibit B (Easements) and identified as the “Temporary Construction Easement”, for construction and installation of the Base Station upon the Leased Premises. Such temporary construction easement shall terminate upon the completion of Milestone’s construction described in Section 7 provided that such term shall be extended for such period of time as Milestone may be prevented from constructing the Base Station by reason of force majeure, and may be extended for such further period as City in its discretion may agree.

ii. Milestone shall be permitted the non-exclusive use of a right-of-way twenty feet (20’) in width, as shown on Exhibit B (Easements) hereof and described as the “20’ Wide Access and Utility Easement,” or such other right-of-way of similar dimensions as City may designate during the term of this Lease, to construct, erect, install, operate and maintain underground communication cables from the Leased Premises, over, across and through that portion of the Site.

iii. City hereby agrees to grant to the local utility and telephone companies, on terms acceptable to City in its reasonable discretion, the non-exclusive easements and rights-of-way to construct, maintain, operate and repair communication and electric power lines, conduits and systems over those portions of the Site designated on Exhibit B (Easements) hereof and described as the “20’ Wide Access and Utility Easement,” or such other right-of-way of similar dimensions as City may designate during the term of this Lease, and the right-of-way of Milestone provided for in Subsection 2 a(ii) during the term of this Lease for purposes of installation and provision of telephone and electric service to the Base Station.

iv. City hereby grants Milestone a non-exclusive easement and right-of-way twenty feet (20’) in width for ingress to and egress from the Leased Premises by Milestone and the Carriers, for vehicular traffic for constructing, installing, maintaining, operating and repairing the Base Station, over that portion of the Site designated on Exhibit B (Easements) hereof and described as the “20’ Wide Access and Utility Easement”, or such other right-of-way of similar width as may be designated by City to provide such access to the Leased Premises and the Base Station.

b. City shall have the right to direct Milestone to relocate any of the Appurtenant Easements (provided that there shall be no termination thereof, and no interruption of service or access as a result thereof other than such short term interruption as is necessary to effectuate the physical relocation, provided that City and Milestone shall attempt to ensure that the replacement Appurtenant Easement is in place prior to such relocation such that any such interruption shall be as minimal as reasonably practicable). If such relocation occurs after the installation of utilities or facilities therein, such relocation shall be at Milestone’s expense. However, Milestone will only be required to relocate its facilities in connection with a City project that is undertaken by the City in order to provide a public use. In planning its projects the City will make reasonable efforts to design them in such a way that it will not be necessary for Milestone to have to relocate its facilities. In the event it is necessary for Milestone to relocate its facilities because of a City project, the City will work with Milestone to find another suitable location for the relocation of Milestone’s facilities and the City will waive any permit or other fees associated with the relocation.

c. With the exception of the temporary construction easement provided for in Section 2 a(i), which may expire sooner as provided in such section, and any utility easements to third-party utility or power companies, which shall expire in accordance with their terms, the term of all Appurtenant Easements shall automatically expire upon termination of this Lease without the need for further act of any party. Notwithstanding the foregoing, if requested by City, Milestone shall execute and deliver to City, in recordable form, such documents as City may request to evidence of record the termination of all Appurtenant Easements as just provided.

3. USE OF LEASED PREMISES:

a. Milestone shall use the Leased Premises solely for construction, operation and leasing of the Base Station as provided herein, and shall use the Appurtenant Easements solely for the applicable purposes described in Section 2. City makes no representation or warranty whether such use is permitted by any laws or regulations applicable to the Leased Premises, and

Milestone is solely responsible for determining whether such use is permitted, and for securing all necessary licenses, permits and approvals therefor.

b. Notwithstanding any other provision of this Lease, Milestone acknowledges the absolute primacy of the City's use of the Site as a fire department, and that Milestone's rights under this Lease (and, accordingly, any Carrier rights under a Carrier Sublease (as defined below) are subject and subordinate to City's use and operation of the Site. Accordingly, in exercising their rights under this Lease, Milestone shall use commercially reasonable efforts to avoid any adverse construction, operational or other such impact on the Site or the City's use and operation thereof, whether such impacts arise from work or activities being performed or undertaken on or off of the Site (utility outages arising from off-site utility relocation, for example), and, notwithstanding any other provision of this Lease, Milestone will use commercially reasonable efforts to cause such entry, work or activities to be performed or undertaken at such times, and to occur in such manner, as City may reasonably require, in its reasonable discretion, to avoid any adverse impacts to the Site or the City's use thereof. Further, Milestone agrees that it will cause each Carrier to comply with the provisions of this Section 3. Pursuant to the provisions of Section 8b, Milestone shall be responsible for repairing all damage to the Base Station, the Leased Premises or the Site caused by Milestone or any of Milestone's employees, contractors or agents. In case of emergencies threatening life or safety or any component of the Base Station, Milestone may enter the Leased Premises without prior notice to City, provided Milestone notifies City of such entry, and the nature of the work performed or undertaken as a result of such emergency, as soon as practicable after Milestone's entry. Notwithstanding the foregoing, Milestone shall have the right to make customary and routine inspections of the Leased Premises upon one (1) business day prior notice, provided that (i) such entry is only for the purpose of inspecting the Leased Premises, conducting routine maintenance and repairs (provided such maintenance and/or repairs do not require alteration of the structural elements to the Base Station or the Monopole or the addition or substitution of any electrical cabinet or equipment shelter) and (ii) the worker or workers who make such inspections check-in with the appropriate personnel at the Site prior to accessing the Leased Premises and, in all cases, follow all procedures required by Site personnel.

c. The City, shall be permitted to lease, without the requirement for payment of any compensation to Milestone, one (1) platform on the Monopole (which lease shall include a ground location for the City to construct a facility to install its ground based facilities appurtenant thereto) at locations on the ground and on the Monopole mutually agreed upon by the City and Milestone, provided that the transmissions do not interfere with those of any Approved Carrier on the Site (or under a letter of intent) at the time such lease is granted, and further, City shall be entitled to lease space within the Site to any other governmental agency for construction of a monopole for its own use (but not for commercial resale), in accordance with Section 10 hereof. In addition to the platform provided on a Monopole to the City, if requested to do so, Milestone will also provide a platform on a Monopole at a height/location mutually agreed upon the City and Milestone that will allow the Region 2000 Radio Communications Board which operates the regional emergency communications system for Amherst County, Bedford County and the City of Lynchburg, to install its communications facilities on the Monopole and ground based facilities without the payment of any compensation to Milestone. Notwithstanding anything to the contrary contained herein, the size, type, number, height and weight of the City's antennas, facilities, shelters, platforms and any other equipment to be installed by the City is

subject to Milestone's prior written consent, which consent shall not be unreasonably withheld, conditioned or delayed.

4. TERM:

a. This Lease shall be effective for a term of thirty (30) years beginning on _____, 2013 ("Commencement date"), and ending on _____, 2043, unless sooner terminated or extended pursuant to the provisions of this Lease. Notwithstanding the foregoing, if the Monopole is not constructed within twelve (12) months after the date Milestone obtains all required governmental approvals and permits, this Lease may be terminated by City with thirty (30) days written notice to Milestone. Further, in the event that at any time after the initial construction of the Monopole on the Site, the Monopole remains vacant (*i.e.*, with no Carrier Sublease applicable thereto) or no Carrier is paying rent therefor for a period of six (6) consecutive months, this Lease may be terminated by City with thirty (30) days written notice to Milestone. In the event that City elects to terminate this Lease due to the conditions described in the previous two sentences, then during the sixty (60) day period after receipt of City's termination notice, Milestone shall be permitted to elect to pay the City the amount that would have been due if one (1) Carrier Sublease was executed and paying full rent and, if Milestone begins the payment of such amount prior to the date that is sixty (60) days after receipt of City's termination notice, then City's termination notice shall be deemed null and void and the lease for the site shall continue in full force and effect. In addition, Milestone or City may terminate this Lease with sixty (60) days prior notice to City if (i) Milestone is unable to obtain or maintain in force all necessary governmental approvals or (ii) interference by or to Milestone's operation cannot, despite good faith negotiations between Milestone and City in accordance with the terms hereof, be resolved. In addition, Milestone may terminate this Lease with sixty (60) days prior notice to City if (i) a material change in government regulations makes it impractical, unlawful, impossible or uneconomic for Milestone to continue to operate the Facilities under such lease, (ii) Milestone is unable to lease space within the Base Station to Carriers for a period of twelve (12) months after the date Milestone obtains all required governmental approvals and permits, (iii) the Site or the Facilities are destroyed or damaged or taken in whole or in part (by condemnation or otherwise) sufficient in Milestone's reasonable judgment, adversely to affect Milestone's use of the Site or (iv) if, after the execution of this Lease, Milestone is unable to operate the Base Station due to the action of the F.C.C. or by reason of any law, physical calamity, governmental prohibition or other reasons beyond Milestone's control, subject to Milestone's restoration obligations under Section 4b hereof.

b. At the end of the term of this Lease, whether by the passage of time or the exercise by any party of any right of termination, Milestone shall surrender the Leased Premises to City in the condition specified in this Section 4b. Within sixty (60) days after the end of the term of this Lease, City shall notify Milestone of its election to (i) have Milestone dismantle and remove the Base Station, or any component thereof, including, but not limited to, any or all of Milestone's facilities from the Leased Premises and the Site (except for underground cables which do not and will not present a health or safety risk, and any other improvements which are 2 feet or more below grade) or (ii) have the Monopole and/or Base Station (other than those portions of the Base Station owned by the Carriers) remain on the Leased Premises. If City fails to make such an election within the sixty (60) day period, Milestone shall inform City in writing, and City shall have an additional thirty (30) days to make the election. If City fails to make an

election, it shall be deemed to have elected option (i). If City elects or is deemed to elect option (i), Milestone shall promptly (and in any event within one hundred twenty (120) days) remove the designated facilities from the Site, at Milestone's sole cost and expense; provided, however, that Milestone shall, with City's approval, be entitled to leave in place underground cables which City determines do not and will not present a health or safety risk, and any other improvements which are two (2) feet or more below grade. If City elects option (ii), title to the facilities designated by City shall immediately vest in City, without the necessity of further action by City or Milestone, and City agrees to assume all responsibility and liability for the facilities and any damages or claims related thereto arising from and after the date of title vesting in the City. Notwithstanding the foregoing, if so requested by City, Milestone shall execute such further assurances thereof as shall be requested by City. Further, nothing herein contained shall be deemed to prohibit or restrict any Carrier from removing its equipment to the extent permitted to do so under any Carrier Sublease.

c. Subject to Section 4b, the Base Station, including the Monopole, and other equipment, shall during the term of this Lease be deemed the personal property of Milestone and/or the Carriers, as applicable.

