

November 1, 2022



CITY COUNCIL AGENDA

City Council Meeting - 7:30 p.m.

Council Chamber | City Hall, 900 Church Street, Lynchburg, VA 24504

IV. Invocation

Councilmember Wilder

V. Recognitions

American Red Cross Recognition of Ashton Allen
International Economic Development Council – Gold Award

VI. Consent Agenda

- A)** Consideration of adopting Resolution #R-22-069 amending the FY 2023 City/Federal/State Aid Fund budget and appropriating \$42,448 to purchase law enforcement equipment for the Lynchburg Police Department and technology equipment for the Lynchburg Sheriff's Office and the Office of the Commonwealth's Attorney.
 - B)** Consideration of adopting Resolution #R-22-070 amending the FY 2023 City/Federal/State Aid Fund budget and appropriating \$59,676 to purchase 69 replacement ballistic vests for law enforcement officers.
 - C)** Consideration of adopting Resolution #R-22-071 amending the FY 2023 City/Federal/State Aid Fund budget and appropriating \$50,160 to facilitate selective enforcement activities, equipment, and training.
 - D)** Consideration of adopting Resolution #R-22-072 amending the FY 2023 City/Federal/State Aid Fund budget and appropriating \$46,125 to facilitate speed enforcement activities
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VII. Public Hearing

- 6)** Consideration of adopting Resolution #R-22-___ authorizing a Supplemental Lease Agreement with the General Services Administration (GSA/TSA).
- 7)** Consideration of adopting Ordinance #O-22-___ approving the petition to rezone 1.29 acres located at 102 Gardens Way to allow for the construction of six (6) townhomes with associated access and utilities.

November 1, 2022

- 8) Consideration of adopting Resolution #R-22-____ approving the CUP to allow the construction of a new five hundred (500) seat sanctuary at Providence Church located at 108 Melinda Drive.
 - 9) Consideration of adopting Resolution #R-22-____ and Ordinance #O-22-____ amending the Future Land Use Map and rezoning 1114, 1126, 1168 Old Graves Mill Road to allow for the construction of one hundred sixty-nine (169) apartments, twenty-nine (29) condominiums, office, club house, pool, and two hundred sixty-two (262) parking spaces.
 - 10) Consideration of adopting Ordinance #O-22-____ approving the petition to rezone 0.477 of an acre located at 2025 Lakeside Drive to allow the use of the existing building as a landscaping services office and on-site parking of commercial vehicles.
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VIII. Public Comment

**Public Comment Addendum will be posted separately after the citizen sign-up deadline of Friday at noon preceding the Council meeting.*

RESOLUTION:

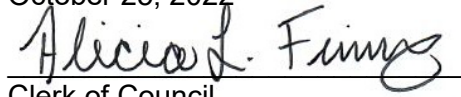
#R-22-069

BE IT RESOLVED that the FY 2023 City/Federal/State Aid Fund budget is amended and \$42,448 is appropriated with resources from the 2022 Edward Byrne Memorial Justice Assistance Grant to purchase law enforcement equipment for the Lynchburg Police Department and technology equipment for the Lynchburg Sheriff's Office and the Office of the Commonwealth's Attorney.

Introduced: October 25, 2022

Adopted: November 1, 2022

Certified:


Clerk of Council

RESOLUTION:

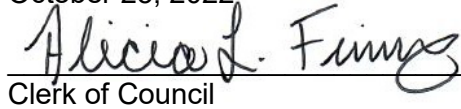
#R-22-070

BE IT RESOLVED that the FY 2023 City/Federal/State Aid Fund budget is amended and \$59,676 is appropriated with resources of \$29,838 from the Bulletproof Vest Partnership 2022 Grant Program and \$29,838 transferred from the FY 2023 General Fund Police Department (\$26,863) and Sheriff's Office (\$2,975) budgets to purchase 69 replacement bulletproof vests for law enforcement officers.

Introduced: October 25, 2022

Adopted: November 1, 2022

Certified:


Clerk of Council

RESOLUTION:

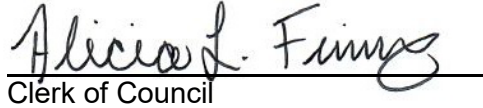
#R-22-071

BE IT RESOLVED that the FY 2023 City/Federal/State Aid Fund budget is amended and \$50,160 is appropriated with resources of \$33,440 from the Department of Motor Vehicles Highway Safety Grant, an in-kind service and equipment match of \$14,352, and \$2,368 from the FY 2023 General Fund Police Department budget to facilitate selective enforcement activities, equipment, and training.

Introduced: October 25, 2022

Adopted: November 1, 2022

Certified:


Clerk of Council

RESOLUTION:

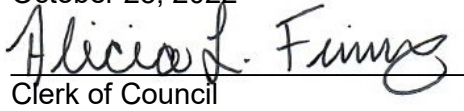
#R-22-072

BE IT RESOLVED that the FY 2023 City/Federal/State Aid Fund budget is amended and \$46,125 is appropriated with resources of \$30,750 from the Department of Motor Vehicles Highway Safety Grant, an in-kind service and equipment match of \$13,022, and \$2,353 from the FY 2023 General Fund Police Department budget to facilitate speed enforcement activities.

Introduced: October 25, 2022

Adopted: November 1, 2022

Certified:


Clerk of Council

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **November 1, 2022**

AGENDA ITEM #: **6**

REGULAR: X
ACTION: X

WORK SESSION:
INFORMATION:

CLOSED SESSION (Confidential):

ITEM TITLE: Supplemental Lease Amendment No. 10 with General Services Administration (TSA)

RECOMMENDATION: Adopt an ordinance to authorize a Supplemental Lease Agreement between the City of Lynchburg and General Services Administration (GSA/TSA) and authorize the City Manager to execute the same.

SUMMARY: The GSA has requested that Supplemental Lease Amendment No. 10 to the lease number GS-03B-03314 be added to (i) incorporate one (1) five (5) year, one (1) year firm, renewal option as well as an additional five (5) year renewal option, (ii) memorialize the paint and carpet refresh of the premises, and (iii) incorporate FAR 52.204-25 (AUG2020). This lease amendment is for office space at the Lynchburg Regional Airport for Transportation Security (TSA) personnel assigned to the airport. This lease amendment with renewal option would be at an annual fixed commitment with an annualized 3% rate increase already built into the rent structure.

There is a statutory requirement for a public hearing prior to leasing City property.

PRIOR ACTION(S): None

FISCAL IMPACT:

The first five (5) years of the extended lease would be at an annual lease rate of \$79,960.62 and the renewal option would be at an annual lease rate of \$92,696.28. This includes an annualized 3% rate increase over a period of the term of the lease agreement.

CONTACT(S): Andrew La Gala, Airport Director; (434) 455-6089

ATTACHMENT(S):

General Services Administration Amendment No. 10

REVIEWED BY: GAP

GENERAL SERVICES ADMINISTRATION PUBLIC BUILDINGS SERVICE LEASE AMENDMENT	LEASE AMENDMENT No. 10
ADDRESS OF PREMISES Lynchburg Regional Airport 4308 Wards Road, Suite 100 Lynchburg, VA 25402-3598	TO LEASE NO. GS-03P-LVA03314 PDN Number: NA

THIS AMENDMENT is made and entered into between

City of Lynchburg
whose address is: 900 Church Street
Lynchburg, VA 25404-1620

hereinafter called the Lessor, and the **UNITED STATES OF AMERICA**, hereinafter called the Government:

WHEREAS the parties hereto desire to amend the above Lease **to (i) incorporate one (1) five (5) year, one (1) year firm, renewal option as well as an additional five (5) year renewal option, (ii) memorialize the paint and carpet refresh of the premises, and (iii) incorporate FAR 52.204-25 (AUG2020).**

NOW THEREFORE, these parties for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, covenant and agree that the said Lease is amended, effective [upon execution by the Government](#) as follows:

A. "Part II – OFFER Section B. Term is hereby amended by including the following:

"This lease may be renewed at the option of the Government, for the following terms and at the following rentals:

1. One (1) – Five (5) year, one (1) year firm, renewal option. The Government may terminate this lease in whole or in part at any time on or after January 31, 2024, by giving at least ninety (90) days written notice to the lessor

This Lease Amendment contains 5 pages.

All other terms and conditions of the lease shall remain in force and effect.

IN WITNESS WHEREOF, the parties subscribed their names as of the below date.

FOR THE LESSOR:

FOR THE GOVERNMENT:

Signature: _____
Name: _____
Title: _____
Entity Name: _____
Date: _____

Signature: _____
Name: _____
Title: Lease Contracting Officer
GSA, Public Buildings Service
Date: _____

WITNESSED FOR THE LESSOR BY:

Signature: _____
Name: _____
Title: _____
Date: _____

	02/01/2023 – 01/31/2028
	ANNUAL RENT
SHELL RENT ¹	\$63,595.42
OPERATING COSTS ²	\$16,365.20
TOTAL ANNUAL RENT	\$79,960.62

¹ Shell rent calculation:

\$47.07 per ABOA SF (rounded) multiplied by the ABOA SF stated under Part II Offer, Section A, 6C as amended via LA#7 (converts to a rate of approximately \$40.95 per RSF (rounded))

² Operating Costs rent calculation:

\$12.11 per ABOA SF (rounded) multiplied by the ABOA SF stated under Part II Offer, Section A, 6C as amended via LA#7 (converts to a rate of approximately \$10.54 per RSF (rounded))

provided notice be given in writing to the Lessor at least three (3) days before the end of the original lease term or any renewal term; all other terms and conditions of this lease shall remain the same during the renewal term. Said notice shall be computed commencing with the day after the date of mailing.

2. The lease may be renewed at the option to the Government for a term of 5 YEARS at the following rate(s):

	02/01/2028 – 01/31/2033
	ANNUAL RENT
SHELL RENT ¹	\$73,724.53
OPERATING COSTS ²	\$18,971.75
TOTAL ANNUAL RENT	\$92,696.28

¹ Shell rent calculation:

\$54.57 per ABOA SF (rounded) multiplied by the ABOA SF stated under Part II Offer, Section A, 6C as amended via LA#7 (converts to a rate of approximately \$47.47 per RSF (rounded))

² Operating Costs rent calculation:

\$14.04 per ABOA SF (rounded) multiplied by the ABOA SF stated under Part II Offer, Section A, 6C as amended via LA#7 (converts to a rate of approximately \$12.22 per RSF (rounded))

provided notice is given to the Lessor at least 120 days before the end of the original Lease term or any extension thereof; all other terms and conditions of this Lease, as same may have been amended, shall remain in full force and effect during any renewal term.”

- B. A complete paint and carpet refresh of the premises shall be provided at the Lessor's sole cost following the exercising of the first incorporated renewal option of five (5) years, one (1) year firm. The complete paint and carpet refresh shall be completed within the firm term.
- C. Section 889 Reporting Clause FAR 52.204-25 "Prohibition on Contracting for Certain Telecommunications and Video Surveillance Services or Equipment (AUG2020)" is hereby incorporated into the Lease Contract and attached as Exhibit A.

INITIALS: _____ & _____
LESSOR GOV'T

52.204-25 Prohibition on Contracting for Certain Telecommunications and Video Surveillance Services or Equipment (Aug 2020)

(a) *Definitions.* As used in this clause—

Backhaul means intermediate links between the core network, or backbone network, and the small subnetworks at the edge of the network (*e.g.*, connecting cell phones/towers to the core telephone network). Backhaul can be wireless (*e.g.*, microwave) or wired (*e.g.*, fiber optic, coaxial cable, Ethernet).

Covered foreign country means The People's Republic of China.

Covered telecommunications equipment or services means—

(1) Telecommunications equipment produced by Huawei Technologies Company or ZTE Corporation (or any subsidiary or affiliate of such entities);

(2) For the purpose of public safety, security of Government facilities, physical security surveillance of critical infrastructure, and other national security purposes, video surveillance and telecommunications equipment produced by Hytera Communications Corporation, Hangzhou Hikvision Digital Technology Company, or Dahua Technology Company (or any subsidiary or affiliate of such entities);

(3) Telecommunications or video surveillance services provided by such entities or using such equipment; or

(4) Telecommunications or video surveillance equipment or services produced or provided by an entity that the Secretary of Defense, in consultation with the Director of National Intelligence or the Director of the Federal Bureau of Investigation, reasonably believes to be an entity owned or controlled by, or otherwise connected to, the government of a covered foreign country.

Critical technology means—

(1) Defense articles or defense services included on the United States Munitions List set forth in the International Traffic in Arms Regulations under subchapter M of chapter I of title 22, Code of Federal Regulations;

(2) Items included on the Commerce Control List set forth in Supplement No. 1 to part 774 of the Export Administration Regulations under subchapter C of chapter VII of title 15, Code of Federal Regulations, and controlled-

(i) Pursuant to multilateral regimes, including for reasons relating to national security, chemical and biological weapons proliferation, nuclear nonproliferation, or missile technology; or

(ii) For reasons relating to regional stability or surreptitious listening;

(3) Specially designed and prepared nuclear equipment, parts and components, materials, software, and technology covered by part 810 of title 10, Code of Federal Regulations (relating to assistance to foreign atomic energy activities);

(4) Nuclear facilities, equipment, and material covered by part 110 of title 10, Code of Federal Regulations (relating to export and import of nuclear equipment and material);

(5) Select agents and toxins covered by part 331 of title 7, Code of Federal Regulations, part 121 of title 9 of such Code, or part 73 of title 42 of such Code; or

(6) Emerging and foundational technologies controlled pursuant to section 1758 of the Export Control Reform Act of 2018 (50 U.S.C. 4817).

Interconnection arrangements means arrangements governing the physical connection of two or more networks to allow the use of another's network to hand off traffic where it is ultimately delivered (*e.g.*, connection of a customer of telephone provider A to a customer of telephone company B) or sharing data and other information resources.

Reasonable inquiry means an inquiry designed to uncover any information in the entity's possession about the identity of the producer or provider of covered telecommunications equipment or services used by the entity that excludes the need to include an internal or third-party audit.

Roaming means cellular communications services (*e.g.*, voice, video, data) received from a visited network when unable to connect to the facilities of the home network either because signal coverage is too weak or because traffic is too high.

Substantial or essential component means any component necessary for the proper function or performance of a piece of equipment, system, or service.

(b) *Prohibition.*

(1) Section 889(a)(1)(A) of the John S. McCain National Defense Authorization Act for Fiscal Year 2019 (Pub. L. 115-232) prohibits the head of an executive agency on or after August 13, 2019, from procuring or obtaining, or extending or renewing a contract to procure or obtain, any equipment, system, or service that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system. The Contractor is prohibited from providing to the Government any equipment, system, or service that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system, unless an exception at paragraph (c) of this clause applies or the covered telecommunication equipment or services are covered by a waiver described in FAR [4.2104](#).

(2) Section 889(a)(1)(B) of the John S. McCain National Defense Authorization Act for Fiscal Year 2019 (Pub. L. 115-232) prohibits the head of an executive agency on or after August 13, 2020, from entering into a contract, or extending or renewing a contract, with an entity that uses any equipment, system, or service that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system, unless an exception at paragraph (c) of this clause applies or the covered telecommunication equipment or services are covered by a waiver described in FAR 4.2104. This prohibition applies to the use of covered telecommunications equipment or services, regardless of whether that use is in performance of work under a Federal contract.

(c) *Exceptions.* This clause does not prohibit contractors from providing—

(1) A service that connects to the facilities of a third-party, such as backhaul, roaming, or interconnection arrangements; or

(2) Telecommunications equipment that cannot route or redirect user data traffic or permit visibility into any user data or packets that such equipment transmits or otherwise handles.

(d) Reporting requirement.

(1) In the event the Contractor identifies covered telecommunications equipment or services used as a substantial or essential component of any system, or as critical technology as part of any system, during contract performance, or the Contractor is notified of such by a subcontractor at any tier or by any other source, the Contractor shall report the information in paragraph (d)(2) of this clause to the Contracting Officer, unless elsewhere in this contract are established procedures for reporting the information; in the case of the Department of Defense, the Contractor shall report to the website at <https://dibnet.dod.mil>. For indefinite delivery contracts, the Contractor shall report to the Contracting Officer for the indefinite delivery contract and the Contracting Officer(s) for any affected order or, in the case of the Department of Defense, identify both the indefinite delivery contract and any affected orders in the report provided at <https://dibnet.dod.mil>.

(2) The Contractor shall report the following information pursuant to paragraph (d)(1) of this clause

(i) Within one business day from the date of such identification or notification: the contract number; the order number(s), if applicable; supplier name; supplier unique entity identifier (if known); supplier Commercial and Government Entity (CAGE) code (if known); brand; model number (original equipment manufacturer number, manufacturer part number, or wholesaler number); item description; and any readily available information about mitigation actions undertaken or recommended.

(ii) Within 10 business days of submitting the information in paragraph (d)(2)(i) of this clause: any further available information about mitigation actions undertaken or recommended. In addition, the Contractor shall describe the efforts it undertook to prevent use or submission of covered telecommunications equipment or services, and any additional efforts that will be incorporated to prevent future use or submission of covered telecommunications equipment or services.

(e) *Subcontracts*. The Contractor shall insert the substance of this clause, including this paragraph (e) and excluding paragraph (b)(2), in all subcontracts and other contractual instruments, including subcontracts for the acquisition of commercial items.

(End of clause)

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **November 1, 2022**

AGENDA ITEM #: **7**

CONSENT:
ACTION: **X**

REGULAR: **X**
INFORMATION:

WORK SESSION:

CLOSED SESSION:
(Confidential)

ITEM TITLE: Rezoning – R-1, Low Density Residential to R-4C, High Density Residential (Conditional) – 102 Gardens Way

RECOMMENDATION: Approval of the petition of Candlewood, LLC to rezone 102 Gardens Way from R-1, Low Density Residential District to R-4C, High Density Residential District (Conditional).

SUMMARY: Candlewood, LLC is petitioning to rezone one and twenty-nine hundredths (1.29) acres located at 102 Gardens Way from R-1, Low Density Residential District to R-4C, High Density Residential District (Conditional). The rezoning would allow the construction of six (6) townhomes with associated access and utilities.

PRIOR ACTION(S):

October 25, 2022 City Council Business Item Briefing.

October 12, 2022 The Planning Commission recommended Approval (3-1, with 2 members absent, Light and Bowden and 1 vacancy) of the rezoning petition.

The Planning Division recommended approval of the rezoning petition.

FISCAL IMPACT: N/A

CONTACT(S): Rachel Frischeisen, Planner II – 455-3900
Tom Martin, City Planner – 455-3900

ATTACHMENT(S):

- Ordinance
- Planning Commission Minutes – October 12, 2022
- Planning Commission Packet – October 12, 2022
 - Zoning Map with Adjoining Property Owners
 - Future Land Use Map
 - Watershed Map
 - Planimetric and Topographic Map
 - Concept Plan
 - Property Photograph
- Planning Commission Sign in Sheet – October 12, 2022

REVIEWED BY: MMB WCB

UNCODIFIED ORDINANCE

AN ORDINANCE CHANGING A CERTAIN AREA LOCATED AT 102 GARDENS WAY FROM R-1, LOW DENSITY RESIDENTIAL DISTRICT TO R-4C, HIGH DENSITY RESIDENTIAL DISTRICT (CONDITIONAL).

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF LYNCHBURG that in order to promote the public necessity, convenience, welfare and good zoning practice that Chapter 35.2 of the Code of the City of Lynchburg, 1981, as amended, be and the same is hereby further amended by adding thereto Section 35.2-54.____ which shall read as follows:

Section 35.2-54.____. Change of a certain area located at 102 Gardens Way from R-1, Low Density Residential District to R-4C, High Density Residential District (Conditional).

The area embraced within the following boundaries:

BEGINNING AT A POINT ALONG THE NORTHEASTERLY RIGHT OF WAY LINE OF CANDLEWOOD COURT AND THE CORNER OF GARDENS WAY AND PARCEL ID 25415062; THENCE N 49°54'17.67" E A DISTANCE OF 268.10 FEET THENCE N 50°38'32.33" W A DISTANCE OF 235.53 FEET THENCE S 39°10'59.67" W A DISTANCE OF 357.39 FEET THENCE N 70° 02'39.28" W A DISTANCE OF 0.00 FEET THENCE S 75°06'37.33" E A DISTANCE OF 60.19 FEET THENCE ALONG AN ARC 188.50 FEET TO THE RIGHT, HAVING A RADIUS OF 60.00 FEET, THE CHORD OF WHICH IS N 83° 13'56.67" E FOR A DISTANCE OF 120.00 FEET, THENCE ALONG AN ARC 52.02 FEET TO THE LEFT, HAVING A RADIUS OF 63.47 FEET, THE CHORD OF WHICH IS S 30°15'44.33" E FOR A DISTANCE OF 50.58 FEET AND THE POINT OF BEGINNING, HAVING AN AREA OF ± 1.29 ACRES, 56214.42 SQUARE FEET

...is hereby changed from R-1, Low Density Residential District to R-4C, High Density Residential District (Conditional), subject to the conditions herein below, which were voluntarily proffered in writing by the petitioner, Candlewood, LLC, to wit:

1. The site will be built in substantial compliance with the concept plan by White Engineering & Design, Inc.
2. The maximum number of residential units will be six (6).

And the City Planner shall forthwith cause the "Official Zoning Map of Lynchburg, Virginia," referred to in Section 35.2-30 of this chapter to be amended in accordance therewith.

Adopted:

Certified: _____
Clerk of Council

MINUTES OF THE OCTOBER 12, 2022 PLANNING COMMISSION MEETING (MINUTES HAVE NOT BEEN APPROVED):

Petition of Candlewood, LLC to rezone approximately one and twenty-nine hundredths (1.29) acres located at 102 Gardens Way from R-1, Low Density Residential District to R-4C, High Density Residential District (Conditional) to allow the construction of six (6) townhomes with associated access and utilities.

Ms. Rachel Frischeisen, Planner II, provided the following summary to the Commission. The City's Comprehensive Plan Future Land Use Map (FLUM) recommends a Medium Density Residential use for the area. These areas are characterized by single-family homes, duplexes, and townhomes with a density of up to twelve (12) units per acre. The petitioner has proffered compliance with the concept plan and a limit of six (6) total units. The proposed density equates to four and sixty-five hundredths (4.65) units per acre. The property is undeveloped and is bordered to the north by single-family homes, to the east by apartments, to the south by townhouse-style apartments, and to the west by the existing Candlewood Court townhomes. An Erosion and Sediment Control Plan as well as a Stormwater Plan will be required prior to final site plan approval. The concept plan indicates a stormwater detention facility as a means for stormwater management. The Technical Review Committee reviewed this petition on September 7, 2022. The Planning division does recommend this petition for approval.

Mr. Jamey White of White Engineering and Design, Inc., was present to represent this petition. He stated this development is an expansion of the existing Candlewood patio home community. The development also has adequate water and sewer. Stormwater management will be provided to the rear of the property. He stated that they will also maintain the required fifty (50) foot setback from the R-1, Low Density Residential district, property in the rear.

Commissioner Johnson asked if they have had contact with the neighbor at 241 Beverly Hills Circle, as this is a single-family home.

Mr. White replied that he has not.

Mr. Yesh Khanna of Candlewood, LLC stated he has spoken with that property owner about the potential of this development and has not received any negative feedback.

Ms. Frischeisen stated that this property owner called to inquire as to what is being proposed at this site. She stated she sent him the submitted concept plan and has not heard any feedback.

Chair Rogers stated the development fits in well with the surrounding properties. He noted this petition is a good use of the land.

Commissioner Perault noted that nearby this development there are single-family homes. He asked for clarification on which surrounding property owners received notification of this development.

Ms. Frischeisen replied that there is a two hundred (200) foot buffer that is used to notify surrounding properties. She noted that Beverly Hills Circle does not connect to the proposed development.

Commissioner Perault noted that this development seems to be encroaching on the neighboring single-family homes. He stated he would like to preserve R-1, Low Density Residential district, property within the City.

Commissioner Marion stated that she sees this development as being an extension to the neighboring Candlewood Court townhomes. She stated that the single-family homes in question are along Parkview Drive and do not connect to the proposed development. She noted that the existing cul-de-sac appears to need development surrounding it.

Chair Rogers stated that there are two home owners on Parkview Drive that received a notice of this petition. He noted that it seems that the home at 241 Beverly Hills Circle is a buffer between the other single-family homes. He also noted there have not been any comments from the surrounding home owners in these neighborhoods.