5. RENT & ACCESS FEE:

a. Beginning on the Commencement Date, and thereafter on the tenth day of each calendar month during the term and any extension term of this Lease, Milestone shall pay to the City, in legal tender of the United States of America without demand, setoff or deduction whatsoever, as monthly rent for the Leased Premises, an amount equal to forty percent (40%) of the Monthly Gross Rental Revenues (as defined below) derived from the use, leasing or occupancy of any portion of the Monopole or Base Station for the preceding calendar month. The term "Monthly Gross Rental Revenues" shall mean all revenue actually collected by Milestone from Carriers with respect to the Site, except as provided below, payable for such period (or the pro rata share thereof applicable to such period) by Milestone on the Leased Premises or the Base Station. All rental payments shall be made by check payable to City at the City's Billings and Collections Division, City Hall Building, 900 Church Street, Lynchburg, VA 24504, Attention: Billings and Collections Manager, or such other address as the City may from time to time provide. In no event will Milestone's payment to City under this provision be less than one thousand dollars (\$1,000.00) per site. All expenses related to the Facilities shall be borne by Milestone; provided however that in the event any real estate related ad valorem or other taxes are assessed against the Facilities (as opposed to personal property or the income derived from the Facilities) the same shall be deducted from Monthly Gross Revenue Rental revenues for purposes of the calculation of compensation payable to City hereunder. The following reimbursable expenses paid by Carriers to Milestone are one-time payments and shall be excluded from the calculation of Monthly Gross Rental Revenues (provided that such reimbursable expenses are not in lieu of or in substitution for any rent under the Carrier Sublease): (a) expenses incurred to extend power, telecommunication lines/equipment and any other utilities to the Facilities, (b) any extraordinary expenses incurred to clear, grade and construct the vehicular access from the nearest road to the Facilities and (c) any expenses incurred to purchase and install a stealth monopole (i.e. tree, clock tower or any other nonstandard monopole) above and beyond the expenses for a standard monopole. The expenses

described in the preceding sentence shall include, but not be limited to, engineering, construction administration, application and legal fees and expenses. The compensation hereunder to City shall be accompanied by a statement, signed by an officer of Milestone, verifying the calculation of the compensation for the applicable month.

b. In addition to the rent described in the preceding paragraph, any other amounts payable under a lease or this Lease to City, however denominated, shall be deemed additional rent, and City shall have all rights and remedies in respect of payment and collection thereof as are applicable to rent. Any amounts payable hereunder by Milestone that are not paid when due shall (a) be subject to a late charge of five percent (5%) of the amount due and (b) bear interest from the date due at a rate of fifteen percent (15%) per annum.

c. Within ten (10) days after the earlier to occur of that date on which (i) Milestone receives all necessary governmental approvals for the Site or (ii) Milestone commences construction-related work on the Site, Milestone shall pay City a Site Fee of Twenty-five Thousand and No/100 Dollars (\$25,000.00) ("Site Fee"). Additionally, Milestone shall pay City an additional five thousand and No/100 Dollars (\$5,000.00) collocation fee for each Carrier after the first Carrier that installs on the Monopole within ten (10) days of the earlier to occur of (i) the collocation occurring or (ii) Milestone's receipt of its first payment from the Carrier for collocation. In the event Milestone fails to timely pay any Site Fee due hereunder, Milestone shall, in addition to owing City such Site Fee, pay to City interest on the amount thereof from the date due through the date of payment of such Site Fee to City, in an amount equal to the Prime Rate of interest as published from time to time by The Wall Street Journal plus four percent (4%).

d. To ensure Milestone's proper removal of the Monopole and Base Station from the Site at the end of the term of this Lease in accordance with Section 4b (as elected by City), and to ensure the removal work is done in a proper manner without undue damage to the Site or other property of the City, Milestone shall furnish to the City a security deposit in the amount of Twenty Thousand Dollars (\$20,000.00) (together with all accrued interest thereto, the "Security Deposit") prior to commencing construction on the Site. The Security Deposit shall be in the form of cash. The Security Deposit shall not in any way be considered to limit Milestone's obligations or liabilities hereunder. The City may draw upon the Security Deposit upon failure by Milestone to remove Milestone's Facilities from the Site in accordance with Section 4b. The Security Deposit shall be held by City in an interest bearing escrow account and the Security Deposit (together with all accrued interest thereto) will be returned to Milestone within thirty (30) days of Milestone's substantial completion of the removal requirements contained in Section 4b (as elected by City) or at such other time as the City determines the Security Deposit is no longer needed.

6. REAL ESTATE TAXES, UTILITIES, MAINTENANCE:

a. Milestone shall be solely responsible for all costs and expenses relating to the connection, disconnection, consumption and use of any utilities and/or services in connection with Milestone's construction, installation, operation and maintenance of the Base Station on the Leased Premises including, without limitation, any electric consumption by its equipment, and

Milestone agrees to pay all costs for service and installation of an electric meter directly to the local utility company.

b. Milestone shall be responsible for the declaration and payment of any applicable taxes or assessments against the Base Station or other equipment owned or used by Milestone or allocable (on a pro rata basis) to the Leased Premises, including but not limited to any sales and property taxes, as well as any taxes based on the rent payable hereunder, including gross receipts taxes. During the term, Milestone shall be responsible for the timely payment of all taxes levied upon the improvements on the Leased Premises.

c. Milestone shall at all times during the term of this Lease, at its own expense, maintain the Base Station and the Leased Premises in proper operating condition and maintain same in reasonably good condition, and will repair any damage except that caused by City, its agents or servants. Milestone shall keep the Leased Premises and the Base Station free of debris at all times. Milestone agrees that it will inspect the Leased Premises and the Base Station no less frequently than once every three months.

d. Milestone shall maintain the Leased Premises at all times in compliance with City's rules and regulations and all governmental rules, regulations and statutes, whether currently in force or subsequently adopted, including, without limitation, those relating to the lighting and painting of the Base Station, and requirements of the Federal Communications Commission (the "FCC"), the Federal Aviation Administration (the "FAA"), and other federal, state or local government authorities having jurisdiction over the Base Station.

e. Milestone shall be solely responsible, at its sole cost and expense, for keeping the Monopole at all times in reasonably good order, condition and repair, and in compliance with all applicable laws, ordinances and rules. Milestone shall cause the Monopole to be regularly inspected and preventative maintenance to be performed in accordance with the standards of the industry, but in no event less frequently than once every three (3) years. In no event shall City be required to maintain or repair the Monopole, or pay or reimburse Milestone for any costs associated therewith.

f. If applicable, City shall be responsible for the maintenance and repair of any lighting fixtures installed by City (or by Milestone on behalf of City) on the Monopole.

g. Milestone is responsible for constructing and maintaining any access driveway or road that may be needed to provide access to its facilities and the Base Station. Any driveways and roadways installed on City or private property shall be installed according to City standards and maintained in a safe passable condition. Whenever Milestone fails to maintain a driveway or roadway in a safe condition, the City may notify Milestone of the need to do so and it is Milestone's responsibility to make necessary repairs or improvements. If Milestone fails to make the necessary repairs or improvements in a timely manner, the City may do so and bill Milestone for the actual and reasonable costs incurred by the City.

7. CONSTRUCTION BY MILESTONE:

a. Milestone shall use good faith and commercially reasonable efforts to obtain all necessary approvals, including, without limitation, those required by the FAA and the FCC, for construction and operation of the Base Station. After obtaining the necessary permits and approvals therefor, Milestone, at its sole cost and expense, shall perform or cause to be performed all of the following work:

i. If applicable, replacing the existing light standard with a Monopole with a height as shown on the attached Exhibit A.

ii. Installing the utility and equipment compound with dimensions of 8 high' x 30' 0" wide x 100' 0" deep.

iii. At the request of City, at the commencement of the term of this Lease, Milestone shall install a chain link or wood fence or brick and mortar fence, with a locked gate, or natural screening whichever material best matches nearby buildings around the facilities or at the City's option, Milestone will install a chain link fence or natural screening on each side and on top of the Compound or any other portion of the Base Station.

iv. Subject to City's approval thereof as provided in Section 7d hereof, performing or causing to be performed all other improvements and work associated with the work described above that may lawfully be required by the City of Lynchburg or any other governmental body or official having jurisdiction, as part of or in connection with the work described above.

v. As provided by the City's Zoning Ordinance, all landscaping on parcels containing towers or monopoles, antenna support structures, or telecommunications facilities shall be designed to screen the tower, antenna support structure, and telecommunications facilities to a height of at least six (6) feet from grade. This requirement may be waived at the discretion of the inspections division if the base of the tower and facilities to be screened are not located in and not visible from any business or residential districts or visible from public streets. All landscaping on sites containing towers, antenna support structures, or telecommunications facilities shall be designed to screen the tower, antenna support structure, and telecommunications facilities to a height of at least six (6) feet from grade. This requirement may be waived at the discretion of the inspections division if the base of the tower and facilities to be screened are not located in and not visible from any business or residential districts or visible from public streets. All landscaping must be continually maintained in a healthy and attractive manner.

b. Milestone's agreement to perform or cause to be performed at its expense all of the work described above, all at Milestone's cost and expense, shall be construed broadly to provide for all costs and liabilities of such work, whether or not such costs are anticipated and without regard to Milestone's present estimates for the cost of same, so that all of such work is fully and properly performed and paid for by Milestone, and upon completion of same the Site, as altered by such work, is as fully functional and suitable for continued use by City as it was prior to the start of Milestone's work. Accordingly, the phrase "all work" shall include, without

limitation, all of the following work, and Milestone's promise to pay for such work shall include, without limitation, all of the costs and liabilities associated with the following all labor and materials; design work; legal and professional fees of Milestone's consultants; permit drawings and materials; construction costs; construction equipment and materials; utilities extension or relocation; provision of protective fencing and other safety measures; maintenance; removal of construction related debris from the Site; liability, property and workers' compensation insurance premiums; bond fees; development and construction permits; inspections and approvals; replacement or relocation of landscaping; re-paving or re-striping of any damaged or disturbed paved areas whether for traffic control, parking or otherwise; relocation, replacement or provision of new safety and traffic/directional signage; connection of new sidewalks, drives, parking areas and other facilities to City's existing facilities; and the repair and restoration of any item, place or thing required as a result of any damage to the Site caused in the prosecution of the work contemplated by this Lease or this Lease.

c. Milestone shall cause construction of the Base Station (other than components which may be constructed by any future Carrier) to be commenced as soon as practicable after receipt of all necessary permits and approvals and to be completed within a reasonable time thereafter, not to exceed twelve (12) months from the date Milestone obtains all required governmental approvals, certificates and permits, excepting periods of delay caused by *force majeure*. Once its work on the Base Station is initiated, Milestone shall diligently and continuously prosecute such work to final completion (including obtaining all required inspections and approvals) in a timely manner in accordance with a schedule to be agreed upon in advance by City and Milestone (the "Initial Construction Schedule"). Such schedule shall limit construction activities to such days and times as City may require to avoid any material and adverse impacts on the use and operation of the Site. Milestone shall keep City fully apprised of any events that might impact the Initial Construction Schedule.

d. The Base Station, and each component thereof constructed by Milestone, shall be constructed by Milestone in a good and workmanlike manner and in accordance with the plans, drawings and specifications prepared and provided by Milestone for City's prior review and written approval, which approval shall not be unreasonably withheld, conditioned or delayed. Construction and installation of the Base Station by Milestone shall be in compliance with all applicable rules and regulations including, without limitation, the customary specifications and requirements of City and those of the Occupational Safety and Health Administration ("OSHA"), the FCC, the FAA, and regulations of any governmental agency (town, county, state or federal) including, but not limited to the applicable requirements of the local planning and zoning and building, electrical, communications and safety codes of the City. Milestone, at its sole cost and expense, shall secure all necessary permits and approvals required to permit the construction and operation of the Base Station. City agrees to cooperate reasonably with Milestone in any necessary applications or submissions required to permit construction and operation of Milestone's Base Station as described herein, provided that City shall be reimbursed for all reasonable expenses incurred in providing such cooperation within thirty (30) days of incurring the expenses, and provided further that obtaining Milestone's permits, certificates and approvals shall not result in the imposition of any material restrictions or limitations or adverse impacts on the Site or City's use, operation improvement or redevelopment thereof. All of Milestone's work and facilities shall be installed free of mechanics', materialmen's and other liens, and claims of any person. Milestone agrees to defend, with counsel approved by City, and to indemnify and

save City harmless, from all loss, cost, damage or expense including, without limitation, reasonable attorneys' fees, occasioned by or arising in any connection with the work contemplated by this Lease, and shall bond off or discharge any such liens or other claims within thirty (30) days after written notice from City.

e. Prior to commencing any activities on the Site pursuant to this Lease, Milestone shall provide City with evidence satisfactory to City that Milestone and its contractors and agents who will be working on the Site are covered by insurance as required by Section 14 hereof.

f. Milestone shall, upon City's request, fence and buffer the Base Station and/or the Leased Premises or any portion thereof. In addition, in the event the Base Station is to be constructed near any existing structure or structures on the Site, Milestone shall, prior to commencing any such construction, provide City, at its request, with a report prepared by an independent third-party professional engineer confirming the structural integrity of the existing structure or structures following the construction of the Base Station.

g. Milestone shall restore in compliance with the Federal Americans with Disabilities Act (and any state or local law counterpart or implementation thereof) any of City's facilities physically altered by Milestone's work.

h. Milestone shall be allowed to make further additions and improvements to the Base Station or the Monopole within the Leased Premises without first obtaining City's written consent.

i. It is understood by Milestone that before constructing any Monopole and Base Station on a specific Site, Milestone will have to obtain the needed zoning approvals from the City.

8. OPERATION OF BASE STATION:

a. Milestone and the Carriers shall operate the Base Station in strict compliance with all applicable statutes, codes (including the City's Zoning Ordinance), rules, regulations, standards and requirements, whether currently in force or subsequently adopted, of all federal, state and local governmental, authorities and agencies including, without limitation, OSHA (including, without limitation, OSHA regulations pertaining to RF radiation), the FCC and the FAA, as well as such reasonable rules and regulations which City may publish for the Site from time to time. Milestone has the responsibility of carrying out the terms of its FCC license in all respects, including, without limitation, those relating to supporting structures, lighting requirements and notification to FAA. Milestone, prior to constructing the Base Station, shall have, and shall deliver to City, copies of all required permits, leases, licenses and consents to construct and operate the Base Station. In the event that the operation of any of the Base Station violates any of the terms or conditions of this Lease, Milestone agrees to suspend operation of the Base Station within twenty-four (24) hours after notice of such violation and not to resume operation of the Base Station until such operation is in strict compliance with all of the requirements of this Lease. Milestone shall be responsible for ensuring that each Carrier complies with the terms of this Section 8.

b. Other than with respect to entries established pursuant to the Initial Construction Schedule, and prior to any entry upon the Leased Premises, Milestone shall provide not less than two (2) business days prior notice to City which notice shall specify the type of work or other activities that are to be performed or undertaken on the Leased Premises or which may impact the Site. Milestone further agrees and covenants that the Base Station, transmission lines and appurtenances thereto, and the construction, installation, maintenance, operation and removal thereof, will in no way damage City's property or materially interfere with the use of the Site by City, its successors and assigns. Notwithstanding the foregoing, Milestone agrees (i) to repair any damage Milestone directly caused to the Site or the Leased Premises, including, but not limited to, any damage to utility lines, drains, waterways, pipes, grass fields or paved surfaces by such installation, construction, maintenance, operation or removal to the condition the Site or the Leased Premises were in immediately prior to such damage, (ii) that any repair work undertaken on the Site or the Leased Premises shall be completed as soon as possible after the occurrence of such damage, and (iii) that it shall be responsible for the full and timely payment of any actual and reasonable costs incurred in connection with the repairs described in clauses (i) and (ii) of this sentence.

9. PERMITS AND SITE SPECIFICATIONS:

It is understood and agreed by the parties that Milestone's ability to use the Leased Premises is contingent upon its obtaining after execution of this Lease, all of the certificates, permits and other approvals that may be required by federal, state or local authorities for Milestone's use of the Leased Premises as set forth in this Lease. Milestone shall use all reasonable efforts promptly to obtain such certificates, permits and approvals, at Milestone's sole expense. City will cooperate reasonably with Milestone at Milestone's sole cost and expense, in its effort to obtain such approvals. In the event any such applications should be finally rejected or any certificate, permit, lease, license or approval issued to Milestone is canceled, expires or lapses, or is otherwise withdrawn or terminated by governmental authority, or soil boring tests are found to be unsatisfactory so that Milestone will be unable to use the Leased Premises for the purposes set forth herein, either Milestone or City shall have the right to terminate this Lease for the Site by giving the other party thirty (30) days' prior notification of termination within sixty (60) days after the date of the event which is the basis of termination. Upon such termination, the parties shall have no further obligations for charges and liabilities which accrue after the effective date of termination under such lease, including the payment of monies, to each other except as otherwise provided herein, but Milestone shall be liable to restore the Leased Premises in accordance with Section 4b.

10. INDEMNIFICATION:

Milestone shall defend, with counsel acceptable to City, and indemnify and hold harmless, City from all losses, costs, claims, causes of actions, demands and liabilities arising from (a) any event of default by Milestone under this Lease; (b) any misrepresentation by Milestone contained in this Lease and/or any breach of any warranty contained in this Lease; and (c) any occurrence, of any kind or nature, arising from (i) Milestone's or any Carrier's construction, installation, maintenance, repair, operation, replacement or removal of the Base

Station or any other equipment, or any other activities of Milestone or any Carrier on the Site or the Leased Premises of any kind or nature, (ii) the condition of the Base Station or the Leased Premises and (iii) any personal injury, death, or accident caused by Milestone's or any Carrier's use, operation or maintenance of the Leased Premises, the Site, the Base Station, or any equipment or antennas contained therein or on the Monopole or the Leased Premises. Such indemnification shall include the actual, reasonable and documented cost of investigation, all expenses of litigation, and the cost of appeals, including, without limitation, attorneys' fees and court costs, and shall be applicable to Milestone's and each Carrier's activities on the Site and the Leased Premises whether prior to the Commencement Date or after the termination of this Lease. In addition to the City, City's Council members, staff, officers, agents, servants, employees, volunteers, business invitees, customers and guests shall be beneficiaries of Milestone's indemnification.

11. BOOKS AND RECORDS

To the extent necessary to determine Milestone's compliance with this Lease or to carry out the City's authority to manage its property, Milestone shall make available to the City for inspection, examination and/or audit upon reasonable prior notice to Milestone, such complete and accurate books of account, records, documents and other information as the City may reasonably need with respect to any sublease, including, without limitation, books of account, records, documents and other information adequate to enable Milestone to demonstrate, at all times throughout the Term that it is, and has been, in compliance with each term and condition of this Lease. If the inspection, examination and/or audit reveals a discrepancy of greater than 3%, then in addition to the late charges and penalties due hereunder Milestone shall reimburse the City for all reasonable and actual costs associated with the inspection, examination and/or audit.

12. INTERFERENCE:

Milestone agrees to install (and shall cause each Carrier to install) equipment of a type and frequency which will not cause frequency interference with other forms of radio frequency communications existing on City's property as of the date of this Lease (so long as reasonably prevalent). All such equipment shall fully comply with all FCC, FAA, OSHA and other governmental (whether federal, state, or county) rules and regulations. In the event Milestone's or any Carrier's equipment causes such interference, Milestone agrees it will take all steps necessary, or shall cause all such steps to be made, to correct and eliminate the interference consistent with all government rules and regulations upon receipt of written notification of the interference. Milestone shall be obligated, and shall cause each Carrier, to correct the problem of interference within forty-eight (48) hours of receipt of written notice from City. If the interference is not corrected within such forty-eight (48) hour period, City shall have the right, or shall have the right to cause Milestone, to disconnect or terminate power to any interfering equipment or turn such equipment off (other than for short tests to determine the nature of the interference, provided that City reasonably approves of such tests in advance). Thereafter, such interfering Carrier may attempt to correct such interference, which may include reactivating the equipment or restoring power thereto, provided that City reasonably approves of such reactivation or restoration in advance, for a period of one hundred and twenty (120) days. If

such interference cannot be cured within such one hundred and twenty (120) period, City shall have the right, or shall have the right to cause Milestone to, immediately remove the interfering equipment from the Monopole. Notwithstanding the forgoing, and to the extent any City approved test requires the facilitation or cooperation of City, City agrees, subject to the other provisions hereof, to act reasonably with such facilitation or cooperation.