Commissioner Perault asked if the street between the dead ends of Beverly Hills Circle are City right-of-way.

Ms. Frischeisen replied that it is.

Mr. White clarified that the only access to this development will be through Candlewood Court.

Chair Rogers clarified, for the record, that the access is from Candlewood Court and not from the Beverly Hills Circle area.

Commission Johnson noted that three sides of this property are surrounded by multi-family developments.

Commissioner Perault stated that he wants to be mindful that they are slowly decreasing the amount of R-1, Low Density Residential district, property in the City.

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

“Based on the preceding Findings of Fact, the Planning Commission recommends to City Council approval of the request of Candlewood, LLC to rezone approximately one and twenty-nine hundredths (1.29) acres at 102 Gardens Way from R-1, Low Density Residential to R-4C, High Density Residential (Conditional) subject to the following voluntarily submitted proffers:

- 1. Site will be built in substantial compliance with the concept plan by White Engineering & Design, Inc.**
- 2. Maximum number of residential units will be six (6).**

AYES:	Johnson, Marion, and Rogers	3
NOES:	Perault	1
ABSTENTIONS:		0
ABSENT:	Bowden, Light	2

The Department of Community Development

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

To: Planning Commission
From: Planning Division
Date: October 12, 2022
Re: **Rezoning: – R-1, Low Density Residential to R-4C, High Density Residential (Conditional)**

I. PETITIONER

Candlewood, LLC, 15115 Forest Road, Forest, Virginia 24551

Representative: Jamey White, PE, White Engineering & Design, Inc., PO Box 1334, Forest, Virginia 24551

Property Owner: Same as petitioner.

II. LOCATION

The property is approximately one and twenty-nine hundredths (1.29) acres located at 102 Gardens Way.

III. PURPOSE

The purpose of the petition is to rezone the property to allow the construction of six (6) townhomes with associated access and utilities.

IV. SUMMARY

- The City's *Comprehensive Plan 2013-2030, Future Land Use Map (FLUM)* recommends a Medium Density Residential land use for the area. These areas are characterized by single-family homes, duplexes, or townhomes with densities of up to twelve (12) units per acre.
- The petitioner has proffered compliance with the concept plan and a limit of six (6) dwelling units.

The Planning Division recommends approval of the rezoning petition.

V. FINDINGS OF FACT

1. **Comprehensive Plan.** The *Future Land Use Map (FLUM)* recommends a Medium Density Residential use for the area: Medium Density Residential designation is characterized by small-lot single-family detached housing, duplexes, and townhouses at densities up to twelve (12) units per acre. Where neighborhoods already exist, infill development should be at a compatible density and housing type (pg. 70).
2. **Zoning.** The subject property was annexed into the city in 1976. The existing R-1, Low Density Residential zoning was established in 1978.
3. **Proffers.** The petitioner has submitted the following proffers:
 1. Site will be built in substantial compliance with the concept plan by White Engineering & Design, Inc.
 2. Maximum number of residential units will be six (6).
4. **Board of Zoning Appeals (BZA).** The Zoning Administrator has determined that no variances are needed for the development of the property as proposed.

5. Surrounding Area. There have been several items requiring City Council approval in the immediate area:

- On February 14, 1989, Council adopted the Commercial Corridor Overlay District and amended the zoning for properties along and adjacent to the Timberlake Road Corridor.
- On November 11, 1991, Council approved the petition of National Business College for a Conditional Use Permit (CUP) to allow the use of an existing building as a college at 104 Candlewood Court.
- On April 12, 1998, Council approved the petition of Emmett and Hazel Simpson to rezone three (3) acres from R-1, Low Density, Single-Family Residential District to R-4C, Medium-High Density, Multi-Family Residential (Conditional) to allow the construction of a thirty-two (32) unit townhome complex at 203 Timbrook Place.
- On March 11, 2014, Council approved the petition of American Property Management Corporation to rezone 200 & 218 Timbrook Place from R-1, Low Density Residential to R-4C, High Density Residential (Conditional) to allow the construction of an apartment complex.
- On July 8, 2014, Council approved the petition of Belleau Wood Development, LLC to rezone Village at Dreaming Creek from B-3C, Community Business District (Conditional) to B-3C, Community Business District (Conditional) to amend previously approved proffers and to rezone 7824 Timberlake Road from R-1, Low Density Residential and R-4, Medium-High Density Residential to R-4C, Medium-High Density Residential to allow the construction of an apartment complex.
- On November 8, 2016, City Council approved the petition of Carriage Square, Ltd. to rezone 240 Beverly Hill Circle from R-4C, High Density Residential (Conditional) to R-4C, High Density Residential (Conditional) to amend previously approved proffers.
- On December 11, 2018, City Council approved the petition of TPB Enterprises, LLC, to amend previously approved proffers and to designate two (2) areas as B-5C, General Business District (Conditional) to allow the development of the property as retail, restaurant, mini-warehousing, car wash, and two-hundred seventy (270) apartment units at various parcels in the 7800 block of Timberlake Road.
- On April 14, 2020, City Council approved the petition of TPB Enterprises, LLC, for a CUP to allow the construction of a carwash facility at 7816 Timberlake Road.

6. Site Description. The property consists of approximately one and twenty-nine hundredths (1.29) acres located at 102 Gardens Way. The site is currently wooded and slopes to the east. The property is bordered to the north by a single-family home, to the east by apartments, to the south by townhouse-style apartments, and to the west by the existing Candlewood Court townhomes.

7. Proposed Use of Property. If the rezoning is approved, the property would be developed as six (6) townhomes with associated access and utilities.

8. Traffic, Parking and Public Transit. The City's Engineering Division did not require a traffic study for the proposed use.

The submitted concept plan indicates that access would be taken from Candlewood Court. The concept plan shows a driveway for each unit.

The closest Greater Lynchburg Transit Company (GLTC) stop is located two-tenths (0.2) of a mile away at 7819 Timberlake Road (Bojangles). The stop is served by routes 7 and 11.

9. **Stormwater Management.** An erosion & sediment control / stormwater management plan would be required prior to any final site plan approvals. The submitted concept plan indicates a stormwater detention facility located on the site. The stormwater would ultimately be discharged to a channel running to Tomahawk Creek.
 10. **Emergency Services:** Neither the City Fire Marshal's office nor the City Police Department had comments of concern related to the rezoning.
 11. **Impact.** The proposed townhomes should have little negative impact on the area. The City's Future Land Use Map recommends Medium Density Residential for the property. These areas are intended for single-family homes, duplexes, or townhomes with densities of up to twelve (12) units per acre. The proposed density equates to four and sixty-five hundredths (4.65) units per acre; in comparison, Low Density Residential areas allow for up to four (4) units per acre. The townhomes should fit in well with the adjacent land uses of apartments and townhomes, while serving as a transition to the single-family home to the north. The petitioner has proffered the concept plan and density to ensure the site will be developed as proposed.
 12. **Technical Review Committee.** The Technical Review Committee (TRC) reviewed the petition on September 7, 2022.
-

VI. PLANNING DIVISION RECOMMENDATION

Based on the preceding Findings of Fact, the Planning Commission recommends to City Council approval of the request of Candlewood, LLC to rezone approximately one and twenty-nine hundredths (1.29) acres at 102 Gardens Way from R-1, Low Density Residential to R-4C, High Density Residential (Conditional) subject to the following voluntarily submitted proffers:

- 1. Site will be built in substantial compliance with the concept plan by White Engineering & Design, Inc.**
- 2. Maximum number of residential units will be six (6).**

This matter is respectfully offered for your consideration.



Rachel Frischeisen
Planner II

pc: Mr. Wynter C. Benda, City Manager
Mr. Greg Patrick, Deputy City Manager
Mr. Kent White, Director of Community Development
Mr. Tom Martin, AICP, City Planner
Mr. Matthew Freedman, City Attorney
Mr. J. Lee Newland, City Engineer
Ms. Cynthia Kozarow, Lynchburg Police Department
Battalion Chief Thomas Goode, Fire Marshal
Mr. Doug Saunders, Building Official
Mr. Kevin Henry, Zoning Administrator
Mr. Jamey White, PE, Representative
Candlewood, LLC, Petitioner/Property Owner

VII. ATTACHMENTS

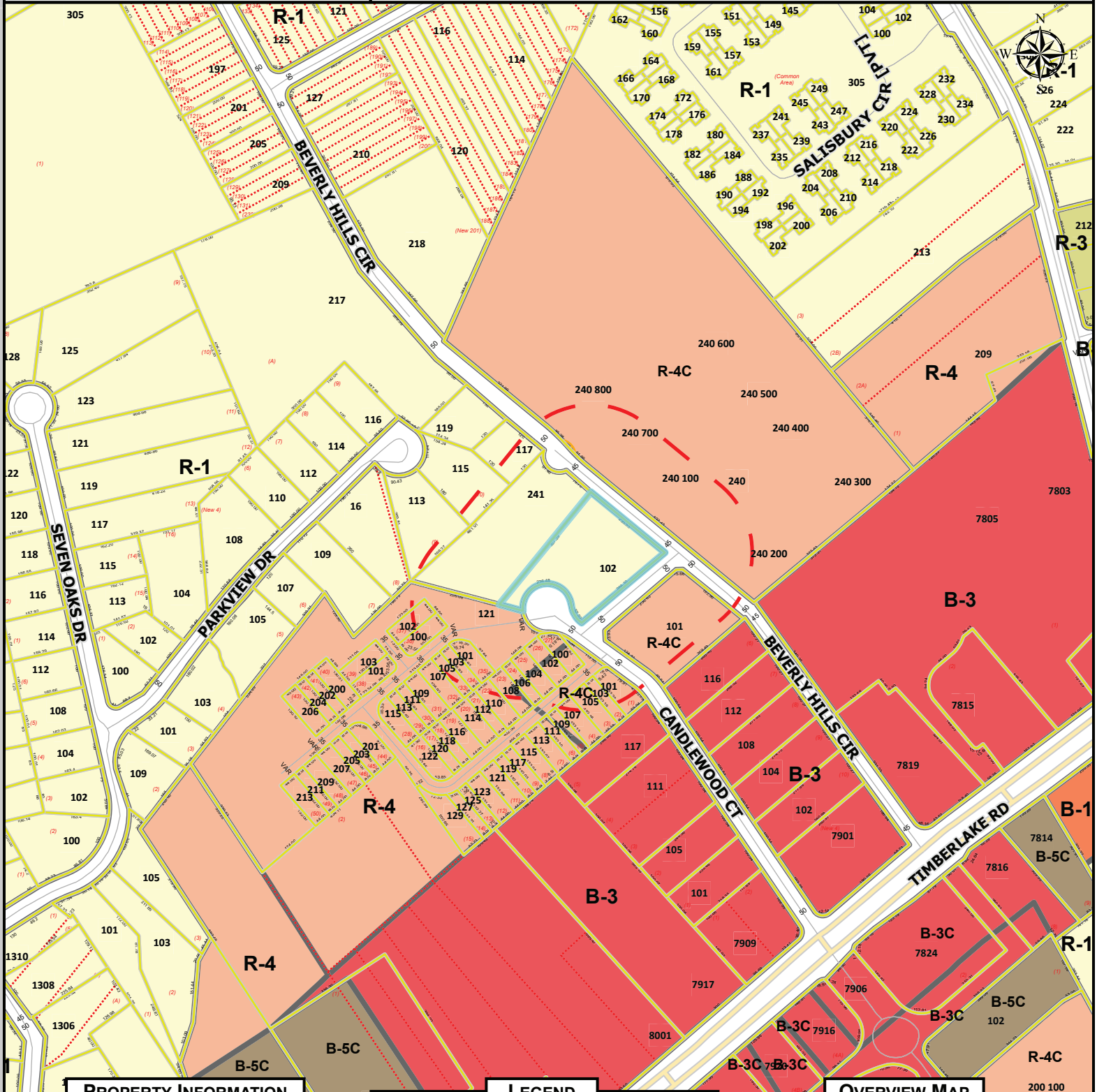
1. Zoning Map with Adjoining Property Owners
2. Future Land Use Map
3. Watershed Map
4. Planimetric and Topographic Map
5. Concept Plan
6. Property Photograph

Zoning

TRC

102 GARDENS WAY

White Engineering & Design, Inc.



PROPERTY INFORMATION

PARCEL ID

ADDRESS

25415062

102 GARDENS WAY

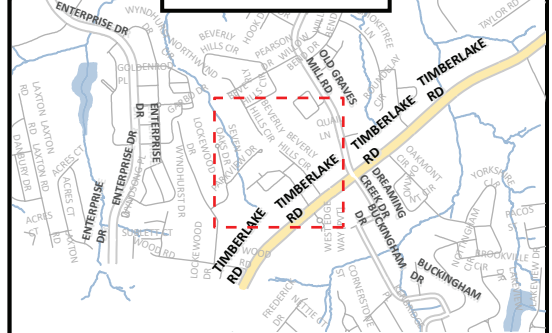
LEGEND

Subject Property

215 Foot Buffer

B-1	I-1	R-1
B-3	I-2	R-2
B-4	I-3	R-3
B-5	IN-1	R-4
R-C	IN-2	

OVERVIEW MAP



MAP SCALE: 1:48,000 DATE PRINTED: 8/15/2022

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102 Gardens Way Adjoining Owners

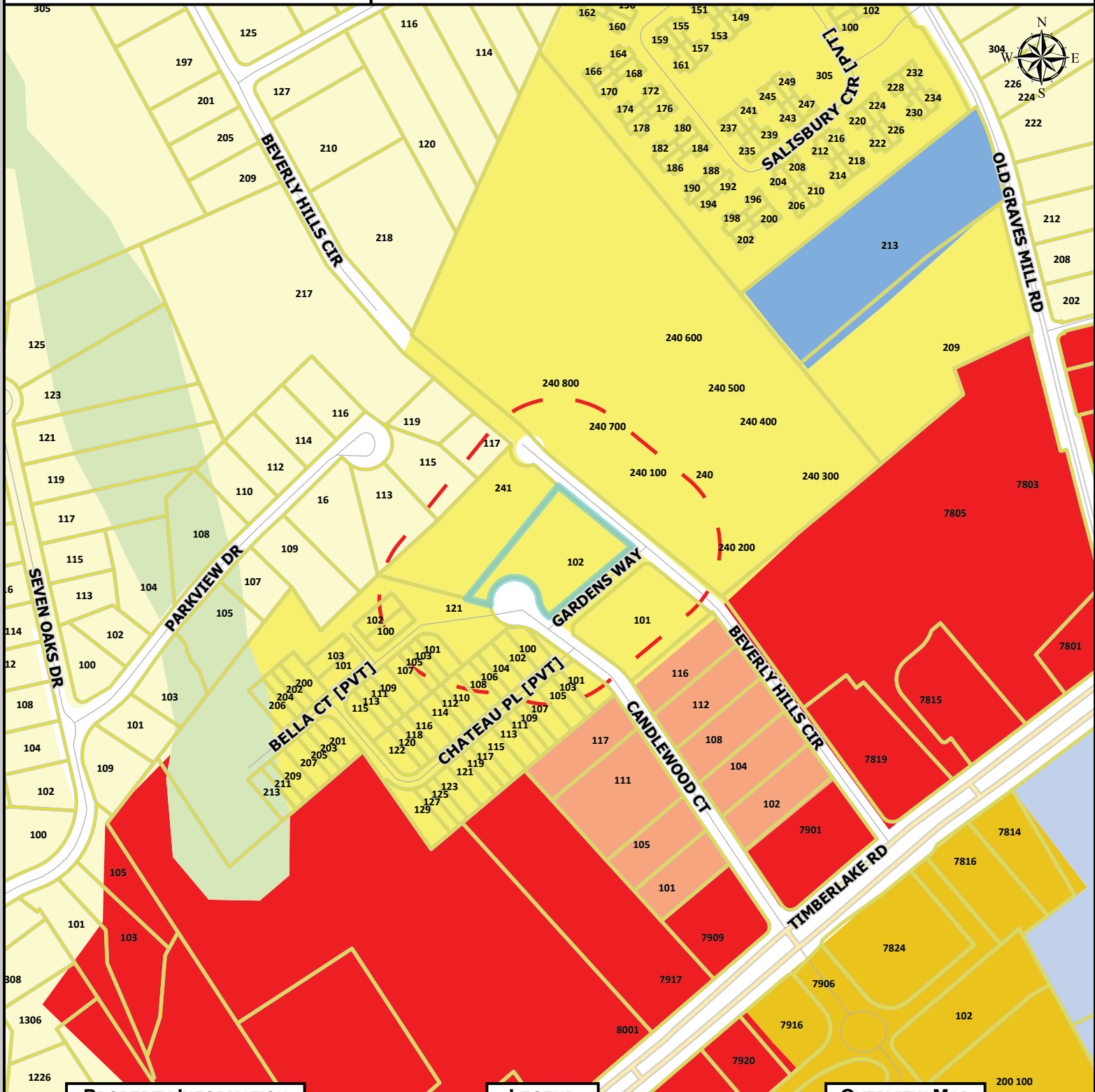
Parcel ID	Address	Owner
25301004	113 PARKVIEW DR	SMITH, ANDREW B
25301002	117 PARKVIEW DR	HENSLEY, GORDON E & SANDRA C
25301003	115 PARKVIEW DR	HENSLEY, GORDON E & SANDRA C
25412010	240 BEVERLY HILLS CIR	GARDENS ON TIMBERLAKE LLC
25415015	107 CHATEAU PL	RANKIN, MAXINE
25415014	105 CHATEAU PL	JAEGER, CHRISTOPHER GREGORY
25415031	110 CHATEAU PL	CORRIGAN, DANIELLE A
25415013	103 CHATEAU PL	MCGINNIS, CHARLES M JR & CYNTHIA M &
25415012	101 CHATEAU PL	CLINE, ERIC N
25415032	108 CHATEAU PL	NOYES, TRACI LYN
25415033	106 CHATEAU PL	QUANSAH, ALLISON JANELLE & ERNEST KUMI
25415041	107 BELLA CT	WILLIAMS, CATHERINE L
25415042	105 BELLA CT	CLAY, ROBERTA TRS & BOOTH, DELORIS H
25415034	104 CHATEAU PL	CLARK, WILLIAM H
25415043	103 BELLA CT	GILL, GLENNA VERNELL BROWN
25415044	101 BELLA CT	CLAY, ROBERTA B TRS
25415035	102 CHATEAU PL	BIRELY, ANNE H
25415036	100 CHATEAU PL	SHUTES, ROBERT J
25415045	100 GEPPETTO WAY	POLLARD, JOHN L & LAYNE, TAMMY L
25415046	102 GEPPETTO WAY	KNODEL, ROBERT J & SANDRA A
25415003	241 BEVERLY HILLS CIR	HAMLETT, ANTHONY G
25415011	121 CANDLEWOOD CT	CANDLEWOOD LLC
25415002	101 GARDENS WAY	GARDENS ON TIMBERLAKE LLC
25415062	102 GARDENS WAY	CANDLEWOOD LLC

FLUM

102 GARDENS WAY

TRC

White Engineering & Design, Inc.



PROPERTY INFORMATION

PARCEL ID

ADDRESS

25415062

102 GARDENS WAY

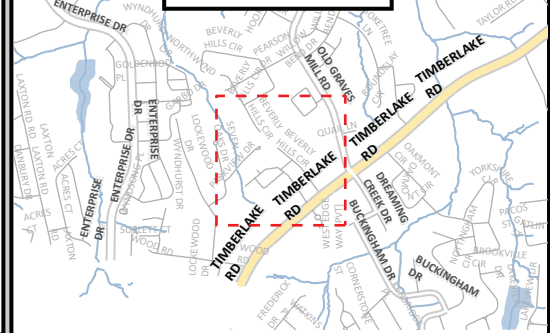
LEGEND

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

MAP SCALE: 1:48,000

DATE PRINTED: 8/15/2022

OVERVIEW MAP



Watershed

102 GARDENS WAY

TRC

White Engineering & Design, Inc.



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

PROPERTY INFORMATION

PARCEL ID

ADDRESS

25415062 102 GARDENS WAY

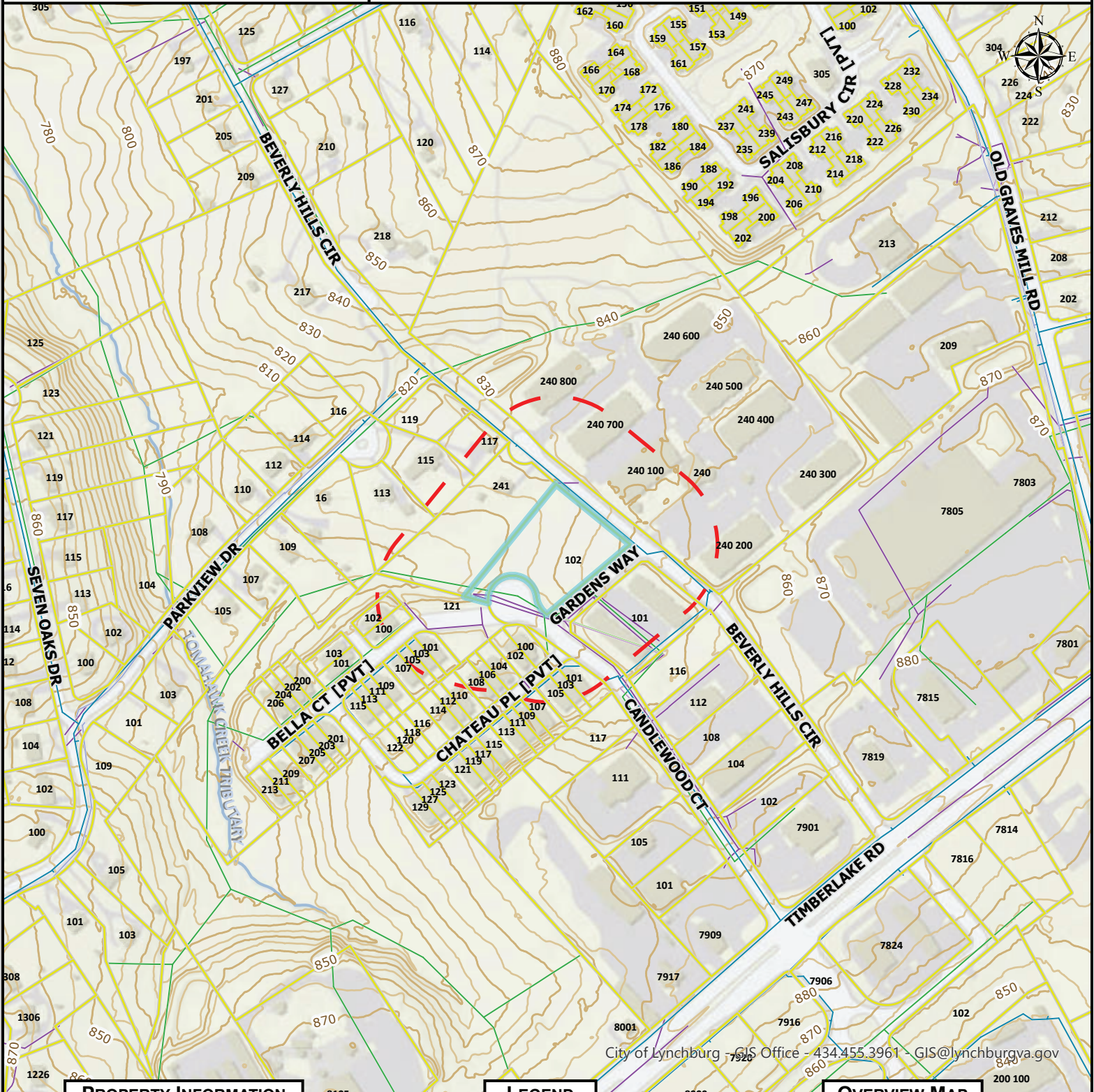
LEGEND

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

MAP SCALE: 1:48,000 DATE PRINTED: 8/15/2022

OVERVIEW MAP





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

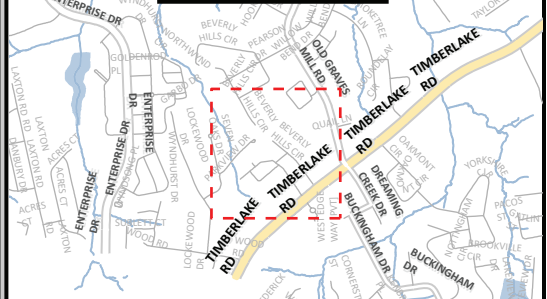
PROPERTY INFORMATION

PARCEL ID	ADDRESS
25415062	102 GARDENS WAY

LEGEND

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

OVERVIEW MAP



MAP SCALE: 1:48,000 DATE PRINTED: 8/15/2022

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**Candlewood Court 2 Rezoning
102 Gardens Way
October 12, 2022**

PLEASE PRINT CLEARLY

[illegible]

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **November 1, 2022**

AGENDA ITEM #: **8**

CONSENT:
ACTION: **X**

REGULAR: **X**
INFORMATION:

WORK SESSION:

CLOSED SESSION:
(Confidential)

ITEM TITLE: Conditional Use Permit (CUP) – Providence Church – 108 Melinda Drive

RECOMMENDATION: Approval of the CUP to allow the construction of a new five hundred (500) seat sanctuary in an R-4, High Density Residential District.