13. EVENT OF DEFAULT:

- a. Each of the following shall be an event of default by Milestone under this Lease:
 - i. If the rent or any installment thereof shall remain unpaid after it becomes due and payable, and is not paid within five (5) business days after City gives written notice of non-payment;
 - ii. If Milestone or its assigns shall fail or neglect to keep and perform any one of the terms of this Lease and such failure or neglect continues for more than thirty (30) days (or such longer period as may be reasonable, provided Milestone is attempting a cure with all due diligence, not to exceed one hundred twenty (120) days plus any period of where cure is prevented by *force majeure*) after City gives written notice specifying the default;
 - iii. If Milestone abandons the Leased Premises as a whole or abandons the Site for a period of more than twelve (12) consecutive months; and
 - iv. If Milestone files a petition in bankruptcy or insolvency or for reorganization or arrangement under the bankruptcy laws of the United States or under any insolvency act of any state, or is dissolved or makes an assignment for the benefit of creditors, or if involuntary proceedings under any bankruptcy laws or insolvency act or for the dissolution of Milestone are instituted against Milestone, or a receiver or trustee is appointed for all or substantially all of Milestone's property, and the proceeding is not dismissed or the receivership or trusteeship is not vacated within sixty (60) days after institution or appointment.
 - v. If any final judgment or judgments in an aggregate amount (including interest and costs) of more than \$500,000.00 is entered against Milestone, and any such judgment or judgments shall not have been paid or otherwise discharged within sixty (60) days after all applicable appeal periods have terminated.
- b. In the case of any event of default, City shall have the right to terminate this Lease upon thirty (30) days notice and shall have any additional rights and remedies that may be available at law or in equity.
- c. The foregoing notwithstanding, in the event of any such default by Milestone hereunder, such shall not provide City the right to attach, utilize, distrain upon or otherwise take possession of any equipment located on the Monopole or within the Base Station owned by any Carrier, and such shall at all times be free from any claim by City hereunder.
- d. City may enforce any provision of this Lease by self-help or an action for mandamus or injunction. If the City uses self-help to enforce any provision of this Lease or to

obtain possession after termination of this Lease or this Lease, Milestone shall, upon demand, pay the City its reasonable and actual costs of obtaining possession and enforcing the provisions of this Lease. If the City obtains a judgment, writ of mandamus, or an injunction to enforce any provision of this Lease, Milestone shall pay the City its cost of litigation, including a reasonable attorney's fee and expert witness fees.

14. INSURANCE REQUIREMENTS:

a. All property of the Milestone, its employees, agents, business invitees, licensees, customers, clients, guests or trespassers, including, without limitation, the Carriers, in and on the Leased Premises shall be and remain at the sole risk of such party, and City shall not be liable to them for any damage to, or loss of such personal property arising from any act of God or any persons, nor from any other reason, nor shall the City be liable for the interruption or loss to Milestone's business arising from any of the above described acts or causes. The City shall not be liable for any personal injury to the Milestone, its employees, agents, business invitees, licensees, customers, clients, guests or trespassers, including, without limitation, the Carriers, arising from the use, occupancy and condition of the Leased Premises unless such injury is caused by the gross negligence or willful act on the part of the City or its employees.

b. During the term, Milestone will maintain a policy of commercial general liability insurance insuring the City and Milestone against liability arising out of the use, operation or maintenance of the Leased Premises and the installation, repair, maintenance, operation, replacement and removal of the Base Station. The insurance will be maintained for personal injury and property damage liability, adequate to protect City against liability for injury or death of any person in connection with the use, operation and condition of the Leased Premises, and to insure the performance of Milestone's indemnity set forth in Section 10, in an amount not less than TWO MILLION DOLLARS (\$2,000,000.00) per occurrence/aggregate. During the term, Milestone shall also maintain workers' compensation and employers' liability insurance, and such other insurance relating to the installation, repair, maintenance, operation, replacement and removal of the Base Station, and the ownership, use, occupancy or maintenance of the Leased Premises as City may reasonably require. The limits of the insurance will not limit the liability of Milestone. If the Milestone fails to maintain the required insurance the City may, but does not have to, maintain the insurance at Milestone's expense. The policy shall expressly provide that it is not subject to invalidation of the City's interest by reason of any act or omission on the part of Milestone.

c. Insurance carried by Milestone will be with companies acceptable to the City. Milestone will deliver to the City certificate evidencing the existence and amounts of the insurance. The policies required by this Lease shall require that Milestone and/or the Carrier Sublease holder must give the City ten (10) calendar 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, Milestone and/or the Carrier Sublease holder shall obtain, pay all premiums for the renewal or replacement of the insurance required hereunder. Milestone shall, at least sixty (60) days prior to the expiration of

the policies, furnish City with renewals or “binders” for the policies, or City may order the required insurance and charge the cost to Milestone.

d. Milestone will not knowingly do anything or permit anything to be done or any hazardous condition to exist (“Increased Risk”) which shall invalidate or cause the cancellation of the insurance policies carried by City or Milestone. If Milestone does or permits any Increased Risk which directly causes an increase in the cost of insurance policies, then Milestone shall reimburse City for additional premiums directly attributable to any act, omission or operation of Milestone causing the increase in the premiums. Payment of additional premiums will not excuse Milestone from termination or removing the Increased Risk unless City agrees in writing. Absent agreement, Milestone shall promptly terminate or remove the Increased Risk.

e. The City shall be named as an “additional insured” on Milestone’s liability policies and it shall be stated on all required policies that this coverage “is primary to all other coverage the City may possess.”

f. Notwithstanding any provisions herein to the contrary, Milestone waives all rights to recover against City for any loss or damage arising from any cause covered by any insurance required to be carried by Milestone pursuant to this Section 14, or any other insurance actually carried by Milestone. Milestone will request its insurers to issue appropriate waiver of subrogation rights endorsements to all policies of insurance carried in connection with the Leased Premises.

g. All insurance required by this Section 14 shall be written by insurers, in such forms, and shall contain such terms, as City may reasonably require.

h. Any deductible or self-insured retention applicable to required coverages shall be paid by Milestone and the City shall not be required to participate therewith.

i. The insurance required of Milestone herein shall be primary, and any insurance or self-insurance maintained by the City shall be in excess of the insurance required of Milestone and shall not contribute therewith.

j. Milestone's liability to the City shall not be limited to the amounts of the insurance coverage provided herein.

k. Notwithstanding any of the other provisions of this Lease, Milestone’s failure to maintain the required insurance coverage throughout the term of this Lease or the failure of Milestone to deliver a new and valid binder or certificate verifying coverage is grounds for the immediate termination of this Lease without prior notice.

l. Nothing contained herein shall effect, or shall be deemed to affect, a waiver of the City's sovereign immunity under law.

15. HAZARDOUS MATERIALS:

a. Neither Milestone nor any Carrier shall cause or permit any hazardous or toxic wastes, substances or materials (collectively, "Hazardous Materials") to be used, generated, stored or disposed of on, under or about, or transported to or from, the Leased Premises (collectively "Hazardous Materials Activities") without first receiving City's written consent, which may be withheld for any reason whatsoever and which may be revoked at any time, and then only in compliance (which shall be at Milestone's sole cost and expense) with all applicable legal requirements and using all necessary and appropriate precautions. Milestone shall indemnify, defend with counsel acceptable to City and hold City harmless from and against any claims, damages, costs and liabilities, including court costs and legal fees, arising out of Milestone's or Carrier's Hazardous Materials Activities on, under or about the Leased Premises, regardless of whether or not City has approved Milestone's Hazardous Materials Activities. For the purposes of this Lease, Hazardous Materials shall include but not be limited to oil, radioactive materials, PCBs, and substances defined as "hazardous substances" or "toxic substances" in the Comprehensive Environmental Response, Compensation and Liability Act of 1980, as amended, 42 U.S.C. Sec. 9601 et seq.; Hazardous Materials Transportation Act, 49 U.S.C. Sec. 1801 et seq.; and Resources Conservation and Recovery Act, 42 U.S.C. Sec. 6901 et seq., and those substances defined as "hazardous wastes" in the regulations adopted and publications promulgated pursuant to said laws. Subject to the foregoing provisions of this Section, Milestone shall, prior to the Commencement Date, submit to City for City's review and approval, a list of Hazardous Materials Activities, including types and quantities, which list to the extent approved by City shall be attached hereto as Exhibit C. Prior to conducting any other Hazardous Materials Activities, City shall update such list as necessary for continued accuracy. City shall also provide Milestone with a copy of any Hazardous Materials inventory statement required by any applicable legal requirements. If Milestone's activities violate or create a risk of violation of any legal requirements, Milestone shall cease such activities immediately upon notice from City. City, City's representatives and employees may enter the Leased Premises at any time during the term to inspect Milestone's compliance herewith, and may disclose any violation of legal requirements to any governmental agency with jurisdiction. The provisions of this Section 15 shall survive termination or expiration of the term of this Lease.

b. City acknowledges that Milestone's equipment cabinets shall contain batteries for back-up power and that, provided Milestone's use of same is in compliance with this provision, the presence of such batteries does not violate this provision if such batteries comply with all laws, regulations and ordinances relating to Hazardous Materials.

c. Milestone will immediately notify City and provide copies upon receipt of all written complaints, claims, citations, demands, inquiries, reports, or notices relating to the condition of the Leased Premises or compliance with environmental laws. Milestone shall promptly cure and have dismissed with prejudice any of those actions and proceedings to the satisfaction of City. Milestone will keep the Leased Premises free of any lien imposed pursuant to any environmental laws.

d. City shall have the right at all reasonable times and from time to time to conduct environmental audits of the Leased Premises, and Milestone shall cooperate in the conduct of those audits. The audits may be conducted by City or a consultant of City's choosing, and if any

Hazardous Materials generated, stored, transported or released by Milestone are detected or if a violation of any of the representations or covenants in this Section 15 is discovered, the fees and expenses of such consultant will be borne by Milestone.

e. If Milestone fails to comply with any of the foregoing representations and covenants, City may cause the removal (or other cleanup acceptable to City) of any Hazardous Materials from the Leased Premises. The actual and reasonable costs of removing Hazardous Materials and any other cleanup (including transportation and storage costs) shall be reimbursed by Milestone promptly after City's demand and will be additional rent under this Lease. Milestone will give City access to the Leased Premises to remove or otherwise clean up any Hazardous Materials. City, however, has no affirmative obligation to remove or otherwise clean up any Hazardous Materials, and this Lease will not be construed as creating any such obligation.

f. Notwithstanding the foregoing, City represents and warrants that to the best of its knowledge and belief there are no Hazardous Materials on, in or under the Leased Premises. City covenants not to bring onto the Leased Premises any Hazardous Materials.