SUMMARY: Providence Church is petitioning for a CUP at 108 Melinda Drive to allow the construction of a new five (500) seat sanctuary in an R-4, High Density Residential District. The subject property is zoned B-3C, Community Business District (Conditional) near the corner of Melinda Drive and Wards Ferry Road, with the remainder zoned R-4, High Density Residential District. The proposed sanctuary would be located in the R-4, High Density Residential portion of the property. Churches and their associated uses are permitted in the R-4, High Density Residential District upon approval of a Conditional Use Permit (CUP) from City Council.

PRIOR ACTION(S):

October 25, 2022: City Council Business Item Briefing (BIB)

September 28, 2022: The Planning Commission recommended Approval (5-0, with 1 member absent, Light and 1 vacancy) of the CUP Petition

The Planning Division recommended approval of the CUP petition.

FISCAL IMPACT: n/a

CONTACT(S): Rachel Frischeisen, Planner II – 455-3900
Tom Martin, City Planner – 455-3900

ATTACHMENT(S):

- Resolution
- Planning Commission Minutes – September 28, 2022
- Planning Commission Packet – September 28, 2022
 - Zoning Map with Adjoining Property Owners
 - Future Land Use Map
 - Watershed Map
 - Planimetric and Topographic Map
 - Concept Plan
 - Narrative
 - Property Photograph
- Planning Commission Sign in Sheet – September 28, 2022

REVIEWED BY: MMB WCB

RESOLUTION

A RESOLUTION GRANTING A CONDITIONAL USE PERMIT TO PROVIDENCE CHURCH TO ALLOW THE CONSTRUCTION OF A NEW FIVE HUNDRED (500) SEAT SANCTUARY IN AN R-4, HIGH DENSITY RESIDENTIAL DISTRICT TO BE LOCATED AT 108 MELINDA DRIVE.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF LYNCHBURG, that the petition of Providence Church to allow the construction of a new five hundred (500) seat sanctuary in an R-4, High Density Residential District to be located at 108 Melinda Drive, is hereby approved subject to the following conditions:

1. The property shall be developed in substantial compliance with the concept plan entitled Concept Master Plan for Providence Church and dated March 31, 2022.

Adopted:

Certified: _____
Clerk of Council

MINUTES OF THE SEPTEMBER 28, 2022 PLANNING COMMISSION MEETING (MINUTES HAVE BEEN APPROVED):

Petition of Providence Church for a Conditional Use Permit at 108 Melinda Drive to allow the construction of a five hundred (500) seat sanctuary and associated parking in an R-4, High Density Residential District.

Ms. Rachel Frischeisen, Acting City Planner, provided the following summary to the Commission. The property consists of two and eight tenths (2.8) acres and is zoned B-3C, Community Business district (conditional) near the corner of Melinda Drive and Wards Ferry Road with the remainder of the property being zoned R-4, High Density Residential district. The proposed sanctuary will be located in the R-4, High Density Residential district. Churches are a permitted use in the R-4, High Density Residential district with the approval of a Conditional Use Permit (CUP). The petition agrees with Comprehensive Plan's Future Land Use Map (FLUM) recommendation which shows an institutional use for the property. If the CUP is approved, a four thousand eight hundred (4800) square foot sanctuary will be constructed. A building addition to the existing sanctuary is also proposed but will be within Campbell County. When the new sanctuary is constructed the existing sanctuary will be converted to classrooms and offices. The existing sanctuary contains two hundred and five (205) seats and will be expanded to three hundred eighty-six (386) seats in Campbell County. The proposed sanctuary in the City of Lynchburg will be approximately four thousand eight hundred (4800) square feet and contain five hundred (500) seats. The expansion should not have any negative impact on the area.

Ms. Amy Seipp of Accupoint Surveying & Design, LLC was present to represent this petition. Providence Church bought this property approximately five (5) years ago and has had some parking difficulties due to its growth. The project is to be completed in phases with the first phase being the sanctuary expansion with part of this being done in Campbell County and the proposed parking being within the City of Lynchburg. Phase two (2) will be the construction of the five hundred (500) seat sanctuary. The existing sanctuary will be renovated to provide offices and classrooms at that time. There will also be recreational facilities around property such as a pavilion, picnic area, and grass areas. A Traffic Impact Analysis was done and showed that the two intersections at Melinda Drive and Wards Ferry Road will operate with an acceptable delay.

Commissioner Bowden asked if there is any potential of traffic increasing due to other developments in the area.

Ms. Seipp replied that if this CUP is approved there will be a record of this and any potential developers in this area will be aware of that.

Commissioner Perault noted that the people being most affected will be those leaving the church and making a left-hand turn.

Chair Rogers noted that the homeowners will also be impacted.

Ms. Seipp replied that some churches also hire off-duty police officers to assist with traffic flow.

Chair Rogers asked if the five hundred (500) seat addition will fully utilize the area highlighted in the application. He also asked if there is a potential for further expansion.

Ms. Seipp showed where the expansion will be located per the photo in the application. She stated that once they have utilized this space they are limited architecturally as to what they can construct. She noted that they cannot expand until the new sanctuary is built.

Commissioner Perault stated that he appreciates the detail shown in the concept plan. He stated he

is not concerned about the traffic and noted a long-term solution could be having a left- and right-hand exit if needed. He asked where the stormwater management retention facility is located.

Ms. Seipp referred to the concept plan to show where the retention facility will be.

Commissioner Perault asked if it will just be the standard retention facility.

Ms. Seipp replied this is correct.

Commissioner Perault asked how long they have to implement the CUP once it is approved.

Ms. Frischeisen replied that once a CUP is approved by City Council the petitioner has two years to start the work.

Commissioner Perault asked when the parking lot will be constructed.

Ms. Seipp replied that the parking lot site plan will be done first. Stormwater management will be accounted for in the improvements and sized appropriately for the new construction.

Commissioner Johnson stated she appreciates the green space that is shown in the plan and noted that she has no problems with this petition.

Commissioner Perault noted that this is a good location for the petition.

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

Based on the preceding Findings of Fact, the Planning Commission recommends to City Council approval of the petition of Providence Church for a conditional use permit at 108 Melinda Drive to allow the construction of a new sanctuary, subject to the following condition:

- 1. The property shall be developed in substantial compliance with the concept plan entitled Concept Master Plan for Providence Church and dated March 31, 2022.**

AYES:	Bowden, Johnson, Marion, Perault and Rogers	5
NOES:		0
ABSTENTIONS:		0
ABSENT:	Light	1

The Department of Community Development

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

To: Planning Commission
From: Planning Division
Date: September 28, 2022
Re: **Conditional Use Permit (CUP) – Providence Church – 108 Melinda Drive**

I. PETITIONER

Providence Church, PO Box 3023, Lynchburg, Virginia 24503

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

Property Owner: Same as petitioner.

II. LOCATION

The subject property consists of approximately two and eight tenths (2.8) acres located at 108 Melinda Drive.

III. PURPOSE

The purpose of the petition is to allow the construction of a new five hundred (500) seat sanctuary in an R-4, High Density Residential District.

IV. SUMMARY

- The petition agrees with the *Comprehensive Plan 2013-2030's Future Land Use Map (FLUM)*, which recommends an Institution use for the property.
- The subject property is zoned B-3C, Community Business District (Conditional) near the corner of Melinda Drive and Wards Ferry Road, with the remainder zoned R-4, High Density Residential District. The proposed sanctuary would be located in the R-4, High Density Residential portion of the property.
- Churches and their associated uses are permitted in the R-4, High Density Residential District upon approval of a Conditional Use Permit (CUP) from City Council.

The Planning Division recommends approval of the CUP petition.

V. FINDINGS OF FACT

1. **Comprehensive Plan.** The *Comprehensive Plan 2013-2030* recommends an Institution use for the area.

The City's institutions include the religious, educational, and other nonprofit entities in the City. Examples include churches, cemeteries, private schools and universities, private nonprofit hospitals, service clubs and organizations, and other nonprofit institutions. (p. 76)
2. **Zoning.** The property was annexed into the City in 1976. The R-4, High Density Residential District was established in 1978. The B-3C, Community Business District (Conditional) was established in 2005 to allow commercial access for a shopping center in Campbell County.
3. **Board of Zoning Appeals (BZA).** The Zoning Administrator has determined that no variances are needed for the development of the property as proposed.

4. Surrounding Area. There have been several items requiring Council approval in the immediate area:

- On December 12, 1978, City Council approved the Timberlake Road Study, which rezoned many properties along the Leesville Road corridor.
- On September 11, 1984, City Council approved the CUP petition of Covenant Presbyterian Church to allow the construction of classrooms, and office, and sanctuary to an existing church building at 108 Melinda Drive.
- On January 26, 1999, City Council approved the rezoning request of the Faison/Trammel Crow Company to rezone approximately fifty-eight (58) acres in the vicinity of Wards Road, Atlanta Avenue, and Wards Ferry Road from R-3, Two-Family Residential District to B-3C, Community Business District (Conditional), R-4 Multi-Family Residential District, R-5, Multi-family Residential District and B-5, General Business District to B-5C, General Business District (Conditional). Council also approved a conditional use permit (CUP) to allow for the construction of a shopping center.
- On October 12, 1999, City Council approved the CUP petition of Church of Jesus Christ (LDS) to allow the construction of a parking lot at 110 Melinda Drive.
- On November 5, 2005, City Council approved the rezoning request of Compson Development, LC, at 108 Melinda Drive and Wards Ferry Road from R-4, Multi-Family Residential District & R-C, Conservation District to B-3C, Community Business District (Conditional). Council also approved a conditional use permit (CUP) to allow fill in the floodplain for commercial access for a shopping center in Campbell County.
- On August 9, 2011, City Council approved the CUP petition of GJJ of Lynchburg, LLC to allow fill in the floodplain at 4010 Wards Road.
- On March 11, 2014, City Council denied the rezoning request of Ted and Sherry Bell at 402 Alta Lane from R-1, Low Density Residential District, to R-4C, Medium-High Density Residential District (Conditional) and to amend the *FLUM* to allow for the construction and sale of fifteen (15) townhomes.
- On August 8, 2017, City Council approved the CUP petition of Workman Oil to allow fill in the floodplain for construction of a restaurant/retail building at 4012 and 4014 Wards Road.
- On October 10, 2017, City Council approved the rezoning request of Bell Terrace Developers, LLC, at 226, 300, 306, 312, and 404 Alta Lane from R-1, Low Density Residential District to R-2, Low-Medium Density Residential District to allow the property to be subdivided into forty-four (44) residential lots.

5. Site Description. The subject property consists of approximately two and eight tenths (2.8) acres located at 108 Melinda Drive.

The property contains a one (1) story, seven thousand one hundred forty-nine (7,149) square foot building constructed in 1968.



The property is relatively flat with a gentle slope in an easterly direction towards Wards Ferry Road. A paved parking area with fifty-five (55) parking spaces exists on the western portion of the property and is accessed from Melinda Drive.

6. **Proposed Use of Property.** If the CUP petition is approved, a four thousand eight hundred (4,800) square foot sanctuary would be constructed. A building addition to the existing sanctuary is also proposed in Campbell County. Once the new sanctuary is constructed, the existing sanctuary would be converted into classrooms and offices.
7. **Transportation & Parking.** The City's Transportation Engineer required a traffic impact analysis for the proposed use. The analysis states that off-site improvements are not warranted.

A total of fifty-five (55) parking spaces exist on site and the concept plan shows a new parking area containing sixty-seven (67) spaces. The city's Zoning Ordinance requires one (1) space per four (4) fixed seats. The concept plan shows that the parking will meet the minimum requirement of one hundred and twenty-five (125) spaces.

A six-foot (6") sidewalk will be required along the frontage of Melinda Drive and Wards Ferry Road.

The property is served by Greater Lynchburg Transit Company (GLTC) Route 12 along Wards Ferry Road. Bus stops are located at the intersection of Wards Ferry Road and Melinda Drive.

8. **Stormwater Management.** An Erosion & Sediment Control Plan/Stormwater Management Plan will be required for the development of the property as proposed. The concept plan indicates the discharge of stormwater to detention facility on the eastern portion of the property, near the intersection of Simons Run and Wards Ferry Road.
9. **Emergency Services:** The City Fire Marshal and the City's Police Department had no comments of concern with the proposed petition.
10. **Impact.** Churches and their associated uses are permitted in residential areas upon approval of a conditional use permit by City Council. The existing church sanctuary provides two hundred five (205) seats and is proposed to be expanded to three hundred eighty-six (386) on a portion of the building located in Campbell County (which is not part of this petition). The proposed sanctuary located in the City of Lynchburg would be approximately four thousand eight hundred (4800) square feet and have capacity for five hundred (500) seats.

The church is located adjacent to another church. The petition is supported by the Future Land Use Map designation for Institutional uses. The proposed expansion of the existing church use should have little negative impact on the area.
11. **Technical Review Committee.** The Technical Review Committee (TRC) reviewed the conditional use permit on April 19, 2022. Comments have or will be addressed by the petitioner prior to final site plan approval.

VI. PLANNING DIVISION RECOMMENDED MOTION

Based on the preceding Findings of Fact, the Planning Commission recommends to City Council approval of the petition of Providence

Church for a conditional use permit at 108 Melinda Drive to allow the construction of a new sanctuary, subject to the following condition:

- 1. The property shall be developed in substantial compliance with the concept plan entitled Concept Master Plan for Providence Church and dated March 31, 2022.**

This matter is respectfully offered for your consideration.



Rachel Frischeisen
Planner II

pc: Mr. Wynter C. Benda, City Manager
Mr. Greg Patrick, Deputy City Manager
Mr. Kent L. White, Director of Community Development
Mr. Tom Martin, AICP, City Planner
Mr. Matthew Freedman, City Attorney
Mr. J. Lee Newland, City Engineer
Ms. Cynthia Kozzerow, Lynchburg Police Department
Battalion Chief Thomas Goode, Fire Marshal
Mr. Doug Saunders, Building Official
Mr. Kevin Henry, Zoning Administrator
Providence Church, Property Owner
Ms. Amy K. Seipp, PE, Representative

VII. ATTACHMENTS

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

Zoning

108 MELINDA DR

TRC

Accupoint Surveying & Design, LLC



PROPERTY INFORMATION

PARCEL ID

ADDRESS

26105001

108 MELINDA DR

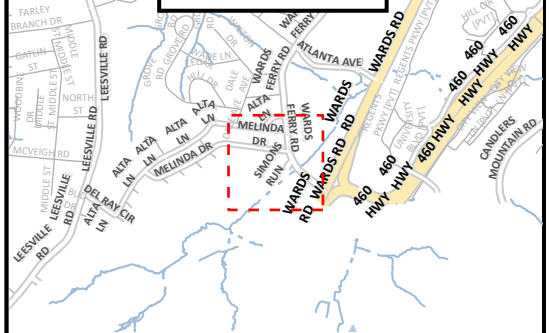
LEGEND

Subject Property

215 Foot Buffer

B-1	I-1	R-1
B-3	I-2	R-2
B-4	I-3	R-3
B-5	IN-1	R-4
R-C	IN-2	

OVERVIEW MAP



MAP SCALE: 1:48,000 DATE PRINTED: 4/6/2022

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108 Melinda Drive

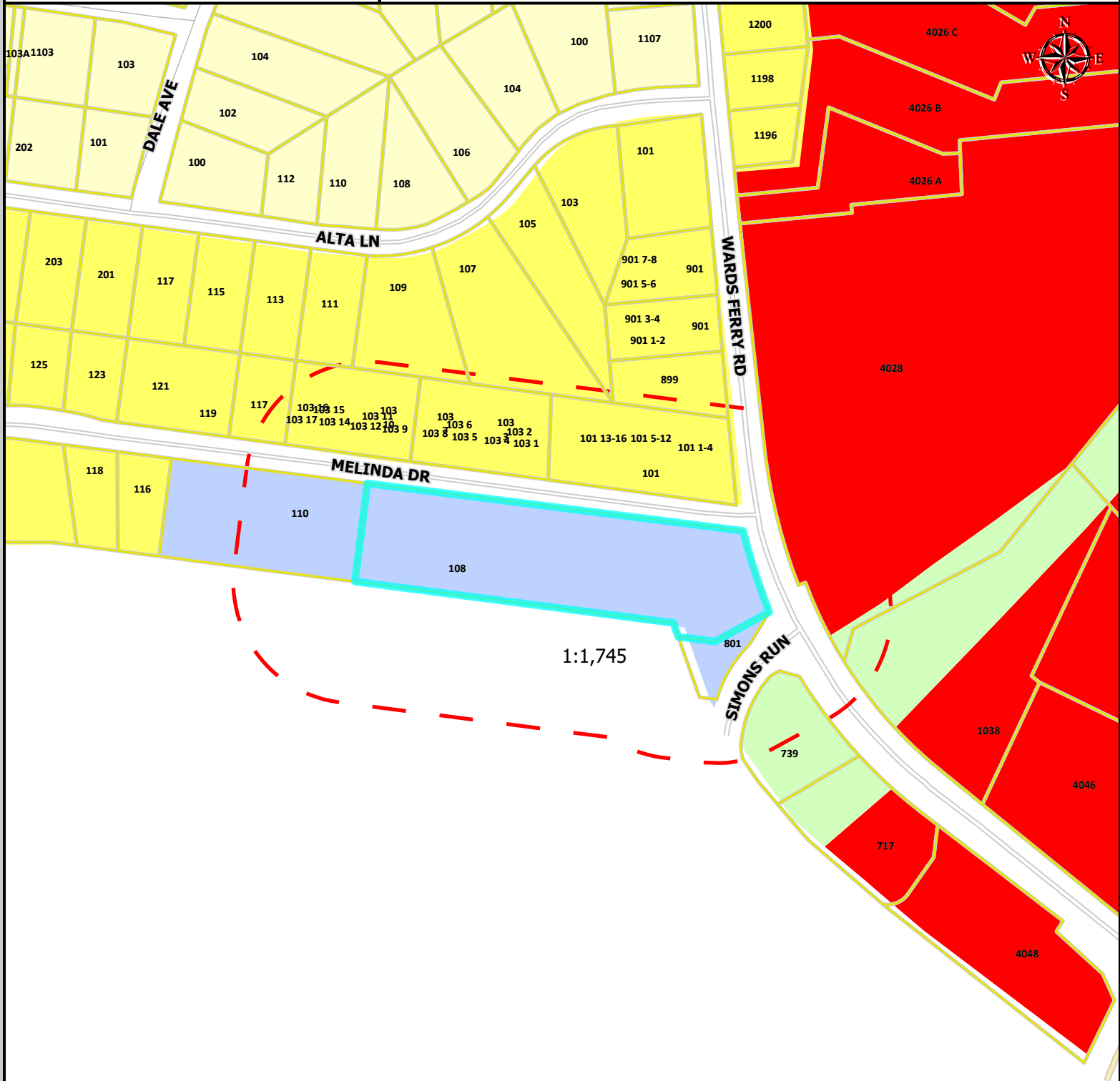
Parcel ID	Address	Owner
25705019	1038 WARDS FERRY RD	R AND L REAL ESTATE HOLDING LLC
25705006	4028 WARDS RD	DAYTON HUDSON CORPORATION
26105002	110 MELINDA DR	CHURCH OF JESUS CHRIST OF LATTER-DAY
26105001	108 MELINDA DR	PROVIDENCE CHURCH
26105008	801 WARDS FERRY RD	WARDS LLC
26105005	739 WARDS FERRY RD	WARDS LLC
26102028	101 MELINDA DR	IVY-VISTA LLC
26102037	103 MELINDA DR 1	PEARSON, ARNOLD B & SUE W
26102027	103 MELINDA DR 9	PEARSON, ARNOLD B & SUE W
26102026	117 MELINDA DR	MICKLES, DONALD R & MAHALIA W
26102029	899 WARDS FERRY RD	IVY-VISTA LLC
26102005	111 ALTA LN	STRASSBURG, JAMESON E
26102004	109 ALTA LN	PRESTON, TAMARA M
26102003	107 ALTA LN	TUGGLE, JAMES B & CLAUDIA L
26102002	105 ALTA LN	CLAROS, KIEVEN A & CLAROS, MARY N
	4219 CAMPBELL AVE	VDOT LYNCHBURG DISTRICT OFFICE
	PO BOX 100	COUNTY ADMINISTRATOR FOR CAMPBELL COUNTY

FLUM

108 MELINDA DR

TRC

Accupoint Surveying & Design, LLC



PROPERTY INFORMATION

PARCEL ID

ADDRESS

26105001

108 MELINDA DR

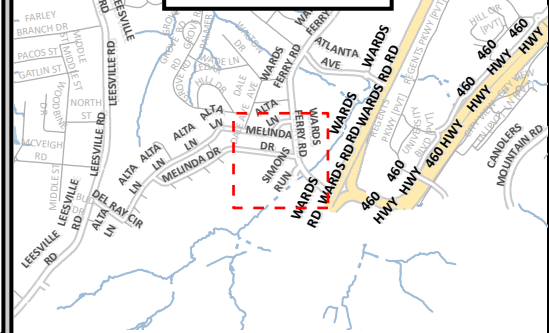
LEGEND

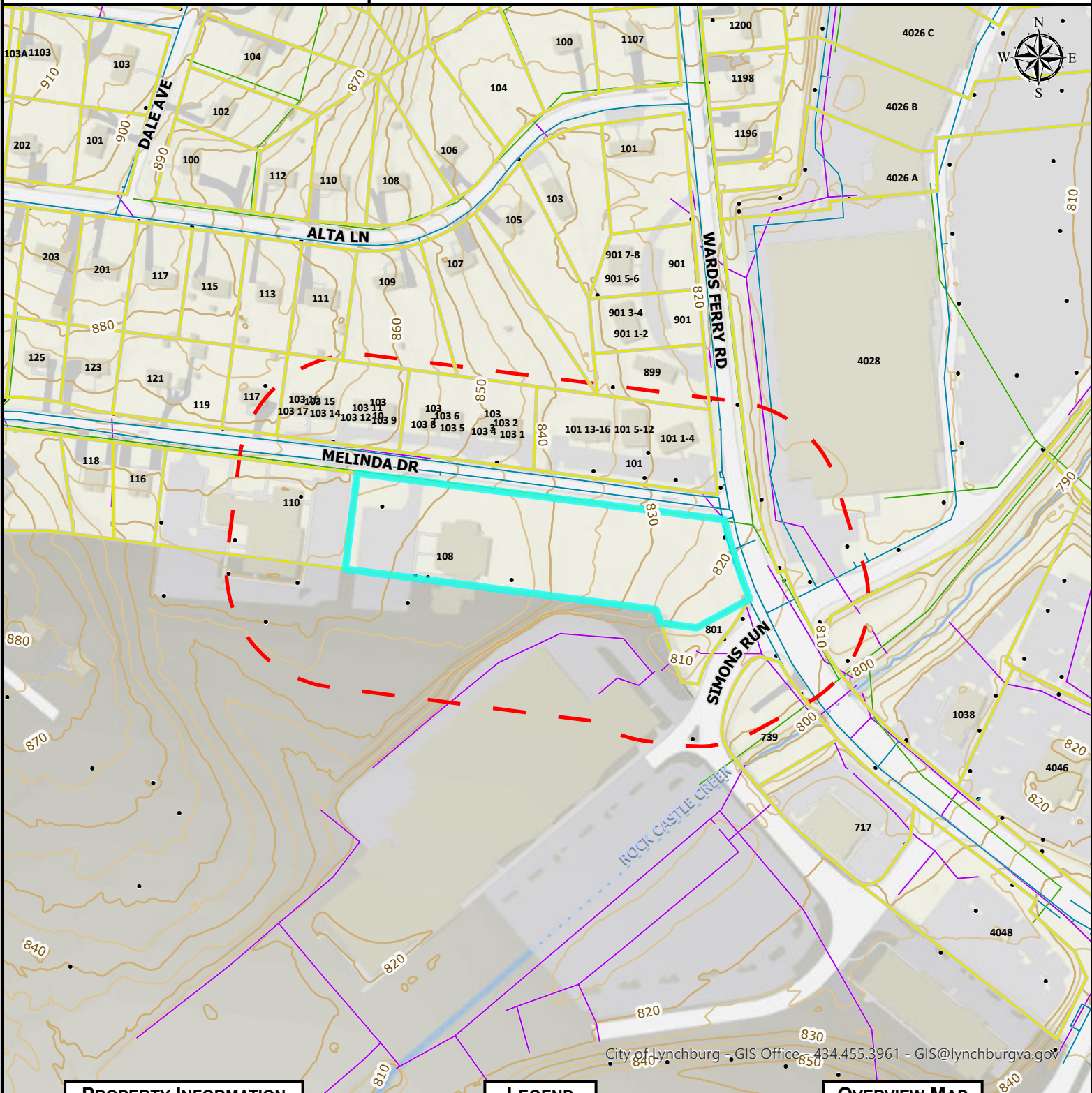
- Local Historic District
- Traditional Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Commercial
- Community Commercial
- Employment 1
- Employment 2
- Downtown
- Institution
- Public Use
- Public Parks
- Resource Conservation
- Mixed Use

MAP SCALE: 1:48,000

DATE PRINTED: 4/6/2022

OVERVIEW MAP





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

PROPERTY INFORMATION

PARCEL ID	ADDRESS
26105001	108 MELINDA DR

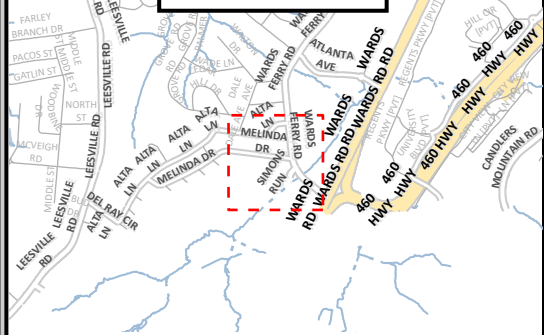
LEGEND

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

MAP SCALE: 1:48,000

DATE PRINTED: 4/6/2022

OVERVIEW MAP



PROVIDENCE CHURCH

108 MELINDA DRIVE
CITY OF LYNCHBURG, VIRGINIA

GENERAL NOTES

NOTES:

- THIS PLAN WAS PREPARED AT THE REQUEST OF PROVIDENCE CHURCH
- NO DELINEATION OF WETLANDS WAS REQUESTED OR MADE AS PART OF THIS PLAN.
- BY GRAPHIC SCALING ONLY, THIS PROPERTY AS PLATTED FALLS WITHIN THE FLOOD ZONE "X" AS DETERMINED BY FEMA AND SHOWN ON THEIR MAP NUMBER 5100930044D BEARING AN EFFECTIVE DATE OF JUNE 3, 2008.
- THIS PROPERTY IS ZONED IN THE CITY OF LYNCHBURG R-4 MEDIUM-HIGH DENSITY MULTI-FAMILY RESIDENTIAL& IN CAMPBELL COUNTY R-SF RESIDENTIAL-SINGLE FAMILY .
- THIS PARCEL IS CURRENTLY SERVED BY CITY OF LYNCHBURG PUBLIC WATER AND SANITARY SEWER.
- EXISTING UTILITIES ARE SHOWN AT APPROXIMATE LOCATIONS. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXACT LOCATION AND DEPTHS PRIOR TO CONSTRUCTION.
- THE CONTRACTOR SHALL CONTACT THE CITY ENVIRONMENTAL REVIEWER, THE CITY CONSTRUCTION COORDINATOR, CAMPBELL COUNTY, AND MISS UTILITY (811) AT LEAST 48 HOURS PRIOR TO ANY CONSTRUCTION OR EXCAVATION ACTIVITY AND ADVISE THE NATURE AND LOCATION OF WORK.
- ALL CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE CURRENT EDITION OF THE CITY OF LYNCHBURG MANUAL OF SPECIFICATIONS AND STANDARD DETAILS.
- THE CONTRACTOR SHALL BE FULLY LIABLE FOR ANY DAMAGES TO PUBLIC OR PRIVATE PROPERTY CAUSED BY CONSTRUCTION OPERATION AND SHALL RESTORE DAMAGED PROPERTY TO EXISTING OR BETTER CONDITION AT NO ADDITIONAL COST TO THE OWNER.
- ALL GRASSED AREAS DISTURBED BY CONSTRUCTION SHALL BE SEEDED AND PROTECTED WITH EROSION CONTROL PRACTICES AND AS SHOWN ON THE PLAN HEREIN.
- VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL DEVICES SHALL BE CONSTRUCTED AND MAINTAINED FOR ALL DISTURBED AREAS IN ACCORDANCE WITH ALL LOCAL REQUIREMENTS AND THE LATEST EDITION OF THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK. ALL EROSION AND SEDIMENT CONTROL DEVICES SHALL BE INSTALLED BEFORE EXCAVATION BEGINS.
- THE CONTRACTOR SHALL REPLACE ALL DISTURBED SURFACES IN KIND, INCLUDING PAVEMENT, STONE, DITCHES, MAILBOXES, SHRUBS, ETC. AND/OR AS SHOWN ON THIS PLAN.
- ALL PROPERTY PINS DISTURBED DURING CONSTRUCTION SHALL BE REPLACED BY A LICENSED LAND SURVEYOR.
- ELEVATION DATUM IS NAVD88.
- MAINTAIN OVERHEAD AND UNDERGROUND ELECTRICAL, TELEPHONE, AND GAS SERVICES AND ALL OTHER UNDERGROUND UTILITIES DURING ENTIRE CONSTRUCTION PERIOD. OUTAGES WILL NOT BE ALLOWED. SHOULD OUTAGES BECOME NECESSARY, CONTACT THE ENGINEER OF RECORD IMMEDIATELY.
- ANY SITEWORK AND DETAILS NOT COVERED BY THESE PLANS OR THE CITY OF LYNCHBURG MANUAL OF SPECIFICATIONS AND STANDARD DETAILS SHALL CONFORM TO CAMPBELL COUNTY & THE VIRGINIA DEPARTMENT OF TRANSPORTATION'S ROAD AND BRIDGE SPECIFICATIONS, CURRENT EDITIONS.
- THIS ENGINEER AND/OR SURVEYOR TAKES NO RESPONSIBILITY FOR THE LOCATION OR ACCURACY OF THE UTILITIES AS SHOWN HEREIN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE UTILITY COMPANIES TO SEE IF ANY UTILITIES EXIST WITHIN THE PROJECT AREA BEFORE CONSTRUCTION BEGINS. ANY COST INCURRED BY DAMAGING ANY UTILITY WITHIN THE PROJECT SHALL BE AT THE EXPENSE OF THE CONTRACTOR.
- ALL CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH CAMPBELL COUNTY & THE CURRENT CITY OF LYNCHBURG MANUAL OF SPECIFICATIONS & STANDARD DETAILS.



VICINITY MAP
SCALE: NTS

DRAWING INDEX

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

GENERAL INFORMATION

SITE DATA:

OWNER INFORMATION:

NAME: PROVIDENCE CHURCH
ADDRESS: P.O. BOX 3023
LYNCHBURG, VA 24503

DESIGNER INFORMATION:

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

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

SOURCE OF SURVEY:

TBD

SOURCE OF TOPOGRAPHY:

VIRGINIA LIDAR

COUNTY/CITY, STATE:

CITY OF LYNCHBURG, VIRGINIA
CAMPBELL COUNTY, VIRGINIA

TAX MAP REFERENCES:

CITY OF LYNCHBURG: PARCEL ID: 26105001
DOCUMENT #: 200009685

CAMPBELL COUNTY: PARCEL ID: 13-A-50
TAX ID #: 800041226
DOCUMENT #: 200007863

ZONING:

CITY OF LYNCHBURG: R-4 MEDIUM-HIGH DENSITY
MULTI-FAMILY RESIDENTIAL &
B-3C COMMUNITY BUSINESS
CONDITIONAL

CAMPBELL COUNTY: R-SF RESIDENTIAL-SINGLE FAMILY

EXISTING PROPERTY USE:

EXISTING CHURCH BUILDING WITH ASSOCIATED PARKING

PROPOSED PROPERTY USE:

CHURCH ADDITION WITH ADDITIONAL PARKING AND
OTHER AMENITIES

BOARD OF ZONING APPEALS SECRETARY: _____ DATE: _____

"I HEREBY CERTIFY THAT, TO THE BEST OF MY ABILITY, THIS PLAN HAS BEEN PREPARED IN ACCORDANCE WITH THE LATEST CITY OF LYNCHBURG MANUAL OF SPECIFICATIONS AND STANDARD DETAILS AND CITY CODE.

SIGNATURE: Amy K. Igarta-Seipp REGISTRATION NUMBER: 0402 036952

PRINTED NAME & TITLE: AMY K. IGARTA-SEIPP, PRINCIPAL ENGINEER DATE: MARCH 31, 2022

"I HEREBY CERTIFY THAT ALL SITE CONSTRUCTION, DRAINAGE, AND GRADING WILL BE DONE PURSUANT TO THIS PLAN AND THAT THE APPLICABLE STORMWATER MANAGEMENT CONDITIONS AND REQUIREMENTS OF THE CITY OF LYNCHBURG, THE COMMONWEALTH OF VIRGINIA AND THE FEDERAL GOVERNMENT AND ITS AGENCIES ARE HEREBYMADE PART OF THIS PLAN.

SIGNATURE: _____ TITLE: _____

PRINTED NAME: _____ DATE: _____

CITY ENGINEER: _____ TITLE: _____

TRC: _____ TITLE: _____

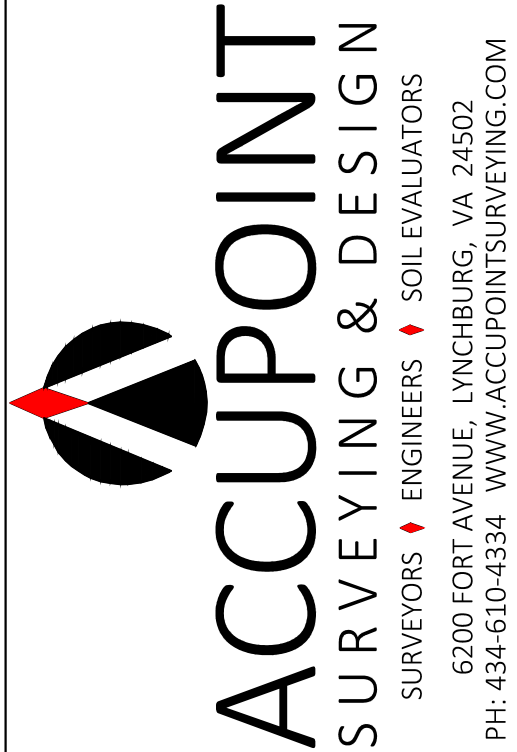
ESC: _____ TITLE: _____

PROJECT NAME & LOCATION: PROVIDENCE CHURCH
108 MELINDA DRIVE, LYNCHBURG, VA 24501

AN ADDENDUM IS REQUIRED PRIOR TO THE ISSUANCE OF THE LAND DISTURBANCE PERMIT, IDENTIFYING THE LOCATION, ADEQUATE STABILIZATION MEASURES, AND AN APPROVED PERMIT FOR ANY OFF-SITE BORROW/FILL/WASTE SITE(S) THAT WILL BE USED IN CONJUNCTION WITH THIS PROJECT.



Know what's below.
Call before you dig.



CONCEPT MASTER PLAN
FOR
PROVIDENCE CHURCH
108 MELINDA DRIVE
CITY OF LYNCHBURG, VIRGINIA



REVISION/DATE:

ASD JOB #:	2021-312
FILE #:	2021-312 MASTER
PARCEL ID:	26105001 & 13-A-50
DATE:	MARCH 31, 2022
REVISED:	

C-1
COVER SHEET

SHEET 1 OF 2

LEGEND	
	PROPERTY LINE
	CITY & COUNTY DIVISION LINE
	CITY ZONING DIVISION LINE
	SETBACK LINE
	HANDICAP SPACE
	HANDICAP STRIPING
	PROPOSED SIDEWALK
	PROPOSED NEW ASPHALT

UTILITY NOTES:

- EXISTING AND PROPOSED SERVICE CONNECTIONS SHALL NOT BE USED FOR DEMOLITION, GRADING, LANDSCAPING, OR ANY CONSTRUCTION PURPOSE UNTIL APPROPRIATE BACKFLOW DEVICES HAVE BEEN INSTALLED, TESTED AND TEST RESULTS HAVE BEEN APPROVED BY THE AMHERST COUNTY SERVICE AUTHORITY.
- IF ANY BACKFLOW PREVENTION ASSEMBLIES ARE FOUND DURING DEMOLITION OR OTHER WORK, THEY SHALL NOT BE REMOVED, RELOCATED, OR REPLACED WITHOUT ADVANCE AUTHORIZATION FROM THE AMHERST COUNTY SERVICE AUTHORITY.
- IF ANY DISCREPANCIES BETWEEN PLANS AND ACTUAL CONDITIONS ARE DISCOVERED RELATIVE TO EXISTING OR PROPOSED PUBLIC WATER OR SEWER CONNECTIONS, THE AMHERST COUNTY SERVICE AUTHORITY SHALL BE NOTIFIED IMMEDIATELY.

SEATING:

EXISTING SANCTUARY SEATING:	205	FUTURE NEW SANCTUARY SEATING:	500
NORTH EXPANSION SEATING:	97	EXISTING SANCTUARY TO BE CONVERTED INTO CLASSROOMS	
EAST EXPANSION SEATING:	84	TOTAL PROPOSED SANCTUARY SEATING:	500
TOTAL PROPOSED SANCTUARY SEATING:	386		

PARKING:

1 FOR EVERY 4 FIXED SEATS
500 SEATS/4 = 125 SPACES REQUIRED
(PER ARTICLE VI, SECT. 35-2-62.4,
EXHIBIT VI-2, PLACES OF WORSHIP)

BIKE PARKING:
5% OF 125 = 6.25 = 7 SPACES REQUIRED
1 BIKE RACK PROPOSED (10 BIKES PER EACH RACK)
(PER SECTION 35.2-62.6, Exhibit VI-3)

PARKING TABULATION				
SPACE TYPE	REQUIRED	EXISTING	PROPOSED	TOTAL
STANDARD (9'X18')	120	52	70	122
ADA (8' x 18')	5	3	3	6
BIKE	7	0	10	10

PARKING LOT LANDSCAPING (PER SECTION 35.2-62.4, Exhibit VI-2):

EXISTING TOTAL PARKING SPACES = 55
PROPOSED TOTAL PARKING SPACES = 82
TOTAL PARKING SPACES = 137

PROPOSED TOTAL BIKE PARKING = 10

PER SECTION 35.2-63.7 (A)
1 SHADE TREE PER 8 PARKING SPACES = 128/8 = 16 SHADE TREES REQUIRED
18 SHADE TREES PROPOSED
1 MEDIUM SHRUB PER EVERY PARKING SPACE = 128/1 = 128 MEDIUM SHRUBS REQUIRED
128 MEDIUM SHRUBS PROPOSED

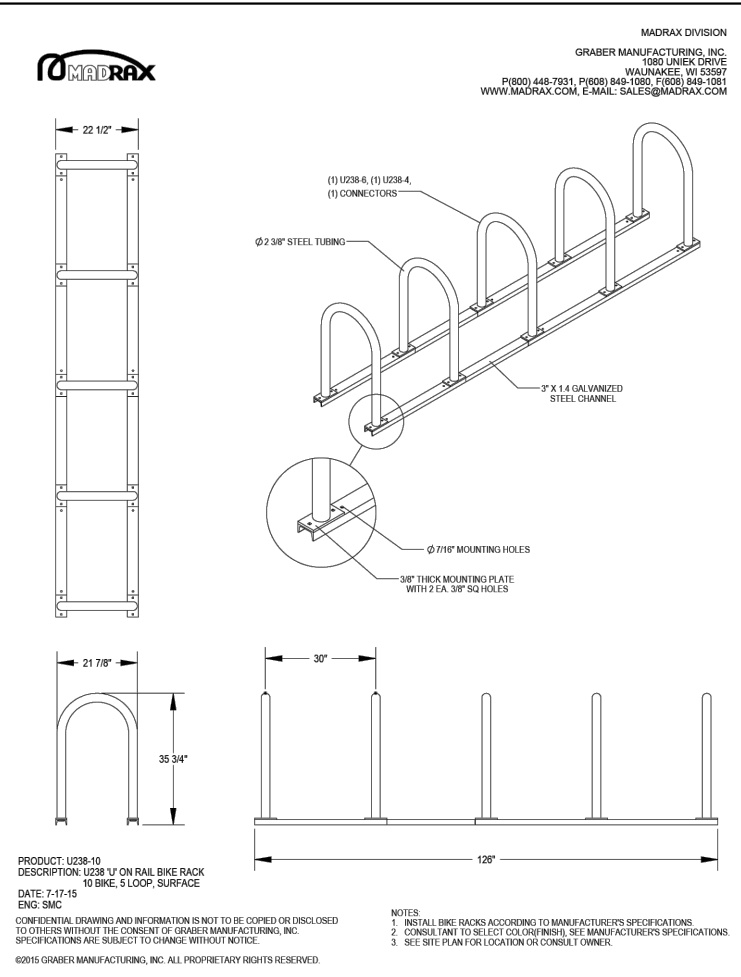
PARKING LOT LANDSCAPING TABULATION (PER SECTION 35.2-63.7)							
SYMBOL	TYPE	BOTANICAL NAME	COMMON NAME	SIZE	CANOPY SF	QUANTITY	QUANTITY & CANOPY TOTAL SF
	SHADE TREE	LACEBARK ELM	ULMUS PARVIFOLIA	113-177 SF AT 20 YR SPREAD	177	20	20 x 177 = 3,540 SF
	MEDIUM SHRUB	RHODODENDRON	FIREBALL AZALEA	48" - 72" SPREAD	36	138	138 x 36 = 4,968 SF

SIDEWALK CALCULATIONS (PER SECTION 35.2-67.1):

FRONTAGE: WARDS FERRY RD = 145.74 LF X 1 = 145.74 LF OF SIDEWALK REQUIRED
PROPOSED 175 LF OF SIDEWALK ALONG WARDS FERRY RD (EXTENDED TO CONNECT TO EXISTING SIDEWALK)

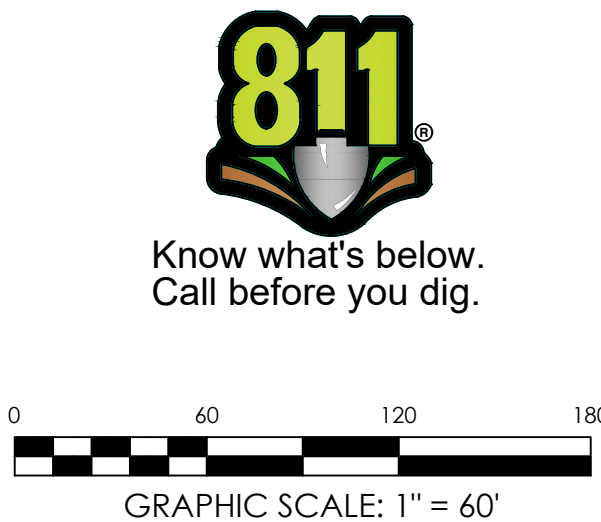
FRONTAGE: MELINDA DR = 637.5 LF X 1 = 637.5 LF - 38 LF ENTRANCE WIDTH AT R.O.W. = 599.5 LF OF SIDEWALK REQUIRED
PROPOSED 609 LF OF SIDEWALK ALONG MELINDA DR

TOTAL SIDEWALK LENGTH = 784 LF (328 LF @ 5' WIDTH, 25 LF TRANSITION FROM 5' TO 6' WIDTH, 431 LF @ 6' WIDTH)



ITE Trip Generation – Typical Weekday – 11 th Edition						
Land Use (ITE Land Use Code)	Size	Average Daily Traffic (vpd)		AM Peak Hour (vph)		PM Peak Hour (vph)
		Enter	Exit	Enter	Exit	Enter
Church - With New Sanctuary	500 seats	225	225	21	14	22
Church - With Expanded Sanctuary	386 seats	174	174	16	11	17
Church - Existing Sanctuary	205 seats	93	93	8	6	9

ITE Trip Generation – Typical Sunday – 11 th Edition						
Land Use (ITE Land Use Code)	Size	Average Daily Traffic (vpd)		Sunday Peak Hour (vph)		
		Enter	Exit	Enter	Exit	
Church - With New Sanctuary	500 seats	553	553	125	130	
Church - With Expanded Sanctuary	386 seats	427	427	96	101	
Church - Existing Sanctuary	205 seats	227	227	51	54	



REVISION/DATE	
SCALE:	1" = 60'
ASD JOB #:	2021-312
FILE #:	2021-312 MASTER
PARCEL ID:	26105001 & 13-A-50
DATE:	MARCH 31, 2022
REVISED:	



April 28, 2022

Mr. Tom Martin, AICP – City Planner
City of Lynchburg
900 Church Street
Lynchburg, VA 24504

Re: Conditional Use Permit (CUP) Narrative
108 Melinda Drive, Lynchburg, VA 24502

Providence Church is applying for a Conditional Use Permit (CUP) to allow for the expansion of the existing sanctuary with a future plan to build a new sanctuary. The existing sanctuary provides 205 seats and is proposed to be expanded to 386 seats. The building expansion will be completed in the Campbell County portion of the property, however, additional parking spaces to meet the parking requirements will be added on the City of Lynchburg portion of the property. A future sanctuary building is proposed to seat 500 people. The proposed parking lot is designed to meet the requirements for a 500 seat sanctuary. Once the new sanctuary is built, the existing sanctuary will be converted into classrooms and offices. Service times will remain at 8:45 AM and 10:45 AM on Sundays.

Should any reviewers have questions regarding this narrative, please feel free to contact our offices at (434) 610-4334 or via email.

Best Regards,

A handwritten signature in black ink that reads "Zachary T. Lee".

Zachary T. Lee
Project Engineering & Management
Accupoint Surveying & Design, LLC
zlee@accupointsurveying.com

A handwritten signature in black ink that reads "Amy K. Seipp".

Amy K. Seipp, PE
Partner, Principal Engineer
Accupoint Surveying & Design, LLC
aseipp@accupointsurveying.com



12/21/2016

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Providence Church Conditional Use Permit
108 Melinda Drive
September 28, 2022

PLEASE PRINT CLEARLY

[illegible]

RESOLUTION:

#R-22-073

A RESOLUTION GRANTING A CONDITIONAL USE PERMIT TO PROVIDENCE CHURCH TO ALLOW THE CONSTRUCTION OF A NEW FIVE HUNDRED (500) SEAT SANCTUARY IN AN R-4, HIGH DENSITY RESIDENTIAL DISTRICT TO BE LOCATED AT 108 MELINDA DRIVE.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF LYNCHBURG, that the petition of Providence Church to allow the construction of a new five hundred (500) seat sanctuary in an R-4, High Density Residential District to be located at 108 Melinda Drive, is hereby approved subject to the following conditions:

1. The property shall be developed in substantial compliance with the concept plan entitled Concept Master Plan for Providence Church and dated March 31, 2022.