16. NO PARTNERSHIP:

Nothing contained in this Lease shall be deemed or construed to create a partnership or joint venture of or between City and Milestone, or to create any other relationship between the parties hereto other than that of City and Milestone.

17. NOTICES:

All notices, payments, demands and requests hereunder shall be in writing and shall be deemed to have been properly given three (3) days after the date when mailed by the United States Postal Service by First Class, Registered or Certified Mail, postage prepaid, or upon receipt when delivered by nationally recognized overnight courier or hand delivery, and addressed to the City as follows:

City of Lynchburg
900 Church Street
Lynchburg, VA 24504
Attn: City Manager

with a copy, which will not constitute
notice to:

Public Works Department
17000 Memorial Avenue
Lynchburg, VA 24501
Attn: Director of Public Works

and to Milestone as follows:

Milestone Communications
12110 Sunset Hills Road, Suite 100
Reston, Virginia 20190
Attn: Leonard Forkas, Jr.

with a copy, which will not constitute
notice to:

Cooley LLP
11951 Freedom Drive
Reston, Virginia 20190
Attn: John G. Lavoie, Esquire

or to such other addresses as either of the parties may designate from time to time by giving written notice as herein required.

18. ASSIGNMENT OR SUBLETTING; FINANCING:

a. Milestone may assign this Lease, without City's consent, to any corporation, partnership or other entity which (i) is controlled by, controlling or under common control with Milestone; (ii) shall merge or consolidate with or into Milestone; (iii) shall succeed to all or substantially all the assets, property and business of Milestone; (iv) in which Milestone Communications Management III, Inc. or a wholly owned affiliate of Milestone Communications Management III, Inc. is at all times the general partner; or (v) has an adjusted net worth (determined in accordance with generally accepted accounting principles consistently applied) of at least \$200,000,000. Any assignment as a result of a merger or consolidation under paragraphs (i), (ii), (iii) and (iv) above, must be to an entity into which Milestone is merged or consolidated and such entity shall have a tangible net worth equal to or greater than Milestone as of the date of this Lease and such entity shall be fully bound by the all of the terms and conditions of this Lease. In the event of such an assignment or sublease, Milestone shall provide to City at least ten (10) days before the proposed transfer (a) the name and address of the assignee; (b) a document executed by the assignee by which it acknowledges the assignment and assumption of all of Milestone's obligations hereunder; and (c) such other information regarding the proposed assignee as shall be reasonably requested by City. Milestone may also, without City's consent, sublease or lease portions of space on the Monopole and within the Base Station to Carriers in accordance with and subject to the terms and conditions of Section 18b hereof. Such assignee shall each be fully and primarily liable for the obligations of "Milestone" hereunder. Notwithstanding anything to the contrary contained herein, Milestone shall not sell the Monopole until after the date that is thirty-six (36) months after the date construction is commenced on the Site without the prior consent of City.

b. Milestone may, without City's prior consent, sublease or lease space on the Monopole or within the Compound to Carriers under and subject to the terms of this Section 18. Specifically, Milestone shall be entitled to sublease or lease space on the Monopole or in the Compound without City's prior approval provided that (a) the Carrier Subleases shall be in a form utilized by Milestone in the ordinary course of Milestone's business, which may not be altered, modified, revised, amended or otherwise changed without City's prior written approval which may be withheld in City's sole discretion, (b) the sublessee is an Approved Carrier (as defined below), (c) no event of default exists hereunder, (d) the term of the Carrier Sublease Agreement does not exceed the term of this Lease and (e) Milestone submits an engineering report to City definitively showing that the Monopole is capable of supporting the proposed Carrier. Otherwise, any lease, sublease, lease or other occupancy agreement with respect to the Site shall be in form approved by City, which approval may be given or withheld in City's sole and absolute discretion. As used herein, the term "Approved Carrier" shall mean a telecommunications service provider licensed by the F.C.C. and any other governmental agencies for which approval is needed to conduct such company's business.

c. The termination of this Lease shall automatically terminate all Carrier Subleases that are applicable to same Site; provided, however, that City agrees that, provided that

Milestone has complied with the provisions of Section 18 hereof, upon a termination hereof as a result of Milestone's default hereunder, and the failure by any Mortgagee (as defined in Section 18e. hereof) to either succeed to Milestone's interest hereunder or to enter into a new this Lease with City in accordance with the terms of an Approved Financing Agreement (as defined in Section 18e. hereof), City shall provide such Carrier the opportunity to continue such Carrier's occupancy of the Monopole for the unexpired term of the Carrier Sublease (including any renewals) at the same rental rate contained in its Carrier Sublease under terms and conditions required by City in its sole and absolute discretion including, but not limited to, that (i) Carrier is not in default under the Carrier Sublease; (ii) upon request by City, Carrier will provide to City a certified true and correct copy of the Carrier Sublease; (iii) there have been no modifications, amendments or assignments of the Carrier Sublease; (iv) Carrier agrees, in writing, that City shall not be liable for any act or omission of Milestone under the Carrier Sublease; (v) Carrier executes within thirty days of receipt from City, City's then standard form of lease agreement; (vi) upon execution of such lease agreement, Carrier posts with City a security deposit in the amount of two (2) months' rent under the Carrier Sublease and (vii) City obtains ownership of the Monopole.

d. Milestone shall cause the Carriers to comply with, and not violate, the terms and conditions of this Lease. Milestone shall enforce all of the terms and provisions of any Carrier subleases, leases or other similar documents (each, a "Carrier Sublease"). Without limiting the generality of the foregoing, Milestone shall exercise any or all of its rights and remedies under the Carrier Sublease immediately if requested to do so by City. Milestone shall, at its sole cost and expense, perform all obligations of the landlord under the Carrier Sublease. City shall have no liability whatsoever under the Carrier Sublease.

e. Milestone shall not grant a security interest in this Lease to any party unless, by separate written agreement between the parties, City gives its consent to do so. The separate written agreement shall be an "Approved Financing Agreement" for purposes of this Lease and the secured party shall be a "Mortgagee" for purposes of this Lease

19. ACCESS AND INSPECTIONS:

City shall have full access to the Leased Premises and the Base Station for operating, repairing, removing, installing and otherwise working with communications equipment owned by City or any third party permitted to use the Base Station pursuant to this Lease or this Lease. In addition, Milestone shall allow City, upon prior notification to Milestone, or without notice in the event of any emergency, to enter the Leased Premises or any part thereof at any reasonable time and in a manner so as not to interfere more than reasonably necessary with Milestone's use of the Base Station, for the purpose of inspecting the Leased Premises. Milestone shall at all times provide the City copies of all keys needed to unlock all of the gates and locks to the fences to the Compound or in the Leased Premises.

20. QUIET ENJOYMENT:

Milestone shall be entitled to use and occupy the Leased Premises during the term hereof for the purposes herein permitted and subject to the terms and conditions herein contained,

without molestation or interference by City. City may, however, without the requirement for payment of any compensation to Milestone, lease one (1) platform on the Monopole on each Site to governmental entities (which lease shall include a ground location for City to construct a facility to install its ground based facilities appurtenant thereto), provided that the transmissions do not interfere with those of any Carrier on the Site (or under a letter of intent) at the time such lease is granted, and further, City shall be entitled to lease space within the Site to any other governmental agency for construction of a monopole for its own use (but not for commercial resale).

21. DAMAGE AND DESTRUCTION:

a. If the Leased Premises or the Base Station are damaged or destroyed by reason of fire or any other cause, or if damage to the Leased Premises or the Base Station causes damage to portions of the Site or other property of City, Milestone will immediately notify City and will promptly repair or rebuild the Base Station, incidental improvements, and other damage to City's property to its condition immediately prior to such damage, at Milestone's expense.

b. Monthly rent and additional rent will not abate pending the repairs or rebuilding except to the extent to which City receives a net sum as proceeds of any rental insurance, or continues to receive income from Carrier Sublease Agreements.

c. If at any time the Leased Premises or the Base Station are so damaged by fire or otherwise that the cost of restoration exceeds fifty percent (50%) of the replacement value of the Base Station immediately prior to the damage, Milestone may, within thirty (30) days after such damage, give notice of its election to terminate the Lease Agreement for that specific Site and, subject to the further provisions of this Section 21, such Lease Agreement will cease on the tenth (10th) day after the delivery of that notice. Monthly rent will be apportioned and paid to the time of termination. If this Lease is so terminated, Milestone will have no obligation to repair or rebuild. Notwithstanding the foregoing, if Milestone elects to terminate a specific Lease Agreement, Milestone shall be required to comply with the provisions of Section 4b with respect removing and dismantling each component of the Base Station and returning the Leased Premises to the condition stated in such section.

22. CONDEMNATION:

If all or any part of the Site is taken by eminent domain or sale in lieu thereof, and if said taking or sale renders the Site unusable for its intended purpose hereunder, then, at City's or Milestone's option, this Lease may be terminated upon sixty (60) days prior written notice to the other party and there will be no further payment of rents for the Site except that which may have been due and payable at the time of said taking or sale. In the event of a partial taking or sale of the Site and Milestone, subject to mutual agreement with City, wishes to maintain its operation, Milestone may continue to use and occupy the Compound and Leased Premises under the terms and conditions hereunder, provided City's and Milestone's obligations under this Lease are not otherwise altered, and provided Milestone, at its sole cost, restores so much of the Base Station and Leased Premises as remains to a condition substantially suitable for the purposes for which it

was used immediately before the taking. Upon the completion of restoration, City shall pay Milestone the lesser of the net award made to City on account of the taking (after deducting from the total award attorneys', appraisers', and other costs incurred in connection with obtaining the award), or Milestone's actual out-of-pocket cost of restoring the Leased Premises, and City shall keep the balance of the net award. In connection with any taking subject to this Section, Milestone may prosecute its own claim, by separate proceedings against the condemning authority for damages legally due to it (such as the loss of fixtures which Milestone was entitled to remove and moving expenses) only so long as Milestone's award does not diminish or otherwise adversely affect City's award.