Adopted: November 1, 2022

Certified: Alicia L. Fung
Clerk of Council

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **November 1, 2022**

AGENDA ITEM #: **9**

CONSENT:
ACTION: **X**

REGULAR: **X**
INFORMATION:

WORK SESSION:

CLOSED SESSION:
(Confidential)

ITEM TITLE: Future Land Use Map Amendment - Medium Density Residential to High Density Residential; Rezoning – R-2, Low-Medium Density Residential District to R-4C, High Density Residential District (Conditional) – 1114, 1126 & 1168 Old Graves Mill Road

RECOMMENDATION: Approval of the petition to amend the *Future Land Use Map (FLUM)* from Medium Density Residential to High Density Residential and to rezone 1114, 1126 & 1168 Old Graves Mill Road from R-2, Low-Medium Density Residential District to R-4C, High Density Residential District (Conditional).

SUMMARY: ZZ & ZZ, LLC is petitioning to rezone approximately eleven and ninety-three hundredths (11.93) acres located at 1114, 1126 & 1168 Old Graves Mill Road from R-2, Low-Medium Density Residential District to R-4C, High Density Residential District (Conditional). The rezoning would allow the construction of one hundred sixty-nine (169) apartments, twenty-nine (29) condominiums, office, club house, pool, and two hundred sixty-two (262) parking spaces.

PRIOR ACTION(S):

October 25, 2022 City Council Business Item Briefing.

October 12, 2022 The Planning Commission recommended Approval (3-1, with 2 members absent, Light and Bowden and 1 vacancy) of the *FLUM* amendment and of the rezoning petition.

The Planning Division recommended approval of the petitions with the addition of proffers.

April 14, 2022 The Planning Commission held a public hearing and tabled the petitions.

The Planning Division recommended denial of the petitions.

FISCAL IMPACT:

N/A

CONTACT(S):

Rachel Frischeisen, Planner II – 455-3900
Tom Martin, City Planner – 455-3900

ATTACHMENT(S):

- Resolution
- Ordinance
- Planning Commission Minutes – October 12, 2022
- Planning Commission Packet – October 12, 2022
 - Zoning Map with Adjoining Property Owners
 - Future Land Use Map
 - Watershed Map
 - Planimetric and Topographic Map
 - Concept Plan
 - Traffic Impact Analysis
 - Property Photograph
- Planning Commission Sign in Sheet – October 12, 2022
- Planning Commission Minutes – April 13, 2022
- Concept Plan – April 13, 2022
- Planning Commission Sign in Sheet – April 13, 2022

REVIEWED BY: MMB WCB

RESOLUTION:

A RESOLUTION AMENDING THE FUTURE LAND USE MAP (FLUM) OF THE COMPREHENSIVE PLAN 2013-2030 FOR A CERTAIN AREA LOCATED AT 1114, 1126 & 1168 OLD GRAVES MILL ROAD FROM COMMUNITY COMMERCIAL TO MEDIUM DENSITY RESIDENTIAL.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF LYNCHBURG that the petition of ZZ & ZZ, LLC to amend the *Future Land Use Map (FLUM)* of the Comprehensive Plan 2013-2030 from Medium Density Residential to High Density Residential for a certain area located at 1114, 1126 & 1168 Old Graves Mill Road is hereby approved.

Adopted:

Certified: _____
Clerk of Council

UNCODIFIED ORDINANCE

AN ORDINANCE CHANGING A CERTAIN AREA LOCATED AT 1114, 1126 & 1168 OLD GRAVES MILL ROAD FROM R-2, LOW-MEDIUM DENSITY RESIDENTIAL DISTRICT TO R-4C, HIGH DENSITY RESIDENTIAL DISTRICT (CONDITIONAL).

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF LYNCHBURG that in order to promote the public necessity, convenience, welfare and good zoning practice that Chapter 35.2 of the Code of the City of Lynchburg, 1981, as amended, be and the same is hereby further amended by adding thereto Section 35.2-54. __ which shall read as follows:

Section 35.2-54. __. Change of a certain area located at 1114, 1126 & 1168 Old Graves Mill Road from R-2, Low-Medium Density Residential District to R-4C, High Density Residential District (Conditional).

The area embraced within the following boundaries:

BEGINNING AT THE SOUTHWESTERN CORNER OF 1114 OLD GRAVES MILL ROAD ON THE EASTERLY RIGHT-OF-WAY LINE OF OLD GRAVES MILL ROAD; THENCE N 05°24'11" E A DISTANCE OF 342.76' TO A POINT; THENCE N 04°23'30" E A DISTANCE OF 100.00' TO A POINT; THENCE N 04°23'30" E A DISTANCE OF 100.00' TO A POINT; THENCE N 04°23'30" E A DISTANCE OF 100.00' TO A POINT; THENCE S 85°02'07" E A DISTANCE OF 210.50' TO A POINT; THENCE N 04°54'45" E A DISTANCE OF 99.96' TO A POINT; THENCE S 85°09'22" E A DISTANCE OF 50.93' TO A POINT; THENCE S 33°40'05" E A DISTANCE OF 186.36' TO A POINT; THENCE S 42°12'50" E A DISTANCE OF 845.16' TO A POINT; THENCE S 35°49'50" E A DISTANCE OF 20.27' TO A POINT; THENCE S 35°49'50" E A DISTANCE OF 20.27' TO A POINT; THENCE S 35°49'50" E A DISTANCE OF 64.57' TO A POINT; THENCE S 87°23'01" W A DISTANCE OF 784.98' TO A POINT; THENCE N 04°44'18" E A DISTANCE OF 199.93' TO A POINT; THENCE S 87°07'06" W A DISTANCE OF 289.69' TO A POINT; WHICH IS THE POINT OF BEGINNING, HAVING AN AREA OF 11.934 ACRES, MORE OR LESS.

...is hereby changed from R-2, Low-Medium Density Residential District to R-4C, High Density Residential District (Conditional), subject to the conditions herein below, which were voluntarily proffered in writing by the petitioner, ZZ & ZZ, LLC, to wit:

1. The Property shall be developed in substantial conformance with the Site Conceptual Plan for ZZ & ZZ, LLC, 114 Old Graves Mill Road, prepared by Accupoint Surveying and Design, last revised August 31, 2022, and subject to any revisions as required during the City's site plan review process.
2. The Property shall have a practical landscaping and screening plan that will exceed the normal requirements for R-4, High Density Residential Districts in order to provide additional privacy and natural appeal to the development and local area.

And the City Planner shall forthwith cause the "Official Zoning Map of Lynchburg, Virginia," referred to in Section 35.2-30 of this chapter to be amended in accordance therewith.

Adopted:

Certified: _____
Clerk of Council

MINUTES OF THE OCTOBER 12, 2022 PLANNING COMMISSION MEETING (MINUTES HAVE NOT BEEN APPROVED):

Petition of ZZ & ZZ, LLC to amend the Future Land Use Map (FLUM) from Medium Density Residential to High Density Residential and to rezone approximately twelve and thirty-eight thousandths (12.038) acres from R-2, Low-Medium Density Residential District to R-4C, High Density Residential District (Conditional) to allow the construction of one hundred sixty-nine (169) apartments, twenty-nine (29) condominiums, an office, a clubhouse, a pool, and associated parking at 1114, 1126, and 1168 Old Graves Mill Road.

Ms. Rachel Frischeisen, Planner II, provided the following summary to the Commission. This petition came before the Planning Commission on April 13, 2022 and was tabled to allow time for the petitioner to submit proffers. The Planning division recommends accepting two of the four proffers submitted as they relate to compliance with the concept plan and landscaping. The petition proposes to change the FLUM from R-2, Low-Medium Density Residential district, to R-4C, High Density Residential district (Conditional). The property is currently designated for Medium Density Residential and Resource Conservation uses on the City's Future Land Use Map (FLUM). The petition proposes to amend the FLUM to High Density Residential. These areas typically consist of densities up to thirty (30) units per acre. If the petition is approved it will be looking at one hundred sixty-nine (169) apartments and twenty-nine (29) condominiums. The proffered concept plan proposes the construction of one hundred ninety-eight (198) units in total which equates to approximately seventeen (17) units per acre. This density is lower than what would be permitted in the R-4, High Density Residential district without the proffered concept plan. The density allowed by-right in R-4 with no proffered concept plan would be twenty-one and seventy-eight hundredths (21.78) units per acre or two hundred sixty (260) units total. An Erosion and Sediment Control Plan and Stormwater Management Plan will be required prior to final site plan approval. The submitted concept plan indicates two (2) stormwater detention facilities on the site and would be discharged to Dreaming Creek. The addition of the proffer regarding the concept plan gives assurance that the layout and number of units will reflect what is shown. The proposed townhouse style condominiums will provide a transition from the single-family household development on Cobblestone Drive and the higher density commercial development further down Old Graves Mill Road. Staff is concerned with the lack of transportation in the area as well as the lack of services and amenities in the immediate vicinity. However, the area is experiencing growth and the addition of the future Rosedale project down the road may assist in this. The Technical Review Committee reviewed this petition on March 3, 2022. The Planning division does recommend this petition for approval.

Amy Seipp of Accupoint Surveying & Design, LLC was present to represent this petition. She stated they will be making a bus stop available at the development. She noted that architectural visuals were included in the packet. She also provided the Commissioners with hardcopies of these. She noted that along this road there are several multi-family developments. She directed the Commission to page C-4 of the concept plan and noted that it gives a zoomed-out view of the area and allows for comparisons of the development across the street. She noted there are several more amenities at the proposed development as well as the addition of townhomes in the back. She noted that page C-5 of the concept plan shows the uses of the area and the changes that have occurred in the area. She stated that the concept plan shows that the overall distances are over four hundred (400) feet before getting to the nearby creek. She noted that per the Code of Virginia, they cannot erode neighboring properties. She stated that the maps show how the area has changed and been built up.

Mr. Jason Brown of ZZ and ZZ, LLC was present to represent this petition. He stated that they are trying to accomplish a way in which individuals can step into homeownership. He stated that there is a proffer included in the petition that they intend to include in their lease information and outlines a process in which an individual can lease an apartment and opt into a potential townhome purchase in the development. He noted that anyone who would like to lease an apartment will be offered the opportunity to purchase a home through the lease. He stated that his attorney has advised that the proffer could be enforced in the lease documents, which could be checked by staff to ensure it is there.

Mr. Stewart Langley was present to speak in opposition of the petition. He stated he owns several properties adjacent to this development. He noted that when the nearby Eleven25 apartments (1125 Old Graves Mill Road) were being developed the developer proffered to bring sewer access to the homes on Valleydale Drive as well as the homes at 1107 and 1115 Old Graves Mill Road. He noted that once this

property is developed there will be four (4) homes isolated from City sewer. He asked if there was any consideration of proffers being made to allow those homes to access the sewer line.

Chair Rogers asked for clarification on which properties he's referring to.

Mr. Langley replied that 1107 and 1115 Old Graves Mill Road are across the street and were given access to City sewer from the proffers submitted from the developer of Eleven25. He stated that this development will be between and behind the two single-family homes in question and next to 1000 and 1216 Old Graves Mill Road.

Chair Rogers asked for clarification that he is not speaking in opposition but is inquiring about City sewer connectivity.

Mr. Langley replied this is correct.

Commissioner Marion asked if the homes have City sewer currently.

Mr. Langley replied that they do not.

Commissioner Marion noted that the sewer from 1104 and 1100 Old Graves Mill Road will be going down the hill to this development.

Commissioner Perault stated they have permanent drainage fields currently.

Commissioner Johnson asked for clarification on what properties Mr. Langley owns.

Mr. Langley replied that he owns 1115 and 1107 Old Graves Mill Road. He noted these two properties were given access to City sewer by the developer of Eleven25. He stated he is asking that City sewer be given to 1104 and 1210 Old Graves Mill Road. He noted that 1216 and 1000 Old Graves Mill Road should be considered as well since they are also nearby single-family homes.

Commissioner Johnson asked if the proffer given by Eleven25 was given separate from the City project.

Mr. Langley replied it was a proffer that the developer of Eleven25 gave to the City of Lynchburg.

Chair Rogers noted that he is unfamiliar with utility access.

Ms. Seipp noted that public sewer will be extended and the City has no intent to bring sewer to this project. She stated the developer will be paying for it. She noted where a sewer easement will be given to give access to the sewer line.

Commissioner Perault noted that the developer typically pays for the sewer extension.

Ms. Seipp stated there is a lot of projects in which the developer puts in sewer and then the City gives back as a credit.

Commissioner Perault asked how many properties in total that are on drain fields that will be isolated by this project.

Ms. Seipp stated that the properties will be on drain fields regardless of whether or not this development moves forward. She stated there will be four (4) total.

Ms. Frischeisen showed on the map where water will be located and where both water and sewer will be located.

Commissioner Perault stated that the developer cannot be expected to pay for connections to surrounding private residences. He noted they just need to be aware that this situation exists.

Chair Rogers noted that the drainage goes behind the property to the side.

Commissioner Perault reiterated that this situation is something to be aware of when speaking about developing in the City.

Ms. Seipp stated there are a lot of neighborhoods within the City in which some properties have access to City sewer and neighboring properties do not. She noted that many properties available for development in the City are undeveloped because sewer is not available and nobody has taken the initiative to get a sewer easement.

Commissioner Perault asked if the goal of the third proffer was to have long term home owners as opposed to renters. He noted there is nothing to stop these homeowners from subletting these homes.

Mr. Brown noted this is correct but the goal is to create opportunities for homeownership.

Ms. Frischeisen stated that the City Attorney recommended against this proffer because the enforcement of it is a complicated situation.

Commissioner Perault stated he agrees with this.

Commissioner Johnson asked if every individual leaser will have this option.

Mr. Brown stated every resident will be offered the opportunity but it will be on a first come, first serve basis.

Commissioner Marion asked if the townhomes will be built at the same time as the apartments.

Mr. Brown stated it will be constructed in phases and will be started in the front and back of the property.

Commissioner Marion asked if the townhomes will be available for rent.

Mr. Brown replied that some will be available for rent and others will specifically be offered for sale.

Chair Rogers asked the purpose of the second proffer. He noted that they will be sticking with seventeen (17) units per acre and will not exceed twenty-one (21) units. He asked which they plan on moving forward with.

Mr. Brown stated they will only be developing seventeen (17) units per acre.

Commissioner Perault asked for clarification on the designated conservation area.

Ms. Seipp replied stated that as a part of stormwater maintenance, one can designate conserved open space. She noted that there will be a trail system buffer that will be maintained for the residents to enjoy.

Mr. Brown noted that the original concept plan showed a stormwater pond to be used as a natural facility.

Ms. Seipp stated that the pond was decentralized in the current concept plan. She noted that they will be creative with different best management practices (BMP's).

Mr. Brown stated that they made this adjustment so they are able to conserve the conservation area.

Commissioner Marion asked if dumpsters will be served to the townhomes as they are to the apartments.

Ms. Seipp replied that the townhomes will each have a private garbage bin, since that is preferable to many townhome owners.

Commissioner Perault noted his concern is that this development does not fit in with the character of the area. He noted that there are some churches and some industrial uses nearby but this development is quite larger than these other uses. He stated this will have a huge impact on this area.

Commissioner Marion asked about what density could be achieved in R-4 without proffers.

Ms. Frischeisen replied that the proffers submitted only allow them the one hundred ninety-eight (198) units shown on the concept plan as opposed to the two-hundred sixty (260) units they could build without proffers.

Ms. Seipp noted that this development is smaller than the similar one across the street.

Commissioner Perault noted he was in opposition of that development as well.

Commissioner Johnson stated she appreciates the detail shown in the concept plan and that it helps with the visualization of the area. She noted that this development is on the edge of residential areas however, she stated that there is also a housing shortage in the area. She stated that the City must create more opportunities for people to move to Lynchburg. She also noted she appreciates the developer offering the townhomes for purchase.

Commissioner Marion asked for clarification on the nearby Rosedale project.

Ms. Frischeisen noted that when making determinations as to what projects are appropriate for density, staff looks at factors like transit availability, as well as services and amenities in the area. She noted that because of the growth that is coming with the development Rosedale, the businesses in that development might fulfill some of those needs, such as shopping or office uses.

Commissioner Marion asked for clarification on the layout of Rosedale.

Ms. Frischeisen stated there will be apartments in the back and businesses in the front.

Commissioner Perault noted that only up to 35% of the townhomes will be available for purchase. He stated he commends this opportunity to purchase a townhome but it would only be approximately ten (10) units out of approximately one hundred ninety-eight (198) total units.

Ms. Frischeisen noted that Mr. Brown has expressed the possibility of building more townhomes if this opportunity is popular, and noted that this is one reason staff recommended against accepting the proffer; changing that percentage would require changing the proffer.

Commissioner Johnson noted that the rental market has gotten tight and prices have increased. She stated that more rental units in the area will help with the housing shortage.

Ms. Frischeisen noted Planning staff has heard anecdotally that there is currently a waiting list at many apartment complexes within the City.

Commissioner Johnson noted that the affordable housing formula is affected by this.

Chair Rogers noted that nobody in the area has spoken in opposition to this petition. He stated that this is also a relatively landlocked area with a railroad not far from here and surrounded by commercial properties and apartments. He noted that this development will not improve traffic. However, he stated he is unsure how else this property would be used. He noted that the revised concept plan is much better than the original concept plan shown.

Commissioner Marion stated that with the proximity to the expressway as well as the development across the street, this development would seem to fit the area.

Commissioner Perault stated that Old Graves Mill Road often gets brought up in transportation public meetings. He noted there have been ideas mentioned about increasing turn lanes as well as making the road one-way in front of Scott Insurance to help with traffic.

Chair Rogers noted that transit along this road should also be addressed.

Commissioner Perault stated that if there are students living in the development then there should be a bus route along this road.

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

"Based on the preceding Findings of Fact, the Planning Commission recommends to City Council approval of the request of ZZ & ZZ, LLC to amend the Future Land Use Map from Medium Density Residential to High Density Residential and to rezone 1114, 1126 & 1168 Old Graves Mill Road from R-2, Low Medium Density Residential to R-4, High Density Residential, subject to the following voluntarily submitted proffers:

- 1. The Property shall be developed in substantial conformance with the Site Conceptual Plan for ZZ & ZZ, LLC 1114 Old Graves Mill Road, prepared by Accupoint Surveying and Design, last revised August 31, 2022, and subject to any revisions as required during the City's site plan review process.**
- 2. The Property shall have a practical landscaping and screening plan that will exceed the normal requirements for R-4, High Density Residential Districts in order to provide additional privacy and natural appeal to the development and local area.**

AYES:	Johnson, Marion, and Rogers	3
NOES:	Perault	1
ABSTENTIONS:		0
ABSENT:	Bowden, Light	2

The Department of Community Development

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

To: Planning Commission
From: Planning Division
Date: October 12, 2022
Re: **Future Land Use Map (FLUM) Amendment – Medium Density Residential to High Density Residential**
Rezoning: 1114, 1126 & 1168 Old Graves Mill Road – R-2, Low-Medium Density Residential District to R-4C, High Density Residential District (Conditional)

Note: A public hearing was previously held for this petition on April 13, 2022. The item was tabled to allow the petitioner time to address concerns mentioned at the meeting.

I. PETITIONER

ZZ & ZZ, LLC, 4812 Old Boonsboro Road, Lynchburg, Virginia 24503

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

Property Owner: Same as petitioner.

II. LOCATION

The property is approximately eleven and ninety-three hundredths (11.93) acres located at 1114, 1126 & 1168 Old Graves Mill Road.

III. PURPOSE

The purpose of the FLUM amendment and rezoning is to allow the construction of one hundred sixty-nine (169) apartments, twenty-nine (29) condominiums, office, club house, pool, and two hundred sixty-two (262) parking spaces.

IV. SUMMARY

- The City's *Comprehensive Plan 2013-2030, Future Land Use Map (FLUM)* recommends a Medium Density Residential & Resource Conservation land use for the property. The petition proposes to amend the FLUM to a High-Density Residential land use.
- The proffered concept plan proposes the construction of one hundred ninety-eight (198) units in total. This would result in approximately seventeen (17) units per acre, lower than what would be permitted in the R-4, High Density Residential District. R-4 would allow up to twenty-one and seventy-eight hundredths (21.78) units per acre, or approximately two hundred sixty (260) units total.
- A Traffic Impact Analysis (TIA) was conducted based on one hundred ninety-eight (198) units. The analysis indicates that the intersection of the development with Old Graves Mill Road will function at a Level of Service (LOS) B during the AM Peak and a LOS C during the PM Peak. This is provided that a northbound right turn lane taper and southbound left turn lane are constructed.

The Planning Division recommends approval of the Future Land Use Map Amendment and Rezoning petitions.

V. FINDINGS OF FACT

1. **Comprehensive Plan.** The *Future Land Use Map (FLUM)* recommends a Medium Density Residential and Resource Conservation land use for the property. These areas are characterized

by small-lot single family detached housing, duplexes, and townhouses at densities up to 12 (12) units per acre. Where neighborhoods already exist, infill development should be at a compatible density and housing type. In addition to residential uses, they may include public and institutional uses compatible in scale with single family residential homes. Private recreation uses, including country clubs, swim and racquet clubs, and private open space are also appropriate. (p. 72)

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

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

On privately owned land within conservation areas, the intent of this Plan is to allow appropriate land uses and infrastructure as long as the environmental value of the areas is conserved or enhanced and public safety is protected through buffers and other best management practices. The zoning ordinance should enable clustering, transfers of development rights and density bonuses to encourage resource protection. (p. 77)



Future Land Use - 1114, 1126 & 1168 Old Graves Mill Road

The petition proposes to change the *Future Land Use Map* designation of the entire parcel to High Density Residential. These areas typically consist of townhouse or multifamily housing. Densities can range up to thirty (30) units per acre. They may include public, institutional, private recreation, and private open space uses. Limited retail and service uses may be established as part of mixed-use developments and within high density residential projects.

2. **Zoning.** The subject property was annexed in to the city in 1976. The existing R-2, Low-Medium Density Residential zoning was established in 1978.
3. **Proffers.** The petitioner has submitted the following proffers:
 1. The Property shall be developed in substantial conformance with the Site Conceptual Plan for ZZ & ZZ, LLC, 114 Old Graves Mill Road, prepared by Accupoint Surveying and Design, last revised August 31, 2022, and subject to any revisions as required during the City's site plan review process.
 2. The maximum number density or number of dwelling units on the property shall not exceed the density permitted in the R-4, High Density Residential District.
 3. The undersigned shall provide that up to 35 percent of the single-family two-story condominium units are part of a home ownership program to be available to tenants of such units that choose to participate at their option. The undersigned will include the home ownership provisions in all written leases for the units that are part of the program.
 4. The Property shall have a practical landscaping and screening plan that will exceed the normal requirements for R-4, High Density Residential Districts in order to provide additional privacy and natural appeal to the development and local area.

Staff recommends against accepting proffer #2, which would allow up to approximately two hundred sixty (260) units total, while the concept plan shows one hundred ninety-eight (198) units. The Traffic Impact Analysis also reflects one hundred ninety-eight (198) units. Should Planning Commission accept proffer #1, it would conflict with proffer #2.

While Planning staff supports homeownership opportunities, the City Attorney has advised against accepting proffer #3 due to the difficulty of enforcement.

4. **Board of Zoning Appeals (BZA).** The Zoning Administrator has determined that no variances are needed for the development of the property as proposed.
5. **Surrounding Area.** There have been several items requiring City Council approval in the immediate area:
 - On February 9, 1982, City Council approved the petition of Taylor Brothers, Inc., to rezone eleven (11) acres from I-1, Restricted Industrial District to I-2, Light Industrial District to allow millwork manufacturing and retail sales at 1300 and 1304 Old Graves Mill Road and 905 Graves Mill Road.
 - On December 14, 1982, City Council approved the petition of William Burruss and Dreaming Creek Properties to rezone one hundred four (104) acres from I-1, Restricted Industrial District to I-2, light Industrial District (Conditional) to allow industrial uses on Mill Ridge Road.
 - On September 11, 1984, City Council denied the petition of W.P. Neal for a CUP to allow the construction of a sixty-three (63)-unit planned unit development at 1014 Old Graves Mill Road.

- On August 12, 1986, City Council approved the petition of Dreaming Creek Properties to rezone four and one-half (4.5) acres from I-1, Restricted Industrial District to B-5, General Business District (Conditional) and to obtain a CUP for a cluster commercial development to allow the development of office, showroom and warehouse uses at 1301 Old Graves Mill Road.
- On December 8, 1987, City Council approved the petition of Hutter Associates, Inc., to rezone thirty and one-half (30.5) acres from R-1, Single Family Low-Density Residential District to B-5, General Business District (Conditional) to allow "speculative" development at 1200 Graves Mill Road.
- On December 11, 1990, City Council approved the petition of Frank G. Davidson, III, to rezone four and one-half (4.5) acres from B-5, General Business District (Conditional) to B-5, General Business District (Conditional) to amend previously approved proffers at 1301 Old Graves Mill Road.
- On October 8, 1991, City Council approved the petition of Babcock & Wilcox for a CUP to allow the installation of a microwave transmission tower at 155 Mill Ridge Lane.
- On January 28, 1992, City Council approved the petition of Dreaming Creek Properties to rezone sixteen and one-half (16.5) acres from B-5, General Business District (Conditional) to B-5, General Business District (Conditional) to amend previously approved proffers at 1300 and 1304 Old Graves Mill Road and 905 Graves Mill Road.
- On July 13, 1999, City Council approved the petition of Paul Graves to rezone one (1) acre from R-C, Conservation District and R-1, Single Family Low-Density Residential District to B-5, General Business District (Conditional) to allow the reconstruction of the historic Graves Mill for commercial use at 1220 Graves Mill Road.
- On January 12, 1999, City Council approved the petition of Petrie, Dierman and Kughn to rezone sixty-five (65) acres from R-4, Multi-Family Residential District and B-5, General Business District (Conditional) to B-5, General Business District (Conditional) and to obtain a CUP to allow fill in the floodplain for the construction of a shopping center at 1200 Graves Mill Road.
- On September 12, 2000, City Council approved the petition of First Assembly of God for a CUP to allow the construction of a church and parking area at 1208 Graves Mill Road.
- On October 10, 2000, City Council approved the petition of L.E. Litchford, Inc., for a CUP to allow the construction of a truck refueling facility at 156, 166 and 180 Mill Ridge Lane.
- On January 11, 2005, City Council approved the petition of Millside Development, LLC, for a conditional use permit (CUP) to allow the construction of a cluster commercial development at Graves Mill Road and Lillian Lane.
- On September 13, 2011, City Council approved the petition of the Lynchburg Humane Society to rezone nine and six tenths (9.6) acres from R-2, Low-Medium Density, Single-Family Residential District, to B-SC, General Business District (Conditional), to allow the construction of the Center for Pets.
- On April 5, 2014, City Council approved the petitions of Rosedale Farms, LLC, to rezone approximately forty-two (42) acres from R-1, Low Density, Single-Family Residential District to B-3C, Community Business District (Conditional) and for a conditional use permit (CUP) to allow the construction of a cluster commercial development at 1220 and 1600 Graves Mill Road.

- On March 10, 2015, City Council approved the petitions of Rosedale Farms, LLC, to rezone approximately twenty-eight and six tenths (28.6) acres from R-1, Low Density, Single-Family Residential District to B-3C, Community Business District (Conditional) and to amend the previously approved conditional use permit (CUP) to allow phases 3 and 4 incorporated into a cluster commercial development at 1220 and 1600 Graves Mill Road.
 - On January 12, 2016, City Council approved the petition of the Lynchburg Humane Society to amend the Future Land Use Map (PLUM) from Medium Density Residential to Community Commercial and to rezone nine and eighty-seven hundredths (9.87) acres R-2 Low-Medium Density Residential District to B-5C, General Business District (Conditional) to allow the expansion of the Lynchburg Humane Society campus at 1211 Old Graves Mill Road.
 - On October 11, 2016, City Council approved the petition of Maddox & Son Construction, Inc., amend the Future Land Use Map from Medium Density Residential to High Density Residential and to rezone approximately twelve and seventy-five hundredths (12.75) acres at 1125 Old Graves Mill Road from R-2, Low-Medium Density Residential District to R-4C, High Density Residential District (Conditional) to allow the construction of a two hundred forty-six (246) unit apartment complex.
6. **Site Description.** The property consists of three (3) tracts totaling approximately eleven and ninety-three hundredths (11.93) acres.

The property located at 1114 Old Graves Mill Road contains a single-story, eight hundred (800) square foot residence constructed in 1944. The property also contains a detached garage constructed in 1970 and two (2) other outbuildings.

The property located at 1126 Old Graves Mill Road contains a two thousand seventy-five (2,075) square foot residence constructed in 1953.

The property located at 1168 Old Graves Mill Road is vacant.



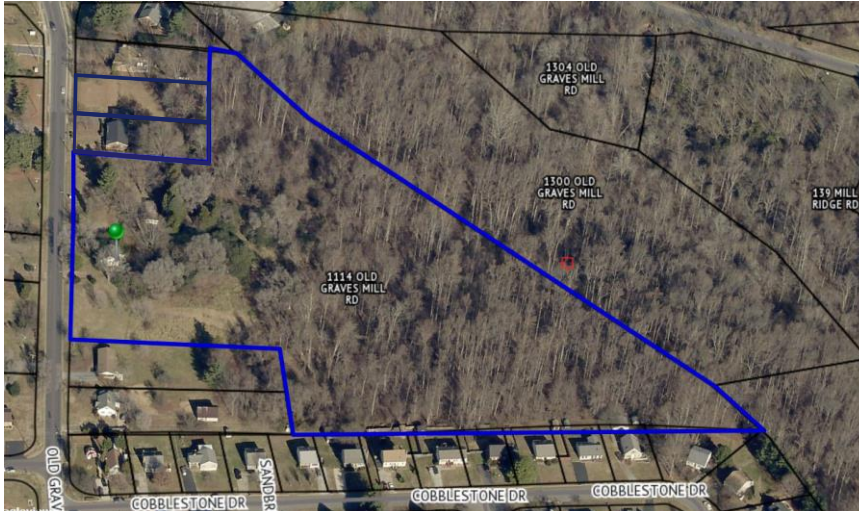
1114 Old Graves Mill Road



1126 Old Graves Mill Road

The majority of the property is wooded and slopes away from Old Graves Mill Road at approximately ten percent (10%) towards Dreaming Creek.

The steepest parts of the property are in the southeast corner of the property and are those designated for Resource Conservation Land Use on the Future Land Use Map. This area is proposed to contain the stormwater pond, walking trails, and one (1) apartment building.



1114, 1126 & 1168 Old Graves Mill Road

7. **Proposed Use of Property.** If the Future Land Use Map Amendment and Rezoning are approved the property would be developed as one hundred sixty-nine (169) apartments, twenty-nine (29) condominiums, office, club house, pool, and two hundred sixty-two (262) parking spaces
8. **Traffic, Parking and Public Transit.** A Traffic Impact Analysis (TIA) was prepared by Ramey Kemp Associates and reviewed by the City Engineer and City Transportation Engineer. The analysis indicates that a southbound left-turn lane is warranted and a northbound right-turn taper are warranted. These improvements are indicated on the submitted concept plan. The driveway will be required to have two (2) egress lanes, per the analysis. The TIA indicates one hundred ninety-eight (198) units as indicated on the concept plan (*p. 1*)

The submitted concept plan indicates the construction of two hundred sixty-two (262) parking spaces, which would exceed the minimum of one (1) space per dwelling unit as required by the Zoning Ordinance.

The subject property is not served by the Greater Lynchburg Transit Company (GLTC). The closest GLTC Route is located on Graves Mill Road with stops located in the vicinity of Bella Rose and another located to the east at 1001 Creekside Lane.
9. **Stormwater Management.** An erosion & sediment control / stormwater management plan would be required prior to any final site plan approvals. The submitted concept plan indicates two stormwater detention facilities located on the site. The stormwater would ultimately be discharged to a channel running to Dreaming Creek.
10. **Emergency Services:** The City Fire Marshal had no comments of concern regarding the proposed use.

The City's Police Department expressed concern with traffic flow in the area, increased traffic accidents and an increase in calls for service related to another large development in the area.
11. **Impact.** The addition of the proffer regarding the concept plan gives assurance on the layout and number of units in the development. The density on the concept plan is less than that allowed by the R-4, High Density Residential District. While the plan indicates a unit density of approximately seventeen (17) units per acre, the R-4, High Density Residential District would permit up to twenty-one and seventy-eight hundredths (21.78) units per acre. The proposed townhouse-style condos would provide a transition from the single-household development on Cobblestone Drive to higher density residential and commercial development closer to Graves Mill Road.

Staff is still concerned with increasing density in this area, particularly with the lack of mass transit readily available to the development. Staff is also concerned by the lack of services and amenities in the immediate vicinity to meet the everyday needs of residents; however, the future Rosedale Development nearby on Graves Mill Road may fill some of this gap.

The City's Future Land Use Map recommends Medium Density Residential and Resource Conservation land uses for the property. Medium Density Residential areas are intended for single-family homes, duplexes or townhomes with densities of up to twelve (12) units per acre. The density of the townhouse-style condos adjacent to the single-household neighborhood appears to be closer to ten (10) units per acre.

12. **Technical Review Committee.** The Technical Review Committee (TRC) reviewed the petition on March 1, 2022.

VI. PLANNING DIVISION RECOMMENDATION

Based on the preceding Findings of Fact, the Planning Commission recommends to City Council approval of the request of ZZ & ZZ, LLC to amend the Future Land Use Map from Medium Density Residential to High Density Residential and to rezone 1114, 1126 & 1168 Old Graves Mill Road from R-2, Low Medium Density Residential to R-4, High Density Residential, subject to the following voluntarily submitted proffers:

1. The Property shall be developed in substantial conformance with the Site Conceptual Plan for ZZ & ZZ, LLC, 114 Old Graves Mill Road, prepared by Accupoint Surveying and Design, last revised August 31, 2022, and subject to any revisions as required during the City's site plan review process.
4. The Property shall have a practical landscaping and screening plan that will exceed the normal requirements for R-4, High Density Residential Districts in order to provide additional privacy and natural appeal to the development and local area.

This matter is respectfully offered for your consideration.



Rachel Frischeisen
Planner II

pc: Mr. Wynter C. Benda, City Manager
Mr. Greg Patrick, Deputy City Manager
Mr. Matthew Freedman, City Attorney
Mr. Kent White, Director of Community Development
Mr. Tom Martin, AICP, City Planner
Mr. J. Lee Newland, City Engineer
Ms. Cynthia Kozerow, Lynchburg Police Department
Battalion Chief Thomas Goode, Fire Marshal
Mr. Doug Saunders, Building Official
Mr. Kevin Henry, Zoning Administrator
Ms. Amy Seipp, PE, Representative
ZZ & ZZ, LLC, Petitioner/Property Owner

VII. ATTACHMENTS

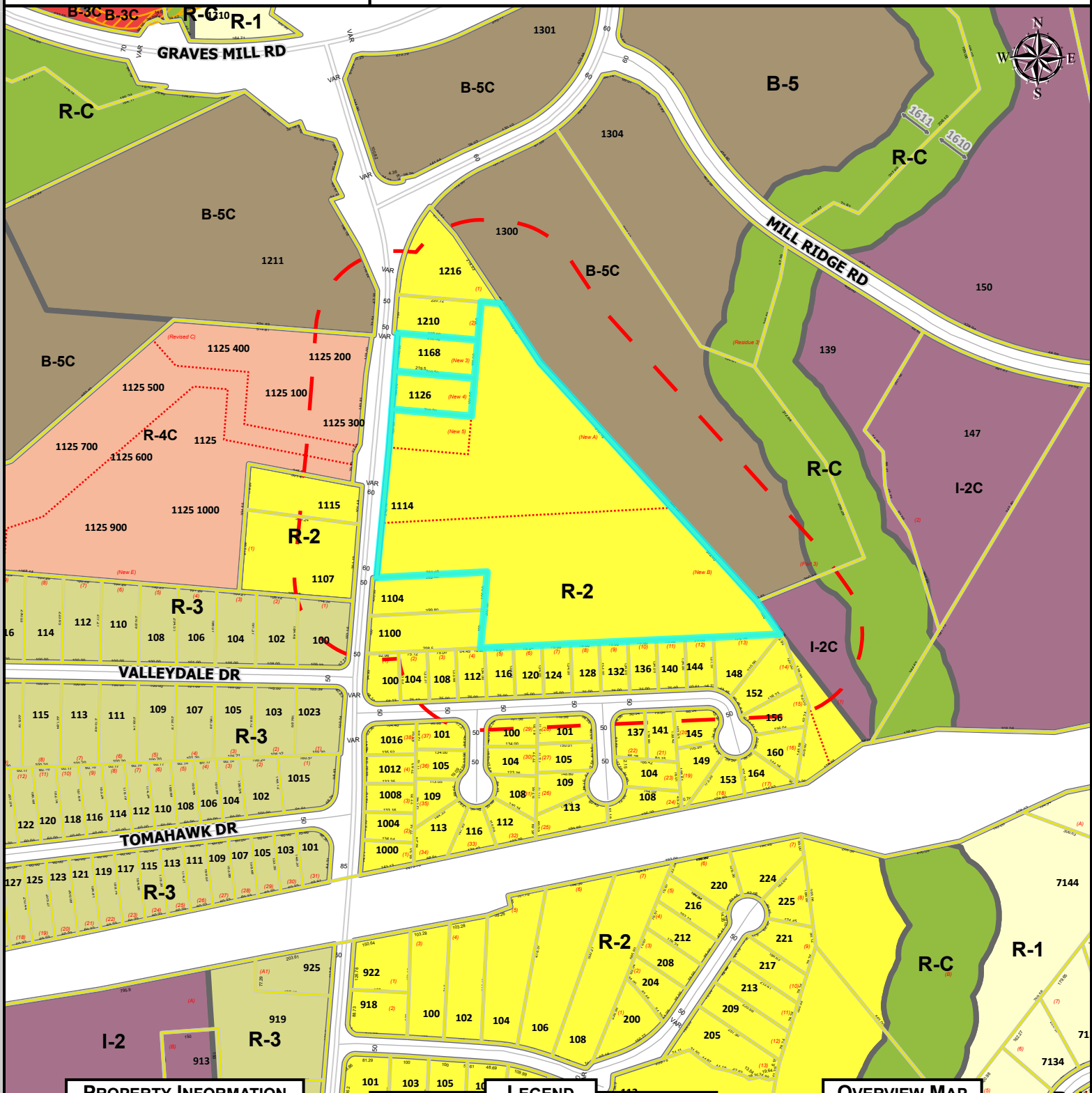
1. **Zoning Map with Adjoining Property Owners**
2. **Future Land Use Map**
3. **Watershed Map**
4. **Planimetric and Topographic Map**
5. **Concept Plan**
6. **Traffic Impact Analysis**
7. **Property Photograph**

Zoning

1126 OLD GRAVES MILL RD 1168 OLD GRAVES MILL RD 1114 OLD GRAVES MILL RD

TRC

Accupoint Surveying & Design, LLC



PROPERTY INFORMATION

PARCEL ID

ADDRESS

24305004
24305003
24305005

LEGEND

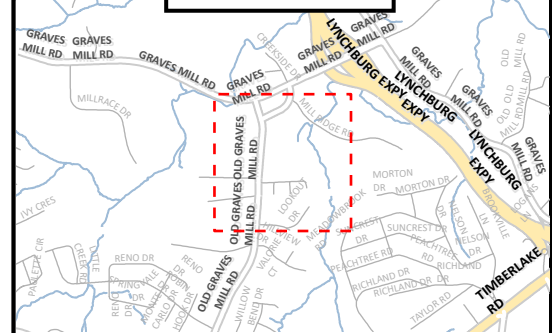
Subject Property

215 Foot Buffer

 B-1	 I-1	 R-1
 B-3	 I-2	 R-2
 B-4	 I-3	 R-3
 B-5	 IN-1	 R-4
 R-C	 IN-2	

MAP SCALE: 1:48,000 DATE PRINTED: 10/10/2022

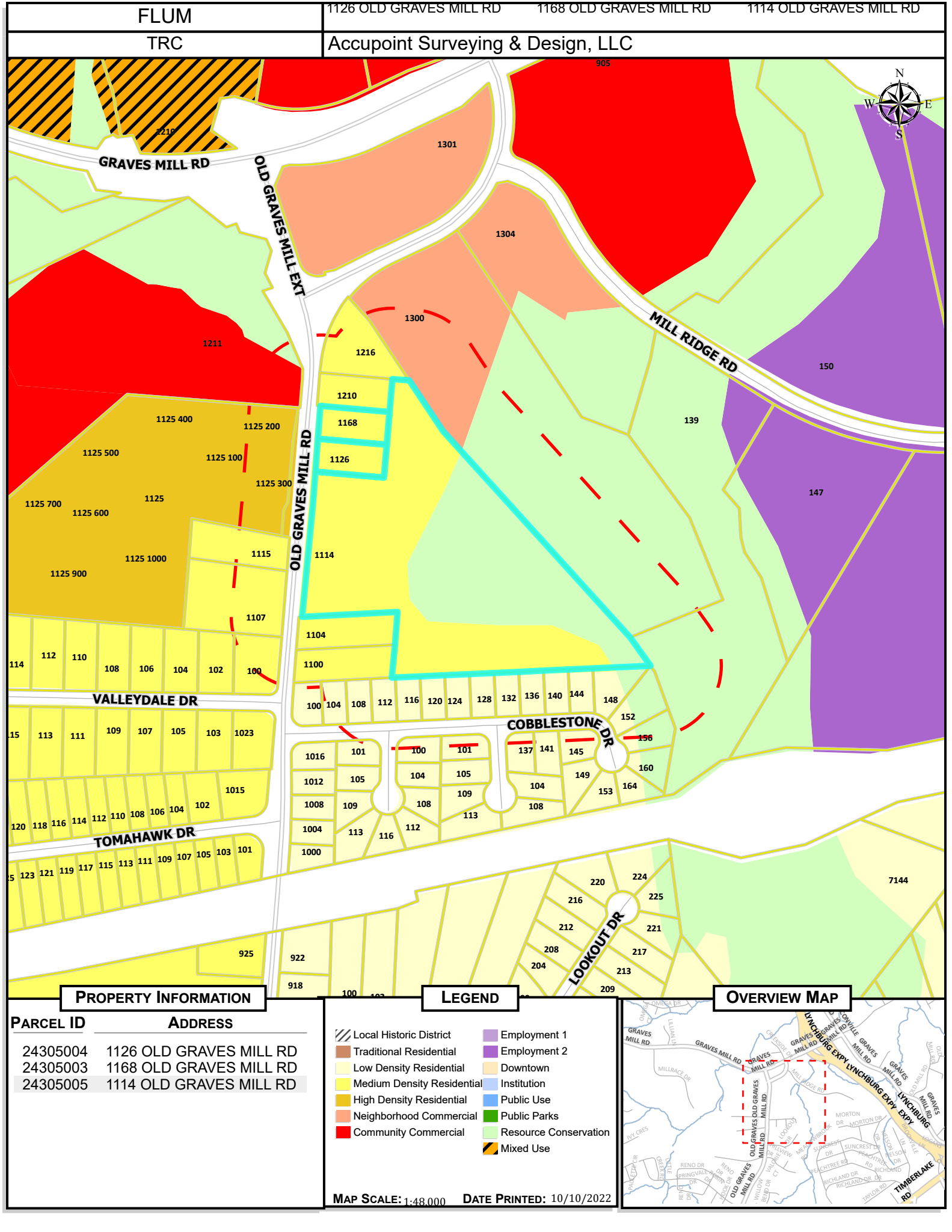
OVERVIEW MAP



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

1114, 1126, 1168 Old Graves Mill Road Adjoining Owners

Parcel ID	Address	Owner
24308001	139 MILL RIDGE RD	THOMA, WARREN J
24306008	100 VALLEYDALE DR	FARISS, MARSHA M
24306009	102 VALLEYDALE DR	ROSSER, DENNIS P & JACQUELINE W
24306007	1107 OLD GRAVES MILL RD	KENDALL SQ LLC
24306063	1125 OLD GRAVES MILL RD	ELEVEN 25 OF VIRGINIA LLC
24306001	1211 OLD GRAVES MILL RD	LYNCHBURG HUMANE SOCIETY INC
24305053	101 SANDBRIDGE CT	WASHBURN, BLAKE M & DOVE, GENTRY M
24305045	100 SANDBRIDGE CT	PUGH, LISA MICHELLE
24305044	101 BRIDGETON CT	ROBERTSON, JOSHUA D & SIERRA S
24305038	137 COBBLESTONE DR	GOODMAN, HERBERT A & JENNIFER K
24305037	141 COBBLESTONE DR	MASSIE, ALEXANDER B
24305036	145 COBBLESTONE DR	SMITH, KRISTIN M
24305031	156 COBBLESTONE DR	BARKLEY, ROBERT A & DEBORAH E
24305017	100 COBBLESTONE DR	CHRISTIAN, RUSSELL G & JANICE
24305018	104 COBBLESTONE DR	DAVIS, THOMAS C & MELANEY C
24305019	108 COBBLESTONE DR	NEYLON, MICHAEL L & LORIE K
24305020	112 COBBLESTONE DR	WILLIAMS, DAKOTA A &
24305021	116 COBBLESTONE DR	FARROW, STEPHEN H JR & JEAN S
24305022	120 COBBLESTONE DR	CARTER, JEROME D
24305023	124 COBBLESTONE DR	MAY, DANIEL S & ROSE W
24305024	128 COBBLESTONE DR	HARE, ROBERT S & LINDSAY A
24305025	132 COBBLESTONE DR	CARTER, KEVIN D & BERRYMAN, RENEE D
24305026	136 COBBLESTONE DR	HAMILTON, CHERYL L
24305027	140 COBBLESTONE DR	ZIMPFER, MARY JO
24305028	144 COBBLESTONE DR	ATKINS, CALEB J & RAFACZ, STEPHANIE
24305029	148 COBBLESTONE DR	UNTERMAN, CAITLIN S
24305030	152 COBBLESTONE DR	RAY, JACOB N
24305010	1100 OLD GRAVES MILL RD	IRVAN, MARIA D
24305009	1104 OLD GRAVES MILL RD	KENDALL SQ LLC
24305004	1126 OLD GRAVES MILL RD	ZZ & ZZ LLC
24305002	1210 OLD GRAVES MILL RD	KENDALL SQ LLC
24305001	1216 OLD GRAVES MILL RD	TUCKER, JOSEPH R & CYNTHIA MOORE
23903004	1300 OLD GRAVES MILL RD	JAMES A SCOTT & SON INC