23. SALE OF SITE:

Any sale by City of all or part of the Leased Premises to a purchaser other than Milestone shall be under and subject to this Lease and Milestone's right hereunder. City shall be released from its obligations under this Lease in the event of a sale and the assignee assumes City's obligations hereunder (including the recognition of Milestone's rights hereunder).

24. GOVERNING LAW:

The execution, performance and enforcement of this Lease shall be governed by the laws of Commonwealth of Virginia without application of conflicts of law principles. Any legal action or proceeding with respect to this Lease or any document related hereto or thereto shall be brought in the courts of the State of Virginia in the City of Lynchburg and in no other courts.

25. MISCELLANEOUS:

This Lease plus any Exhibits that may be attached hereto contain the entire agreement between the parties and may not be amended, altered or otherwise changed except by a subsequent writing signed by the parties to this Lease. The invalidation of any one of the terms or provisions of this Lease by judgment or court order shall in no way affect any of the other terms of this Lease which shall remain in full force and effect. City and Milestone agree to execute any additional documents necessary to further implement the purposes and intent of this Lease. Time is of the essence with respect to each provision of this Lease. The headings contained in this Lease are to facilitate reference only, do not form a part of this Lease, and shall not in any way affect the construction or interpretation hereof. Terms such as "hereby," "herein," "hereof," "hereinafter," "hereunder," and "hereto" refer to this Lease as a whole and not to the particular sentence or paragraph where they appear, unless the context otherwise requires. The term "may" is permissive; the terms "shall" and "will" are mandatory, not merely directive. All references to any gender shall be deemed to include all others, as the context may require. Terms used in the plural include the singular, and vice versa, unless the context otherwise requires. Nothing in this Lease is intended to interfere with any tariffs, contracts or other arrangements between the Milestone and a third party or between the City and a third party, or to create any third party beneficiary rights.

26. BINDING EFFECT:

This Lease shall bind and inure to the benefit of the parties hereto and their respective successors and permitted assigns.

27. CITY'S RIGHT TO PERFORM:

If Milestone fails to perform any obligations under this Lease beyond all applicable notice and cure periods, City shall be entitled, but shall not be obligated, to perform any or all of such obligations and any actual and reasonable cost of performing same shall be payable by Milestone to City upon written demand as additional rent hereunder. Any actual and reasonable amounts so incurred by City and not repaid by Milestone within thirty (30) days after demand shall bear interest at a rate of ten percent (10%) per annum.

28. HOLDING OVER:

If Milestone remains in possession of the Leased Premises after the end of this Lease, Milestone will occupy the Leased Premises as a Milestone from month to month, subject to all conditions, provisions, and obligations of this Lease and the Lease Agreement in effect on the last day of the term.

29. ESTOPPEL CERTIFICATES:

Within no more than two weeks after written request by either party, the other will execute, acknowledge, and deliver a certificate stating:

- a. that the Lease is unmodified and in full force and effect, or, if this Lease is modified, the way in which it is modified accompanied by a copy of the modification agreement;
- b. the date to which rental and other sums payable under this Lease have been paid;
- c. that no notice has been received of any default which has not been cured, or, if the default has not been cured, what such party intends to do in order to effect the cure, and when it will do so;
- d. (if from Milestone) that Milestone has accepted and occupied the Leased Premises;
- e. (if from Milestone) that Less has no claim or offset against City, or, if it does, stating the date of the assignment and assignee (if known to Milestone); and
- f. other matters as may be reasonably requested.

Any certificate may be relied upon by any prospective purchaser, lender or other person with a bona fide interest in the Leased Premises.

30. NO WAIVER:

No waiver of any condition or agreement in this Lease by either City or Milestone will imply or constitute a further waiver by such party of the same or any other condition or agreement. No act or thing done by City during the term of this Lease will be deemed an acceptance of surrender of the Leased Premises, and no agreement to accept the surrender will be valid unless in writing signed by City. The delivery of Milestone's keys to City will not constitute a termination of this Lease unless City has entered into a written agreement to that effect. No payment by Milestone, or receipt from City, of a lesser amount than the rent or other charges stipulated in this Lease will be deemed to be anything other than a payment on account of the earliest stipulated rent. No endorsement or statement on any check or any letter accompanying any check or payment as rent will be deemed an accord and satisfaction. City will accept the check for payment without prejudice to City's right to recover the balance of the rent or to pursue any other remedy available to City.

31. AUTHORITY:

Each of the persons executing this Lease on behalf of Milestone warrants to City that Milestone is a duly organized and existing corporation under Delaware law, that Milestone is authorized to do business in the State of Virginia, that Milestone has full right and authority to enter into this Lease, and that each and every person signing on behalf of Milestone is authorized to do so. Upon City's request, Milestone will provide evidence satisfactory to City confirming these representations.

City and the person executing and delivering this Lease on City's behalf each represents and warrants to Milestone that such person is duly authorized to so act and has the power and authority to enter into this Lease; and that all action required to authorize City and such person to enter into this Lease has been duly taken.

32. LIMITED LIABILITY:

Milestone's sole recourse against City, and any successor to the interest of City in the Leased Premises, is to the interest of City, and any successor, in the Leased Premises. Milestone will not have any right to satisfy any judgment which it may have against City, or any successor, from any other assets of City, or any successor, or from any of City's Council members, staff, officers, agents, servants, employees, volunteers, business invitees, customers, or guests. In no event shall City be liable for consequential or punitive damages, economic losses or losses derived from future expected revenues. The provisions of this Section 32 are not intended to limit Milestone's right to seek injunctive relief or specific performance.

33. RECORDATION:

Milestone may record, at Milestone's expense, a memorandum or short form hereof in the form attached hereto as Exhibit D.

[SIGNATURES ON FOLLOWING PAGE]

IN WITNESS WHEREOF, the parties hereto executed this Lease in two parts on the dates indicated.

CITY:

CITY OF LYNCHBURG

By:_____

Name: L. Kimball Payne

Its: City Manager

Date:_____

MILESTONE:

MILESTONE COMMUNICATIONS
MANAGEMENT III, INC., a Delaware corporation

By:_____

Name: Leonard Forkas, Jr.

Its: President

Date:_____

EXHIBIT A

**Description/Depiction of the Monopole and Leased Premises
[Attached]**

EXHIBIT B

**Description/Depiction of the Appurtenant Easements
[Attached]**

EXHIBIT C

Hazardous Materials

-Lead Acid Batteries

-DIESEL EMERGENCY POWER GENERATORS WITH FUEL TANK

EXHIBIT D

Form Memorandum of Lease

MEMORANDUM OF LEASE

THIS MEMORANDUM OF LEASE is entered into as of the ____ day of _____, 20__, by and between Milestone Communications Management III, Inc., a Delaware corporation ("Milestone"), and the City of Lynchburg, a Municipal Corporation of the Commonwealth of Virginia hereinafter ("City").

RECITALS:

A. City and Milestone are parties to a Lease Agreement, dated _____, 20__ (the "Lease"), pursuant to which City has leased to Milestone certain real property in Lynchburg, Virginia described in Exhibit "A" attached hereto.

B. City and Milestone wish to enter into this Memorandum of Lease.

NOW, THEREFORE, in consideration of the premises, the sum of Five Dollars (\$5.00) and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, City and Milestone hereby agree as follows:

1. The name of the City under the Lease is City of Lynchburg.
2. The name of the Milestone under the Lease is Milestone Communications Management III, Inc.
3. The address of City, as stated in the Lease, is City of Lynchburg, 900 Church Street, Lynchburg, VA, 24504, Attn: _____. The address of Milestone, as stated in the Lease, is Milestone Communications, 12110 Sunset Hills Road, Suite 100, Reston, VA 20190.
4. The leased premises, as described in the Lease, consists of a portion of the property owned by the City located at _____, Virginia _____, and known as _____ and as more particularly described on the attached Exhibit A.
5. The term of the Lease is thirty (30) years. The date of commencement of the term of the Lease was _____, 20__, and the date of termination of the term of the Lease is thirty (30) years thereafter, subject to any applicable renewal period.
6. Accordingly, the latest date to which the term of the Lease may be extended is _____.

(Signatures on the following 2 pages)

IN WITNESS WHEREOF, the undersigned MILESTONE has duly executed this Memorandum of Lease under seal as of the first date stated above.

ATTEST:

**MILESTONE COMMUNICATIONS
MANAGEMENT III, INC.**, a Delaware
corporation doing business as Milestone
Communications

By: _____
Name: Leonard Forkas, Jr.
Title: President

STATE OF _____)
)
COUNTY OF _____)

TO WIT:

I hereby certify that on this ____ day of _____, 20__, before me, a Notary Public for the state and county aforesaid, personally appeared Leonard Forkas, Jr., known to me or satisfactorily proven to be the person whose name is subscribed to the foregoing instrument, and acknowledged that he executed the foregoing instrument, acting in his capacity as _____ of MILESTONE COMMUNICATIONS MANAGEMENT III, INC. for the purposes therein set forth.

Notary Public

My Commission Expires: _____

IN WITNESS WHEREOF, the undersigned CITY has duly executed this Memorandum of Lease under seal as of the first date stated above.

CITY OF LYNCHBURG

By: _____
Name: L. Kimball Payne
Its: City Manager
Date: _____

STATE OF _____)
COUNTY OF _____) **TO WIT:**

I hereby certify that on this ____ day of _____, 20__, before me, a Notary Public for the state and county aforesaid, personally appeared L. Kimball Payne, known to me or satisfactorily proven to be the person whose name is subscribed to the foregoing instrument, and acknowledged that he executed the foregoing instrument, acting in his capacity as City Manager of the City of Lynchburg, for the purposes therein set forth.

My Commission Expires: _____
Notary Public

**Exhibit A to
Memorandum of Lease**

(Legal Description)

573186 v1/RE

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **October 8, 2013**

AGENDA ITEM NO.: 16

CONSENT:

REGULAR: **X**

WORK SESSION:

CLOSED SESSION:

(Confidential)

ACTION: **X**

INFORMATION:

ITEM TITLE: Issuance of a \$10,000,000 General Obligation Public Improvement Bond for City and Schools Capital Projects and Public Safety Capital Equipment.