FLUM
TRC

1126 OLD GRAVES MILL RD 1168 OLD GRAVES MILL RD 1114 OLD GRAVES MILL RD
Accupoint Surveying & Design, LLC

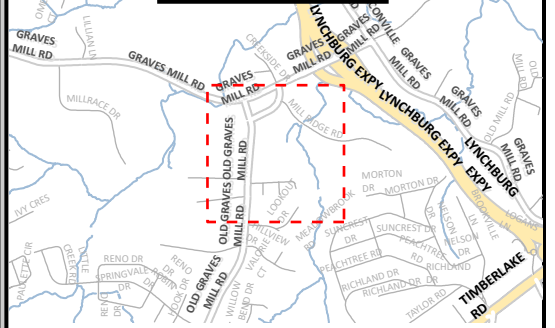
PROPERTY INFORMATION

PARCEL ID	ADDRESS
24305004	1126 OLD GRAVES MILL RD
24305003	1168 OLD GRAVES MILL RD
24305005	1114 OLD GRAVES MILL RD

LEGEND

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

OVERVIEW MAP



MAP SCALE: 1:48,000 DATE PRINTED: 10/10/2022

Watershed

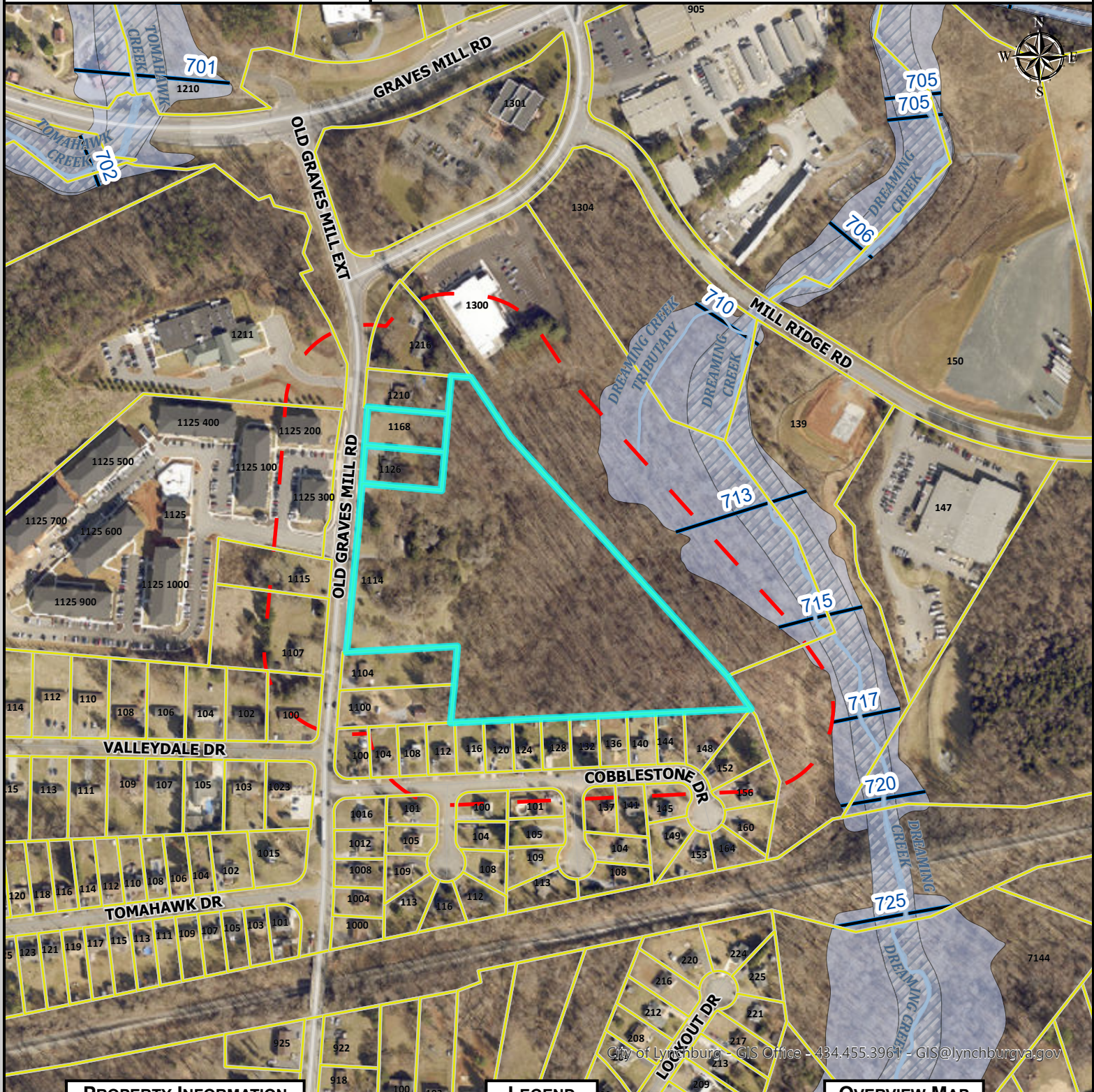
1126 OLD GRAVES MILL RD

1168 OLD GRAVES MILL RD

1114 OLD GRAVES MILL RD

TRC

Accupoint Surveying & Design, LLC



PROPERTY INFORMATION

PARCEL ID	ADDRESS
24305004	1126 OLD GRAVES MILL RD
24305003	1168 OLD GRAVES MILL RD
24305005	1114 OLD GRAVES MILL RD

LEGEND

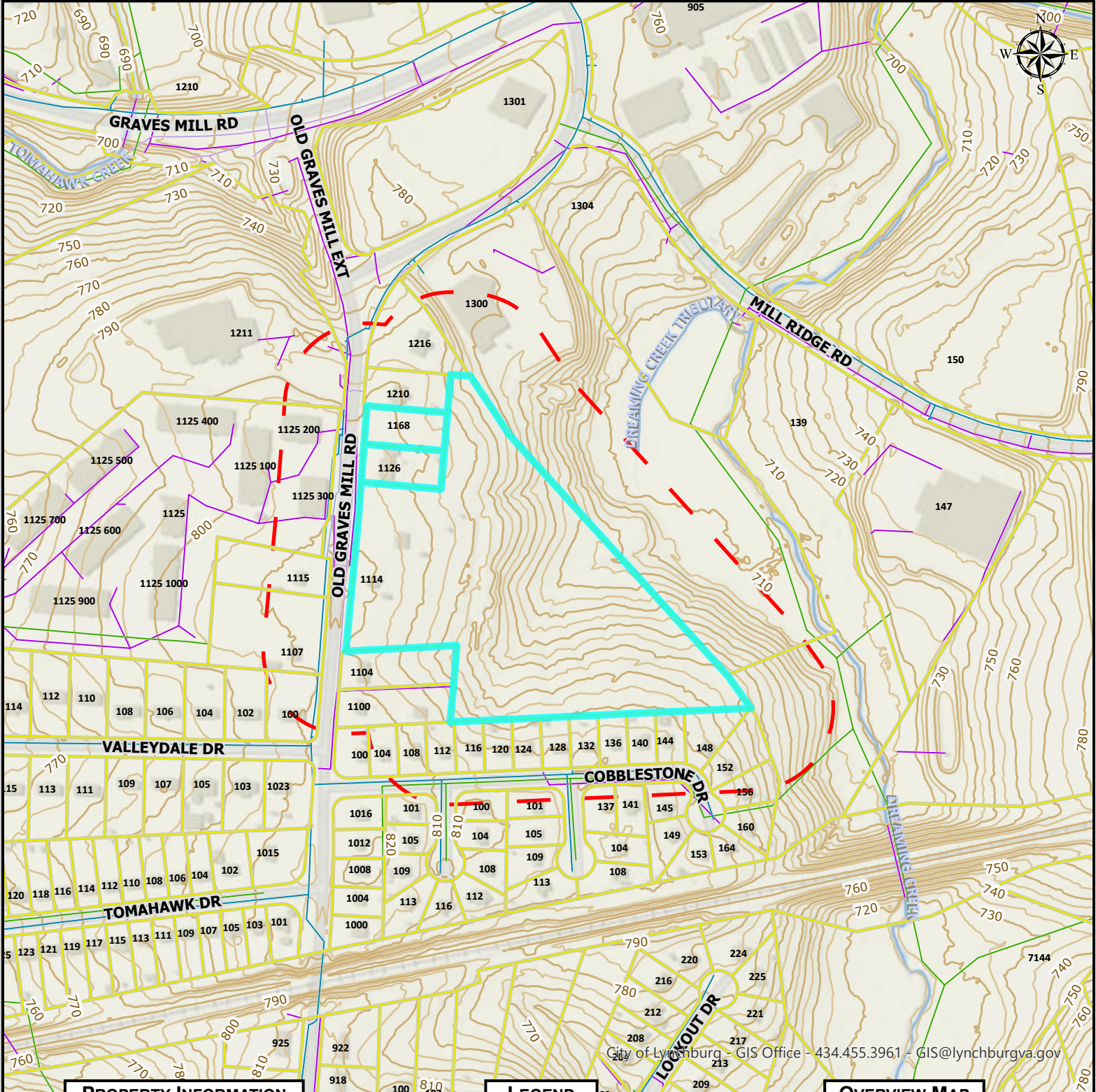
- Subject Property
- Base Flood Elevation
- Floodway
- Floodzone
- River / Lake / Stream

OVERVIEW MAP



MAP SCALE: 1:48,000 DATE PRINTED: 10/10/2022

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



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

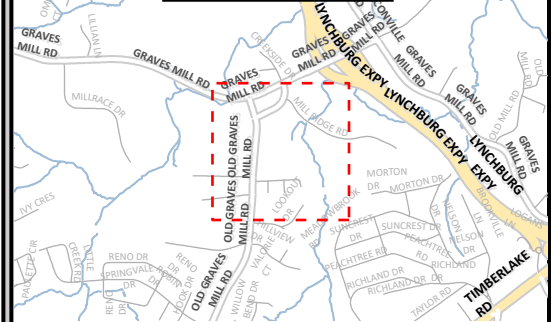
PROPERTY INFORMATION

PARCEL ID	ADDRESS
24305004	1126 OLD GRAVES MILL RD
24305003	1168 OLD GRAVES MILL RD
24305005	1114 OLD GRAVES MILL RD

LEGEND

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

OVERVIEW MAP



MAP SCALE: 1:48,000 DATE PRINTED: 10/10/2022

ZZ & ZZ, LLC.

1114 OLD GRAVES MILL ROAD

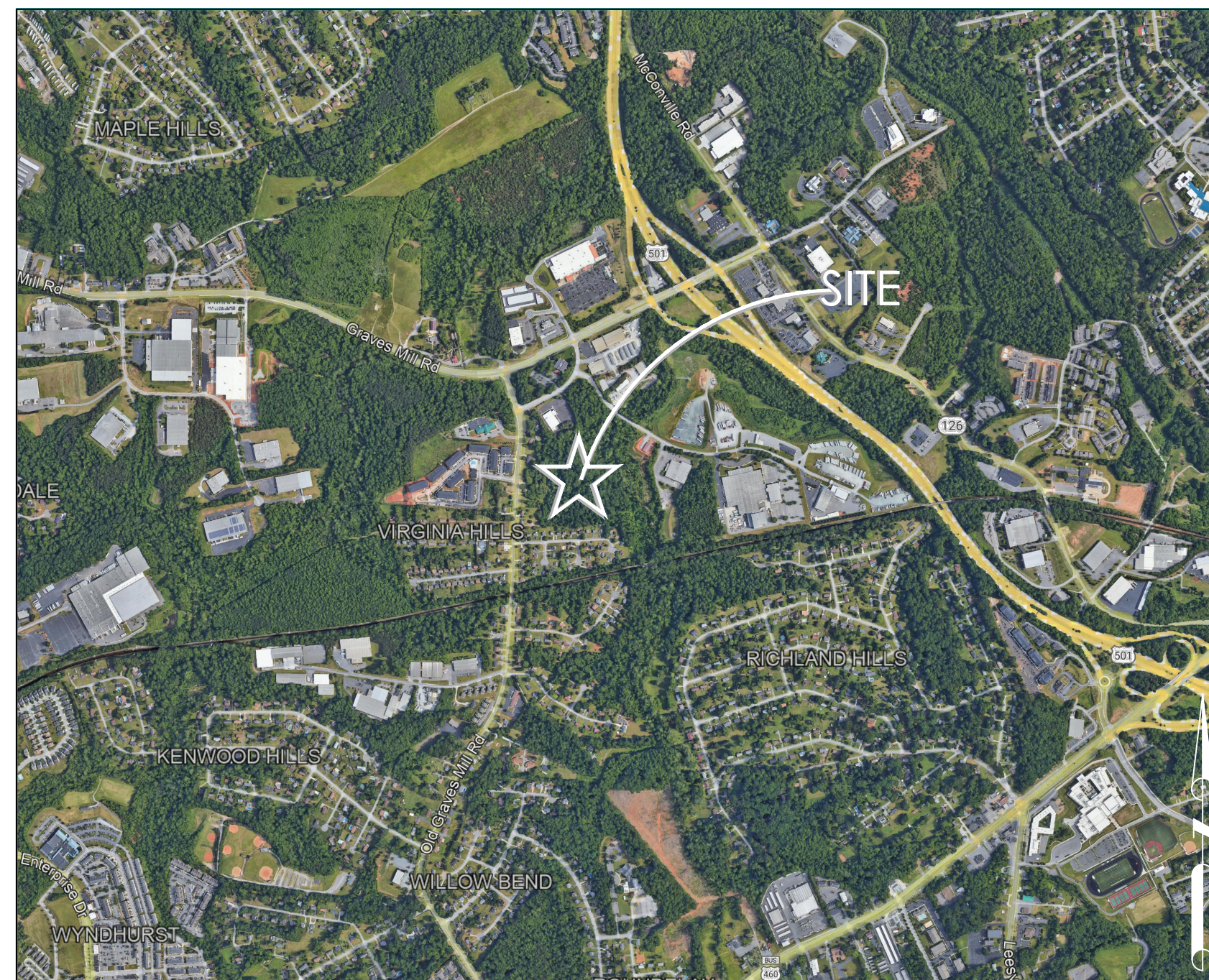
LYNCHBURG, VA

AUGUST 31, 2022

GENERAL NOTES

NOTES:

1. THIS PLAN WAS PREPARED AT THE REQUEST OF ZZ & ZZ, LLC.
2. NO DELINEATION OF WETLANDS WAS REQUESTED OR MADE AS PART OF THIS PLAN.
3. BY GRAPHIC SCALING ONLY, THIS PROPERTY AS PLATTED FALLS WITHIN THE FLOOD ZONE "X" AS DETERMINED BY FEMA AND SHOWN ON THEIR MAP NUMBER 5100930101D BEARING AN EFFECTIVE DATE OF JUNE 3, 2008.
4. THIS EXISTING CONDITIONS PLAN WAS PREPARED FROM AN ACTUAL AND CURRENT FIELD SURVEY MADE UNDER MY SUPERVISION AND COMPLIES WITH THE MINIMUM STANDARDS AND PROCEDURES ESTABLISHED BY THE VIRGINIA STATE BOARD OF ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS AND LANDSCAPE ARCHITECTS TO THE BEST OF MY KNOWLEDGE AND BELIEF.
5. THIS PROPERTIES ARE ZONED R-2 LOW-MEDIUM DENSITY RESIDENTIAL. THE PROPERTIES WILL BE REZONED TO R-4 HIGH DENSITY RESIDENTIAL.
6. THIS PARCEL IS CURRENTLY SERVED BY CITY OF LYNCHBURG WATER AND PRIVATE SEPTIC.
7. EXISTING UTILITIES ARE SHOWN AT APPROXIMATE LOCATIONS. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXACT LOCATION AND DEPTHS PRIOR TO CONSTRUCTION.
8. THE CONTRACTOR SHALL CONTACT THE CITY ENVIRONMENTAL REVIEWER, THE CITY CONSTRUCTION COORDINATOR, AND MISS UTILITY (811) AT LEAST 48 HOURS PRIOR TO ANY CONSTRUCTION OR EXCAVATION ACTIVITY AND ADVISE THE NATURE AND LOCATION OF WORK.
9. ALL CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE CURRENT EDITION OF THE CITY OF LYNCHBURG MANUAL OF SPECIFICATIONS AND STANDARD DETAILS.
10. THE CONTRACTOR SHALL BE FULLY LIABLE FOR ANY DAMAGES TO PUBLIC OR PRIVATE PROPERTY CAUSED BY CONSTRUCTION OPERATION AND SHALL RESTORE DAMAGED PROPERTY TO EXISTING OR BETTER CONDITION AT NO ADDITIONAL COST TO THE OWNER.
11. ALL GRASSED AREAS DISTURBED BY CONSTRUCTION SHALL BE SEEDED AND PROTECTED WITH EROSION CONTROL PRACTICES AND AS SHOWN ON THE PLAN HEREIN.
12. VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL DEVICES SHALL BE CONSTRUCTED AND MAINTAINED FOR ALL DISTURBED AREAS IN ACCORDANCE WITH ALL LOCAL REQUIREMENTS AND THE LATEST EDITION OF THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK. ALL EROSION AND SEDIMENT CONTROL DEVICES SHALL BE INSTALLED BEFORE EXCAVATION BEGINS.
13. THE CONTRACTOR SHALL REPLACE ALL DISTURBED SURFACES IN KIND, INCLUDING PAVEMENT, STONE, DITCHES, MAILBOXES, SHRUBS, ETC. AND/OR AS SHOWN ON THIS PLAN.
14. ALL PROPERTY PINS DISTURBED DURING CONSTRUCTION SHALL BE REPLACED BY A LICENSED LAND SURVEYOR.
12. HORIZONTAL CONTROL IS BASED ON NAV 83 VA SOUTH ZONE. VERTICAL CONTROL IS BASED ON NAVD88 GEIOD 18.
13. MAINTAIN OVERHEAD AND UNDERGROUND ELECTRICAL, TELEPHONE, AND GAS SERVICES AND ALL OTHER UNDERGROUND UTILITIES DURING ENTIRE CONSTRUCTION PERIOD. OUTAGES WILL NOT BE ALLOWED. SHOULD OUTAGES BECOME NECESSARY, CONTACT THE ENGINEER OF RECORD IMMEDIATELY.
14. ANY SITEWORK AND DETAILS NOT COVERED BY THESE PLANS OR THE CITY OF LYNCHBURG MANUAL OF SPECIFICATIONS AND STANDARD DETAILS SHALL CONFORM TO THE VIRGINIA DEPARTMENT OF TRANSPORTATION'S ROAD AND BRIDGE SPECIFICATIONS, CURRENT EDITIONS.
15. THIS ENGINEER AND/OR SURVEYOR TAKES NO RESPONSIBILITY FOR THE LOCATION OR ACCURACY OF THE UTILITIES AS SHOWN HEREIN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE UTILITY COMPANIES TO SEE IF ANY UTILITIES EXIST WITHIN THE PROJECT AREA BEFORE CONSTRUCTION BEGINS. ANY COST INCURRED BY DAMAGING ANY UTILITY WITHIN THE PROJECT SHALL BE AT THE EXPENSE OF THE CONTRACTOR.
16. SERVICE CONNECTIONS SHALL NOT NOT BE UTILIZED FOR DEMOLITION, GRADING, CONSTRUCTION/RENOVATION, AND/OR LANDSCAPING PURPOSES, UNLESS THE APPROBATE RPZS/RPDA'S HAVE BEEN INSTALLED AND PASSING TESTS HAVE BEEN SUBMITTED TO THE DEPARTMENT OF WATER RESOURCES. THIS INCLUDES TEMPORARY AS WELL AS PERMANENT CONNECTIONS..
17. EACH HANDICAP SPACE SHALL HAVE AN ABOVE GRADE SIGN INSTALLED AS SHOWN.
18. ALL CONNECTIONS TO PUBLIC WATER SHALL BE PERFORMED IN ACCORDANCE WITH THE CITY OF LYNCHBURG MANUAL OF SPECIFICATIONS AND STANDARD DETAILS, LATEST EDITION.
19. CONTACT THE CITY ENVIRONMENTAL REVIEWER, THE CITY CONSTRUCTION COORDINATOR, AND MISS UTILITY (811) 48 HOURS IN ADVANCE OF ANY CONSTRUCTION ACTIVITY.
20. ALL CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH CITY OF LYNCHBURG MANUAL OF SPECIFICATIONS AND STANDARD DETAILS.
21. IF DURING DEMOLITION OR CONSTRUCTION, ANY DISCREPANCIES ARE NOTED WITH REGARD TO ANY PUBLIC WATER SERVICE CONNECTION, THE DEPARTMENT OF WATER RESOURCES SHALL BE NOTIFIED. THIS INCLUDES, BUT IS NOT LIMITED TO; CONNECTIONS WHICH NEED TO BE ADDED, ABANDONED, CHANGED, OR RELOCATED.
22. NO SITE WORK, LOGGING, GRUBBING, OR GRADING IS PERMITTED PRIOR TO ISSUANCE OF A LAND DISTURBANCE PERMIT.



DRAWING INDEX

- | | |
|---------------|--|
| SHEET 1 OF 5: | COVER SHEET |
| SHEET 2 OF 5: | SITE CONCEPTUAL PLAN |
| SHEET 3 OF 5: | ARCHITECTURAL LAYOUT & DISTANCE TO CREEK |
| SHEET 4 OF 5: | OVERALL MAP |
| SHEET 5 OF 5: | DETAILS |

GENERAL INFORMATION

SITE DATA:

OWNER INFORMATION:

NAME: ZZ & ZZ LLC
ADDRESS: 1807 COTTONTOWN ROAD
LYNCHBURG, VA 24503

REPRESENTATIVE: JASON BROWN
PHONE: 434-238-2397
E-MAIL ADDRESS: JEBROWN@ZZZZCONSTRUCTION.COM

DESIGNER INFORMATION:

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

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

SOURCE OF SURVEY: ACCUPOINT SURVEYING & DESIGN, LLC

SOURCE OF TOPOGRAPHY: CITY OF LYNCHBURG

COUNTY/CITY, STATE: LYNCHBURG, VIRGINIA

TAX MAP REFERENCES: PARCEL ID: 24305003
24305004
24305005
DOCUMENT #: 210009804

EXISTING ZONING: R-2 LOW-MEDIUM DENSITY RESIDENTIAL DISTRICT

PROPOSED ZONING: R-4 HIGH DENSITY RESIDENTIAL DISTRICT

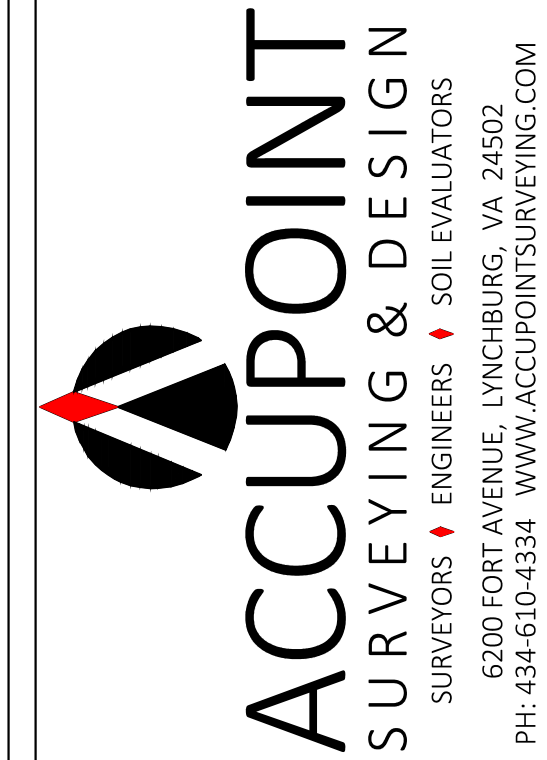
PROPOSED PROPERTY USE: MULTI-FAMILY RESIDENTIAL

SETBACK: (PER CITY CODE SEC. 35.2-44) R-4 HIGH DENSITY RESIDENTIAL DISTRICT
FRONT SETBACK = 30'
SIDE INTERIOR = 5'
SIDE EXTERIOR = 30'
REAR SETBACK = 25'
3 STORY SETBACK FROM RESIDENTIAL = 100'



Know what's below.
Call before you dig.