RECOMMENDATION: After a public hearing, authorize the issuance of a \$10,000,000 General Obligation Public Improvement Bond for City and Schools capital projects and fire public safety capital equipment by taking the following actions:

1. Adopt a resolution authorizing the issuance of a General Obligation Public Improvement Bond of \$10,000,000 in principal to finance the costs of various public improvement projects in the amounts set forth below and authorizing the City Manager to execute documents to sell the bond;
2. Adopt a resolution amending the FY 2014 General Fund budget and appropriating an amount not to exceed \$191,250 with resources from the General Fund Reserve for Contingencies to fund the debt service interest payment due June 1, 2014; and
3. Adopt a resolution amending the FY 2014 General Fund budget and appropriating \$64,000 with resources from bond proceeds to fund the costs associated with the issuance of a \$10,000,000 General Obligation Public Improvement Bond.

SUMMARY: On September 10, 2013, the City's Financial Advisor, Davenport & Company, LLC (Davenport), provided a presentation to City Council regarding a \$10,000,000 General Obligation Public Improvement Bond issuance. With Council approval, a Request for Proposals was issued; five proposals were received and evaluated by City staff and Davenport. Based on terms within the proposal provided by the potential selected vendor, a final recommendation cannot be made until Monday, October 7, 2013. The City will be given a final interest rate for the loan at that time. The preliminary rate was 2.69%. City staff is working with Davenport to ensure the City accepts the most favorable bid.

In accordance with Section 15.2-2606.A of the *Code of Virginia, 1950*, to authorize the issuance of a \$10,000,000 principal amount General Obligation Public Improvement Bond of the City, a public hearing is required.

The following summarizes the proposed projects for the \$10,000,000 FY 2014 General Obligation Public Improvement Bond issue:

Project Category Title	FY 2014 Expenditures Estimate
City Transportation Projects	\$6,999,425
Schools Roof Projects	937,213
Fire Equipment (2 Pumper Trucks and a Ladder Truck)	1,999,362
Issuance Costs	64,000
Total	\$10,000,000

Following is a detailed summary of the proposed costs of issuance:

Cost Component	FY 2014 Estimate
Bond Counsel	\$22,500
Financial Advisor	33,000
Advertising and Postage	1,000
Closing Costs	7,500
Total	\$64,000

A resolution is attached to authorize the City Manager to act within the following parameters to sell the bond: (i) a principal amount not-to-exceed \$10,000,000, (ii) a maturity not-to-exceed 20 years, (iii) an optional redemption premium not-to-exceed 2%, and (iv) a true interest cost not-to-exceed 4%.

PRIOR ACTION(S): September 10, 2013 City Council Meeting

FISCAL IMPACT: New long-term debt issued and funds appropriated for FY 2014 interest and issuance costs.

CONTACT(S): Donna Witt, Director of Financial Services, 455-3968

ATTACHMENT(S): Resolutions (3)

REVIEWED BY: lkp

RESOLUTION:

A. A RESOLUTION AUTHORIZING THE ISSUANCE AND PROVIDING FOR THE SALE OF A CITY OF LYNCHBURG, VIRGINIA, GENERAL OBLIGATION PUBLIC IMPROVEMENT BOND, SERIES 2013, IN THE PRINCIPAL AMOUNT OF NOT TO EXCEED TEN MILLION DOLLARS (\$10,000,000), FOR THE PURPOSE OF PROVIDING FUNDS TO PAY THE COSTS OF VARIOUS PUBLIC IMPROVEMENT PROJECTS OF AND FOR SUCH CITY

WHEREAS, in the judgment of the Council of the City of Lynchburg, Virginia (the "City"), it is necessary and expedient to authorize the issuance and sale of a City of Lynchburg, Virginia, General Obligation Public Improvement Bond, Series 2013, in the principal amount of not to exceed Ten Million Dollars (\$10,000,000), for the purpose of providing funds to pay the costs of various public improvement projects of and for the City;

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

SECTION 1. (a) Pursuant to Chapter 26 of Title 15.2 of the Code of Virginia, 1950 (the same being the Public Finance Act of 1991), for the purpose of providing funds to pay the costs of various public improvement projects of and for the City set forth in Section 6 hereof, there is authorized to be issued a City of Lynchburg, Virginia, General Obligation Public Improvement Bond, Series 2013, in the principal amount of not to exceed Ten Million Dollars (\$10,000,000) (the "Bond").

(b) (i) The Council hereby approves the sale of the Bond in a private placement and hereby delegates to the City Manager the authority, without further action of this Council, to select the purchaser (the "Purchaser") of the Bond in such private placement and to sell the Bond to the Purchaser; *provided* that in no event shall (i) the principal amount of the Bond exceed Ten Million Dollars (\$10,000,000), (ii) the final maturity of the Bond exceed twenty (20) years from the date of the Bond, (iii) the premium payable upon the optional redemption or prepayment of the Bond exceed two percent (2%), and (iv) the true interest cost payable by the City in respect of the Bond exceed four percent (4%).

(ii) The Bond shall be issued as a single fully-registered bond in amount equal to the principal amount thereof and shall be numbered No. R-1. The City Manager is hereby authorized, without further action of this Council, to determine (i) the date of the Bond, (ii) the aggregate principal amount of the Bond, (iii) the dates on which principal of the Bond shall be payable and the principal amount of the Bond payable on each such date, (iv) the dates on which interest on the Bond shall be payable and the basis for calculating the interest on the Bond, and (v) the date or dates on which the Bond shall be subject to optional redemption or prepayment and the premium, if any, payable upon the optional redemption or prepayment of the Bond, and the provisions for giving notice of the optional redemption or prepayment of the Bond.

(c) The City Manager is hereby authorized, without further action of this Council, to execute and deliver to the Purchaser a credit facility or loan agreement or line of credit financing agreement providing for the issuance of the Bond to the Purchaser as evidence of obligations of the City under credit facility or loan agreement or line of credit financing agreement and containing such additional terms, conditions and provisions as the City Manager shall determine to be necessary or appropriate and is hereby further authorized to cause to be paid on behalf of the City the fees and expenses payable to the issuer of such credit facility or loan agreement or line of credit financing agreement pursuant to the terms thereof. All actions taken by officials, employees, agents and attorneys of the City with respect to the preparation, solicitation and receipt of proposals for the purchase of the Bond prior to the date hereof are hereby ratified and confirmed.

SECTION 2. (a) The Bond shall be executed, for and on behalf of the City, by the manual or facsimile signature of the Mayor or the Vice Mayor of the City and shall have an impression of the corporate seal of the City or a facsimile thereof embossed or imprinted thereon, attested by the manual or facsimile signature of the Clerk of Council of the City. The certificate of authentication on the Bond shall be executed by the Director of Financial Services, as the Registrar for the Bond (the "Registrar").

(b) The execution and authentication of the Bond in the manner above set forth is adopted as a due and sufficient execution and authentication of the Bond.

SECTION 3. (a) Both the principal of and interest on the Bond shall be payable in such coin or currency of the United States of America as at the respective dates of payment thereof is legal tender for public and private debts.

(b) Interest on the Bond shall be payable by check mailed by the Registrar to the registered owner of the Bond by wire transfer. Principal of the Bond shall be payable on presentation and surrender thereof at the office of the Registrar.

SECTION 4. The full faith and credit of the City are irrevocably pledged to the punctual payment of the principal of and interest on the Bond as the same become due. In each year while the Bond is outstanding and unpaid, the Council of the City is authorized and required to levy and collect annually, at the same time and in the same manner as other taxes of the City are assessed, levied and collected, a tax upon all taxable property within the City, over and above all other taxes, authorized by law and without limitation as to rate or amount, sufficient to pay when due the principal of and interest on the Bond to the extent such principal and interest shall not be paid from other funds of the City lawfully available and appropriated for such purpose.

SECTION 5. The City covenants and agrees that it shall comply with the provisions of Sections 103 and 141-150 of the Internal Revenue Code of 1986 and the applicable Treasury Regulations promulgated thereunder so long as the Bond is outstanding.

SECTION 6. The proceeds of the sale of the Bond shall be applied to the payment of the costs of the acquisition, construction, reconstruction, improvement, extension, enlargement, equipping, rehabilitation and repair of various public improvement projects of and for the City (including related design and architectural and engineering services) and the acquisition and installation of various capital equipment projects of and for the City (including the costs of issuance of such Bond) for the purposes and in the amounts set forth below; *provided* that if any purpose set forth below shall require less than the entire respective amount so set forth, the difference may be applied to any of the other purposes so set forth:

<u>Purpose</u>	<u>Amount</u>
Transportation Improvement Projects	
(Streets, Bridges and Related Improvements)	\$ 7,063,425
Fire Engines and Related Capital Equipment	1,999,362
City Schools Roof Improvement Projects	<u>937,213</u>
	\$10,000,000

SECTION 7. The Bond shall be in such form as shall be approved by the City Manager.

SECTION 8. The City Attorney of the City is directed to file a copy of this Resolution, certified by the Clerk of Council of the City to be a true and correct copy hereof, with the Circuit Court of the City in accordance with Section 15.2-2607 of the Code of Virginia, 1950.

SECTION 9. All ordinances, resolutions and proceedings in conflict herewith are, to the extent of such conflict, repealed.

SECTION 10. This Resolution shall take effect upon its adoption.

Adopted:

Certified:

Clerk of Council

B. BE IT RESOLVED THAT the FY 2014 General Fund budget is amended and an amount not to exceed \$191,250 is appropriated with resources from the General Fund Reserve for Contingencies to fund the debt service interest payment due June 1, 2014; and,

Introduced:

Adopted:

Certified:

Clerk of Council

137K

C. BE IT RESOLVED THAT the FY 2014 General Fund budget is amended and \$64,000 is appropriated with resources from proceeds of the FY 2014 General Obligation Public Improvement Bond issue to fund issuance costs. City Administration is authorized to realign any bond proceeds remaining in the General Fund to the City's Capital Projects Fund in the event that issuance costs are greater than \$64,000.

Introduced:

Adopted:

Certified:

Clerk of Council

138K

LYNCHBURG CITY COUNCIL
Agenda Item Summary

MEETING DATE: **October 8, 2013**

AGENDA ITEM NO.: **17**

CONSENT: REGULAR: X

WORK SESSION:

CLOSED SESSION:
(Confidential)

ACTION: X

INFORMATION:

ITEM TITLE: **Revised Sustainable Lynchburg Vision Statements, City Council Vision, and Strategic Planning Process**

RECOMMENDATION: Adopt revised Sustainable Lynchburg Vision Statements and City Council Vision and endorse an annual strategic planning process.

SUMMARY: On September 3, 2013, City Council reviewed and discussed proposed revisions to the Sustainable Lynchburg Vision Statements. Attachment A reflects the revisions to these statements including the addition of Social Equity. In the future, the twelve Sustainable Lynchburg elements will be referred to as Strategic Pillars that support Council's Vision.

Following Council's revisions to these Pillars, City Council discussed the creation of a new Vision for the City. After considering several options and building upon the Strategic Pillars, Council agreed that the Vision for the City should be "A Great Place to Live, Work and Play!"

Attachment B outlines an Annual Strategic Planning Cycle which includes annual plan and document review, evaluation of prior year progress and creation of draft strategies for the following year, citizen engagement, annual reporting, Council adoption of strategies for the following year, and budget and capital improvement program preparation and adoption.

Attachment C is a graphic that illustrates Council's Vision, Mission, Values, Pillars that support the Vision, samples of documents that support the Pillars and the foundation elements of Fiscal Responsibility and Good Governance.

During the next several weeks, staff will be engaging stakeholders to review priority objectives for each pillar and identify at least one objective to focus on per element during the development of the FY 2015 operating budget and capital improvement program.

PRIOR ACTION(S): August 12, 2008: Introduction of Sustainable City Initiative
August 3, 2009: Sustainable Lynchburg Update
September 10, 2010: Sustainable City Initiative Endorsement
October 18, 2011: Sustainable Lynchburg Update
October 19, 2012: Sustainable Lynchburg Summary Report
January 8, 2013: Sustainable Lynchburg Progress and Survey Report
September 3, 2013: Strategic Plan Initiative

FISCAL IMPACT: To be determined based on adoption of annual strategic objectives.

CONTACT(S): Bonnie Svrcek, Deputy City Manager, 455-3987

ATTACHMENT(S): Resolution
Attachment A: Strategic Pillars and Vision Statements (Mark-up and Clean Versions)
Attachment B: Annual Strategic Planning Cycle
Attachment C: Vision, Mission, Values, Pillars, Foundation Graphic

REVIEWED BY: lkp

RESOLUTION:

Be it resolved that City Council hereby adopts the revised Sustainable Lynchburg Vision Statements (Strategic Pillars) and City Council Vision of “A Great Place to Live, Work and Play!” and endorses an annual strategic planning process as described in the attached documents

Adopted:

Certified:

Clerk of Council

134K

“A Great Place to Live, Work and Play”

Foundation and Strategic Pillars

Sustainable Lynchburg

Vision Statements

(September 3, 2013 City Council Revisions)

Foundation: *Good Governance and Fiscal Responsibility are the foundation to achieving Council’s vision of making Lynchburg “A Great Place to Live, Work and Play”. Following are the pillars that support Council’s Vision:*

Arts and Culture:

Current: ~~The City is a destination to discover and enjoy arts and culture.~~

Revision: The City is a place to discover and enjoy arts, history, and culture.

Citizen Engagement:

Current: Lynchburg citizens are engaged in participative democracy, interact with each other, learn from each other and together make the community more than the sum of its parts.

Proposed Revision: ~~Lynchburg citizens are engaged in participative democracy, interact with each other, learn from each other and together make the community more than the sum of its parts.~~

Economic Development:

Current: ~~Create~~ Lynchburg fosters an environment where businesses develop, thrive and compete in the global marketplace.

Proposed Revision: ~~Lynchburg has a diversified economy where citizens and businesses develop, grow, and compete in the global marketplace.~~

Healthy and Active Living:

Current: Improve the health and wellness of Lynchburg citizens.

Revision: Lynchburg citizens are supports healthy and active living.

Infrastructure:

Current: Develop, renew and replace the City’s infrastructure in a manner that is cost-effective, efficient, and sensitive to the community’s needs.

Proposed Revision: ~~The City’s infrastructure is developed, renewed, and replaced in a manner that is cost effective, efficient, and sensitive to the community’s needs.~~

Land Use:

Current: ~~To optimize the use of land and resources within the 50 square miles of the City.~~

Revision: The City optimizes the use of land and resources within its 50 square miles.

“A Great Place to Live, Work and Play”

Foundation and Strategic Pillars

Sustainable Lynchburg

Vision Statements

(September 3, 2013 City Council Revisions)

Lifelong Learning:

Current: Lynchburg is a community that values, encourages, and supports the pursuit of learning opportunities at all stages of life.

Proposed Revision: ~~Lynchburg is a community that values, encourages, and supports the pursuit of learning at all stages of life.~~

Natural Resources:

Current: ~~Protect, preserve and restore the natural environment.~~

Revision: Lynchburg protects, preserves and restores the natural environment.

Neighborhoods:

Current: ~~Lynchburg is a community of vibrant, healthy, and diverse neighborhoods that form the fabric of our community.~~

Revision: Lynchburg is a community of vibrant, healthy, and diverse neighborhoods.

Safe Community:

Current: ~~Citizens and visitors are safe and feel comfortable throughout our community.~~

Revision: Lynchburg supports a safe and vibrant community through partnerships, planning and prevention.

Social Equity (new element):

Revised Vision Statement: Lynchburg is a city where ~~all citizens are~~ everyone is valued ~~and respected, able to meet their essential needs and have~~ *has* fair access to ~~public~~ resources. ~~education and employment opportunities.~~

Transportation:

Current: ~~Create a multi-modal transportation system that reduces pollution and motor vehicle congestion while ensuring safe mobility and access for all.~~

Revision: Lynchburg's transportation system is multi-modal, safe and accessible to all citizens.

“A Great Place to Live, Work and Play”
Foundation and Strategic Pillars
(September 3, 2013 City Council Revisions)

Foundation: Good Governance and Fiscal Responsibility are the foundation to achieving Council’s vision of making Lynchburg “A Great Place to Live, Work and Play”. Following are the pillars that support Council’s Vision:

Arts and Culture: The City is a place to discover and enjoy arts, history, and culture.

Citizen Engagement: Lynchburg citizens are engaged in participative democracy, interact with each other, learn from each other and together make the community more than the sum of its parts.

Economic Development: Lynchburg fosters an environment where businesses develop, thrive and compete in the global marketplace.

Healthy and Active Living: Lynchburg supports healthy and active living.

Infrastructure: Develop, renew and replace the City’s infrastructure in a manner that is cost-effective, efficient, and sensitive to the community’s needs.

Land Use: The City optimizes the use of land and resources within its 50 square miles.

Lifelong Learning: Lynchburg is a community that values, encourages, and supports the pursuit of learning opportunities at all stages of life.

Natural Resources: Lynchburg protects, preserves and restores the natural environment.

Neighborhoods: Lynchburg is a community of vibrant, healthy, and diverse neighborhoods.

Safe Community: Lynchburg supports a safe and vibrant community through partnerships, planning and prevention.

Social Equity (new element): Lynchburg is a city where everyone is valued and respected, and has fair access to public resources.

Transportation: Lynchburg’s transportation system is multi-modal, safe and accessible to all citizens.

JUNE

Annual Plan and Document Review (What’s new, What’s changed?)

- Comprehensive Plan
- Capital Improvement Plan
- Operating Budget
- Economic Development Strategic Plan
- Biannual Citizen Survey
- Others

JULY-AUGUST

Evaluate Prior Year and Draft Strategies

Steering Committee (SP, SL, LT, other?)

- Evaluate and analyze prior year results
- Identify revised/new Strategic Objectives
- Suggest Priorities
- Review/revise Mission/Vision Statements
- Draft revised Strategic Plan Objectives
- Identify metrics

SEPTEMBER

Citizen Engagement

Community , Council, Staff

- Present draft revised strategies to citizens
- Solicit feedback
- Do the strategies make sense ?
- How will we know if we are successful?
- Do the proposed metrics make sense?

OCTOBER

Annual Report from Prior Fiscal Year and Adopt Strategies for Next Fiscal Year

City Council

- Council receives annual report on Strategic Plan which includes progress as measured by Citizen Survey results and other identified metrics
- Council reviews results of staff recommendations and citizen engagement feedback
- Council makes revisions
- Council adopts Strategies for CIP and Budget Development

NOVEMBER-MAY

Prepare and Adopt Annual Budget and CIP

Staff and City Council

- Align budget and CIP development with adopted Strategies
- Administer Biannual Citizen Survey (March-May)

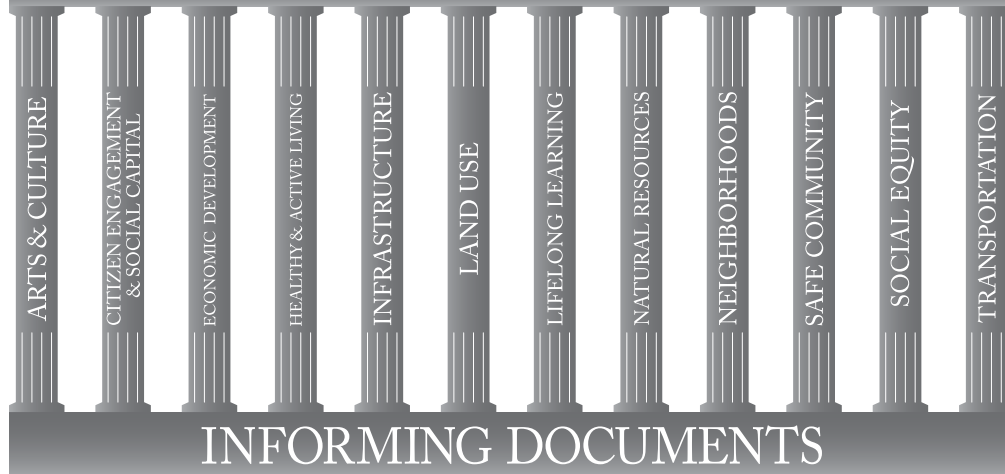
August 30, 2013

ANNUAL STRATEGIC PLANNING CYCLE



DELIVER SERVICES TO CITY RESIDENTS, WORKERS AND VISITORS IN AN EFFICIENT, EFFECTIVE AND EQUITABLE MANNER AND TO BUILD A STRONGER COMMUNITY

OPEN COMMUNICATION - PERSONAL RESPONSIBILITY - INTEGRITY - CUSTOMER FOCUS



REGIONAL PLANS

DEPARTMENT PLANS

COMPREHENSIVE PLAN

FISCAL RESPONSIBILITY

★ GOOD GOVERNANCE ★

LYNCHBURG

V I R G I N I A