NOT FOR CONSTRUCTION



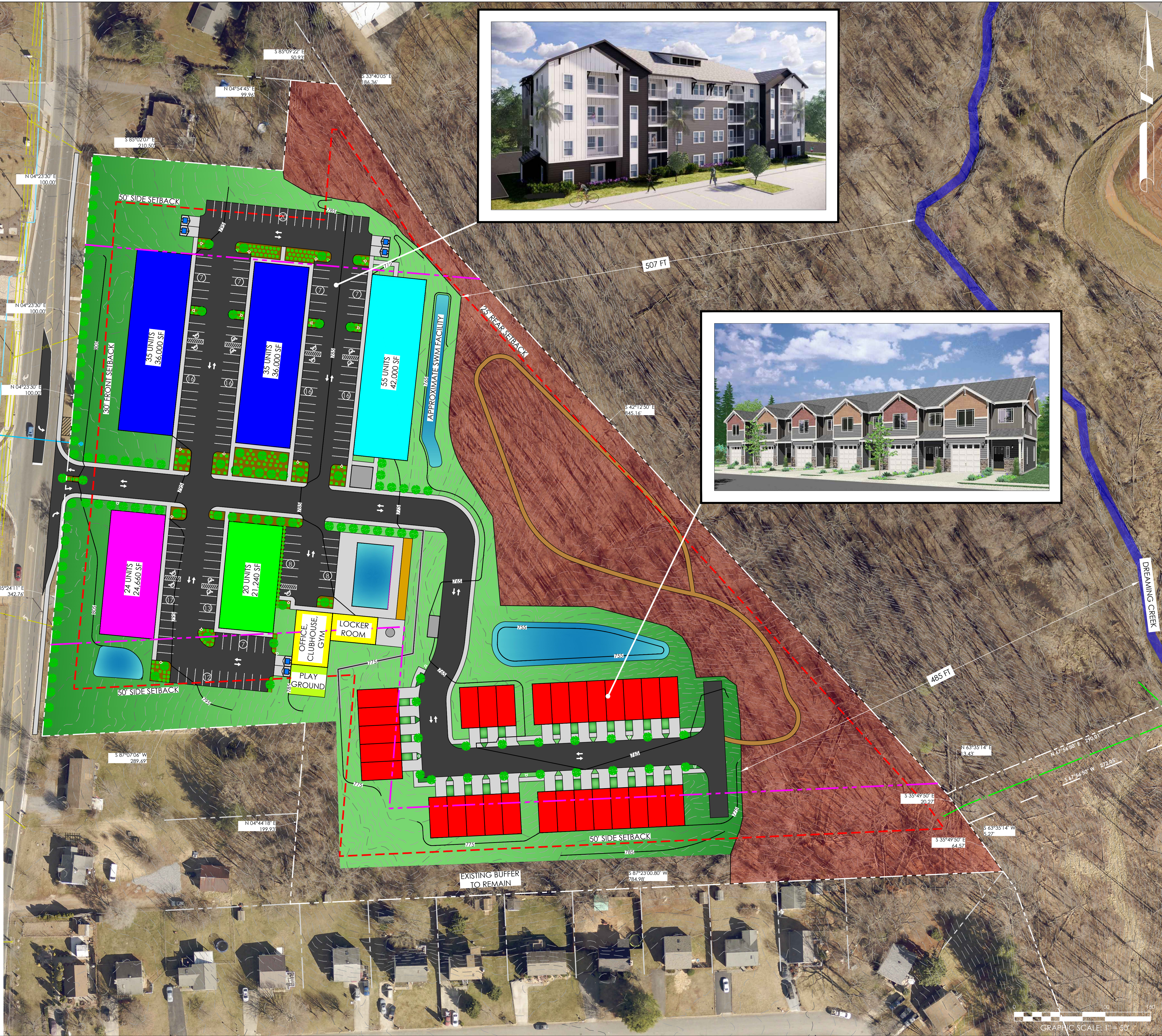
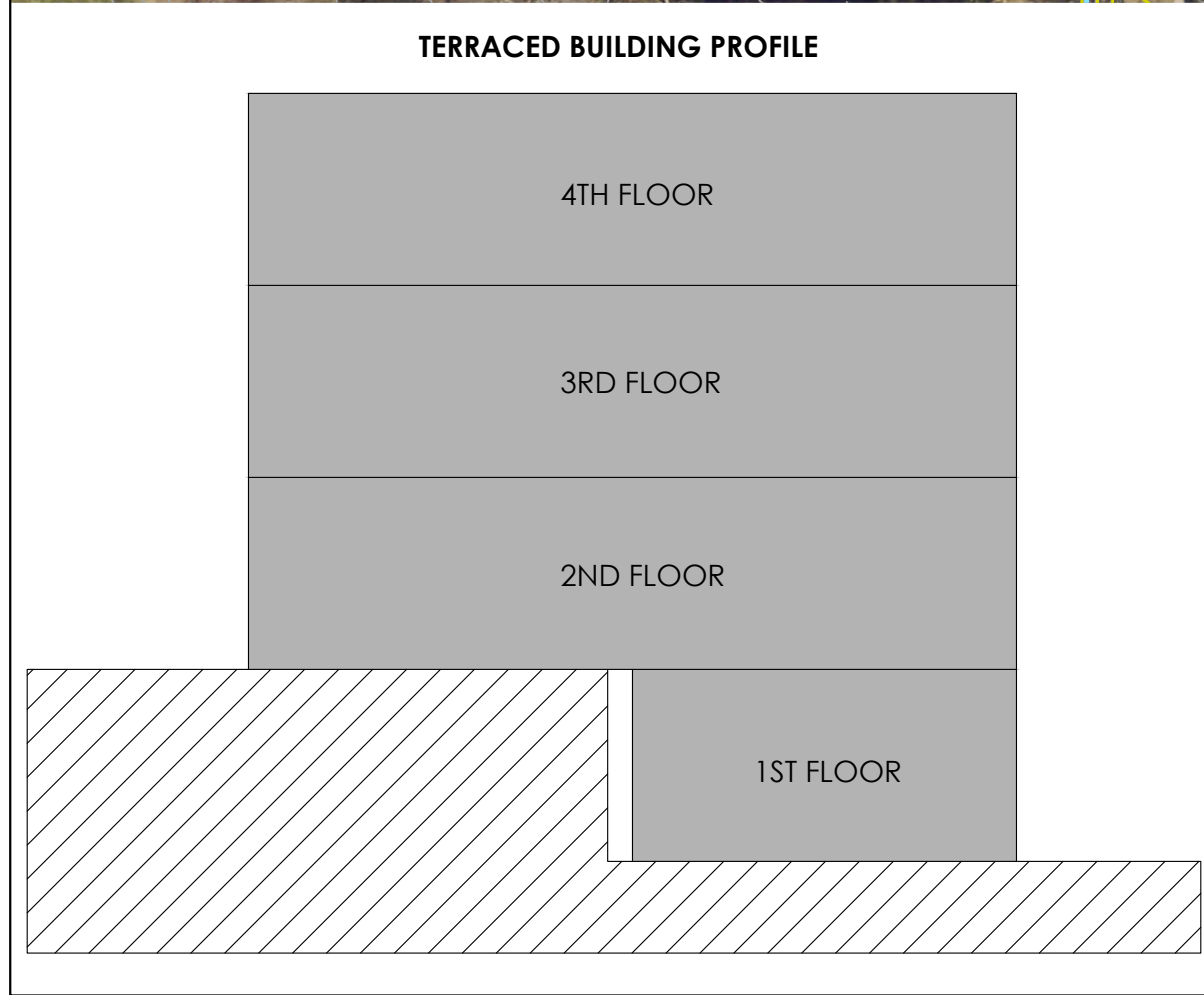
SITE CONCEPTUAL PLAN
FOR
ZZ & ZZ, LLC.
1114 OLD GRAVES MILL ROAD
CITY OF LYNCHBURG, VIRGINIA



REVISION/DATE				
ASD JOB #:	2021-416			
FILE #:	2021-416 CONCEPT			
PARCEL ID:	24395003, 24395004, 24305005			
DATE:	AUGUST 31, 2022			

C-1
COVER SHEET

- LEGEND
- PROPERTY LINE
 - 100' 3 STORY BUILDING SETBACK
 - SETBACK LINE
 - CONCRETE/SIDEWALK
 - HANDICAP PARKING
 - HANDICAP STRIPING
 - PARKING QUANTITY
 - FIRE APPARATUS ACCESS
 - CONSERVATION AREA
 - EXISTING OVERHEAD ELECTRIC LINE (APPROX.)
 - EXISTING UTILITY POLE (APPROX.)
 - EXISTING WATER SERVICE LINE (APPROX.)
 - PROPOSED WATER SERVICE LINE (APPROX.)
 - SITE LIGHTING
 - MASTER WATER METER



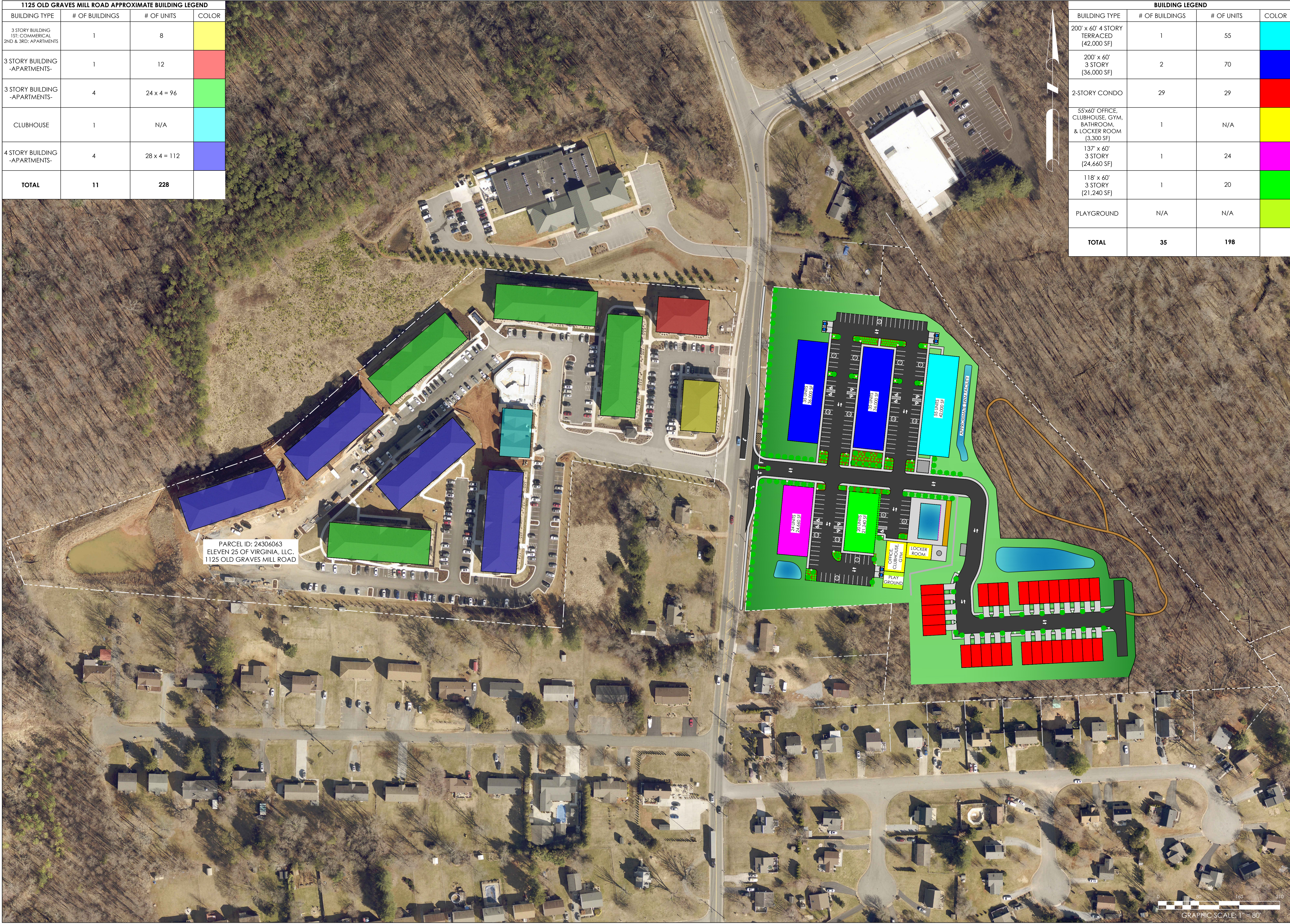
SITE CONCEPTUAL PLAN
FOR
ZZ & ZZ, LLC.
1114 OLD GRAVES MILL ROAD
CITY OF LYNCHBURG, VIRGINIA



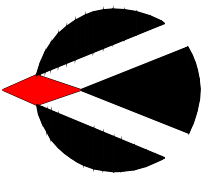
REVISION/DATE	
SCALE:	1" = 50'
ASD JOB #:	2021-416
FILE #:	2021-416 CONCEPT
PARCEL ID:	24395003, 24395004, 24305005
DATE:	AUGUST 31, 2022

C-3
ARCHITECTURAL
LAYOUT & DISTANCE
TO CREEK

1125 OLD GRAVES MILL ROAD APPROXIMATE BUILDING LEGEND			
BUILDING TYPE	# OF BUILDINGS	# OF UNITS	COLOR
3 STORY BUILDING 1ST: COMMERCIAL 2ND & 3RD: APARTMENTS	1	8	Yellow
3 STORY BUILDING -APARTMENTS-	1	12	Red
3 STORY BUILDING -APARTMENTS-	4	24 x 4 = 96	Green
CLUBHOUSE	1	N/A	Cyan
4 STORY BUILDING -APARTMENTS-	4	28 x 4 = 112	Purple
TOTAL	11	228	



BUILDING LEGEND			
BUILDING TYPE	# OF BUILDINGS	# OF UNITS	COLOR
200' x 60' 4 STORY TERRACED (42,000 SF)	1	55	Cyan
200' x 60' 3 STORY (36,000 SF)	2	70	Blue
2-STORY CONDO	29	29	Red
55'x60' OFFICE, CLUBHOUSE, GYM, & LOCKER ROOM (3,300 SF)	1	N/A	Yellow
137' x 60' 3 STORY (24,660 SF)	1	24	Magenta
118' x 60' 3 STORY (21,240 SF)	1	20	Green
PLAYGROUND	N/A	N/A	Light Green
TOTAL	35	198	



ACCUPOINT

SURVEYING & DESIGN

SURVEYORS

ENGINEERS

SOIL EVALUATORS

6200 FORT AVENUE, LYNCHBURG, VA 24502
PH: 434-610-4334 WWW.ACCUPOINTSURVEYING.COM

SITE CONCEPTUAL PLAN

FOR

ZZ & ZZ, LLC.

1114 OLD GRAVES MILL ROAD

CITY OF LYNCHBURG, VIRGINIA

COMMONWEALTH OF VIRGINIA

CAMY K. IGARASHI

PROFESSIONAL ENGINEER

08952

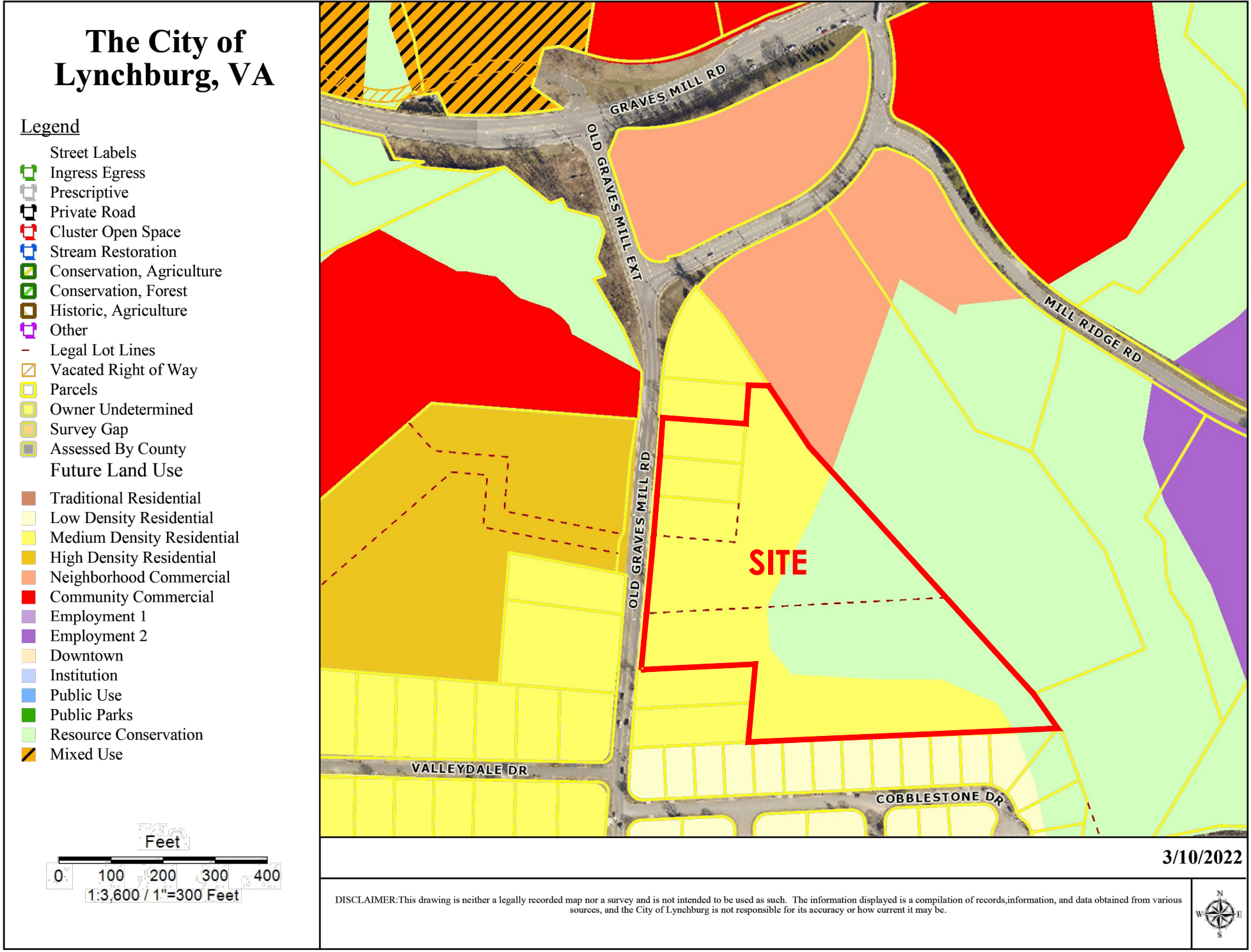
08/31/22

PRELIMINARY

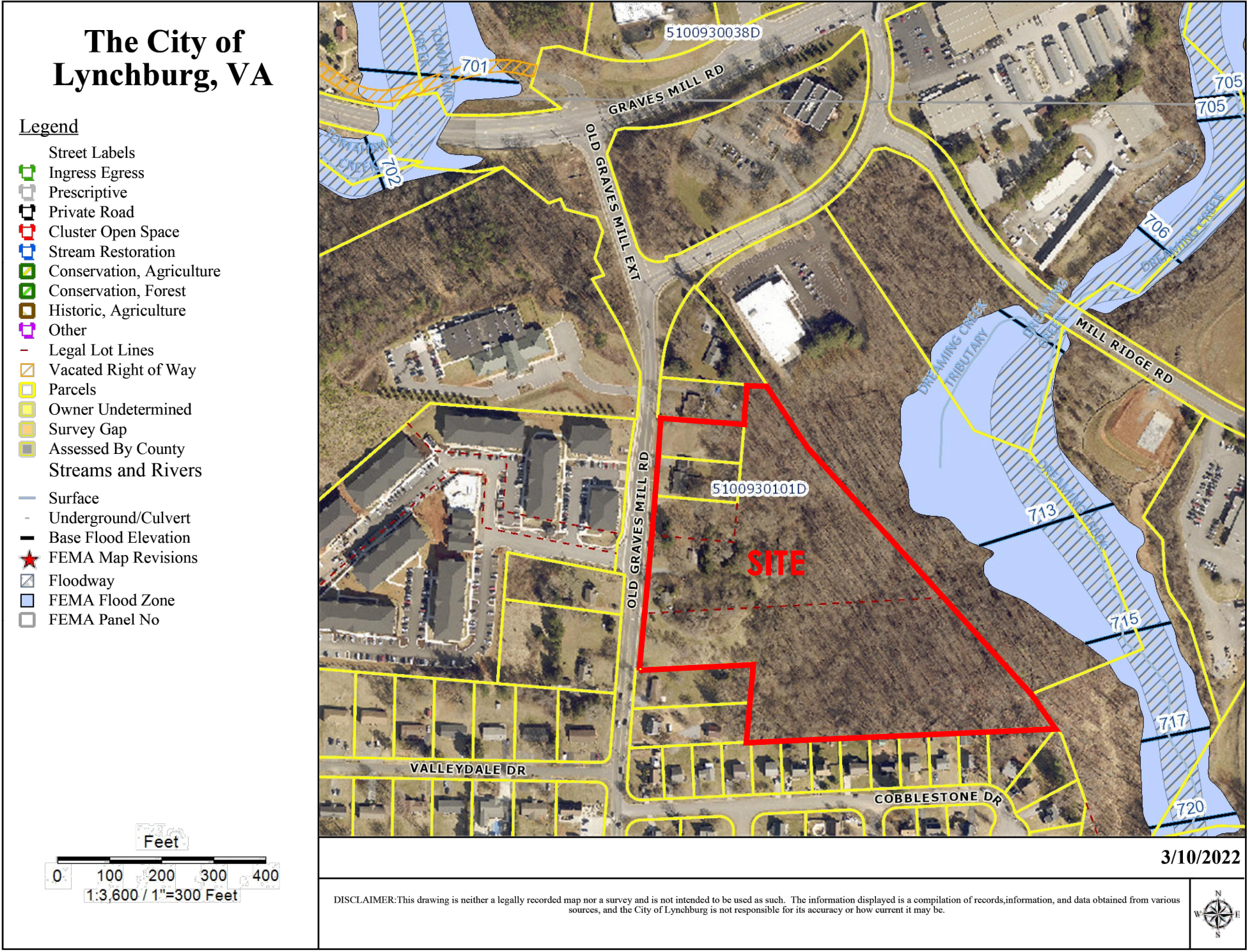
REVISION/DATE	
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ASD JOB #:	2021-416
FILE #:	2021-416 CONCEPT
PARCEL ID:	24395003, 24395004, 24305005
DATE:	AUGUST 31, 2022

C-4
OVERALL MAP

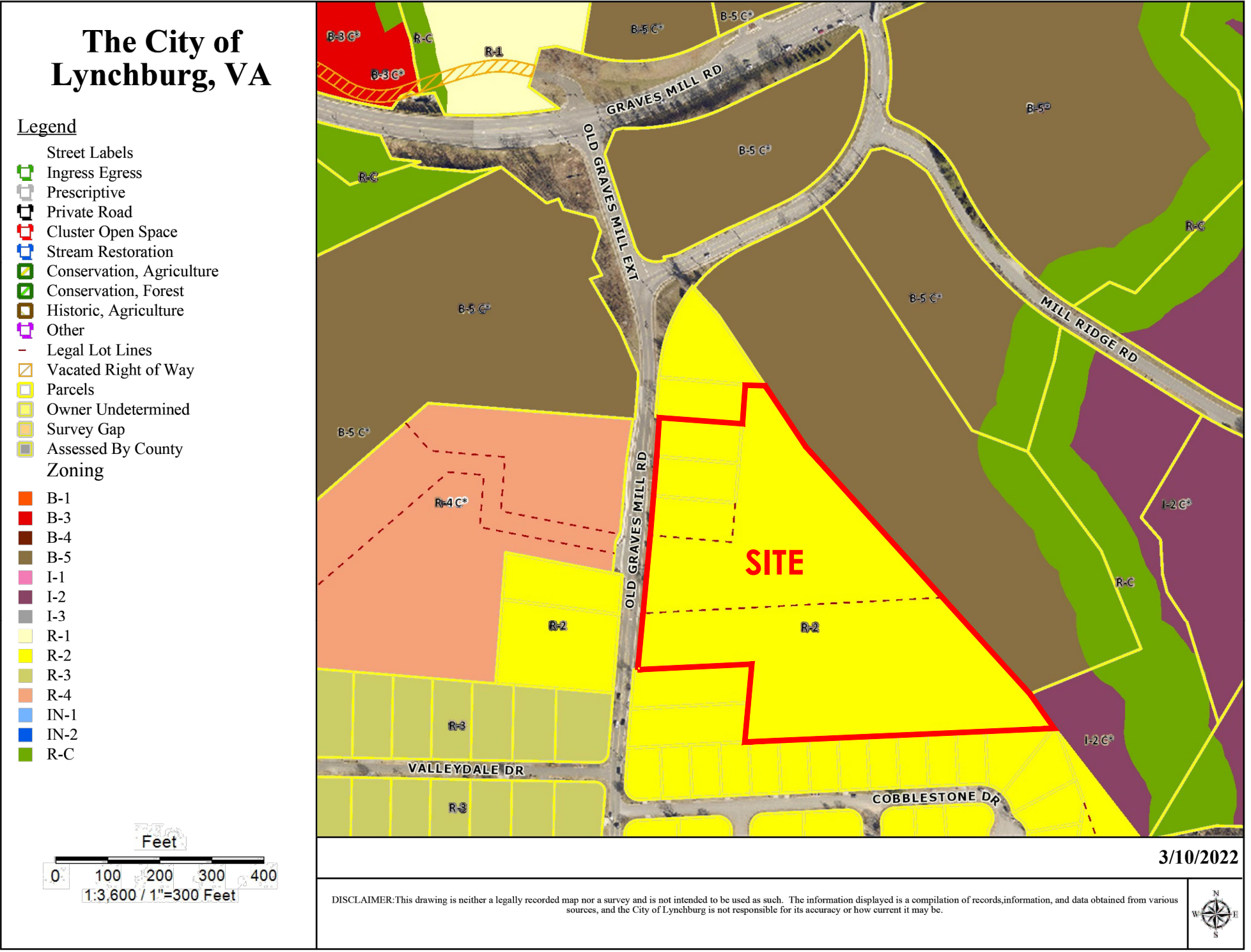
CITY OF LYNCHBURG
FUTURE LAND USE MAP



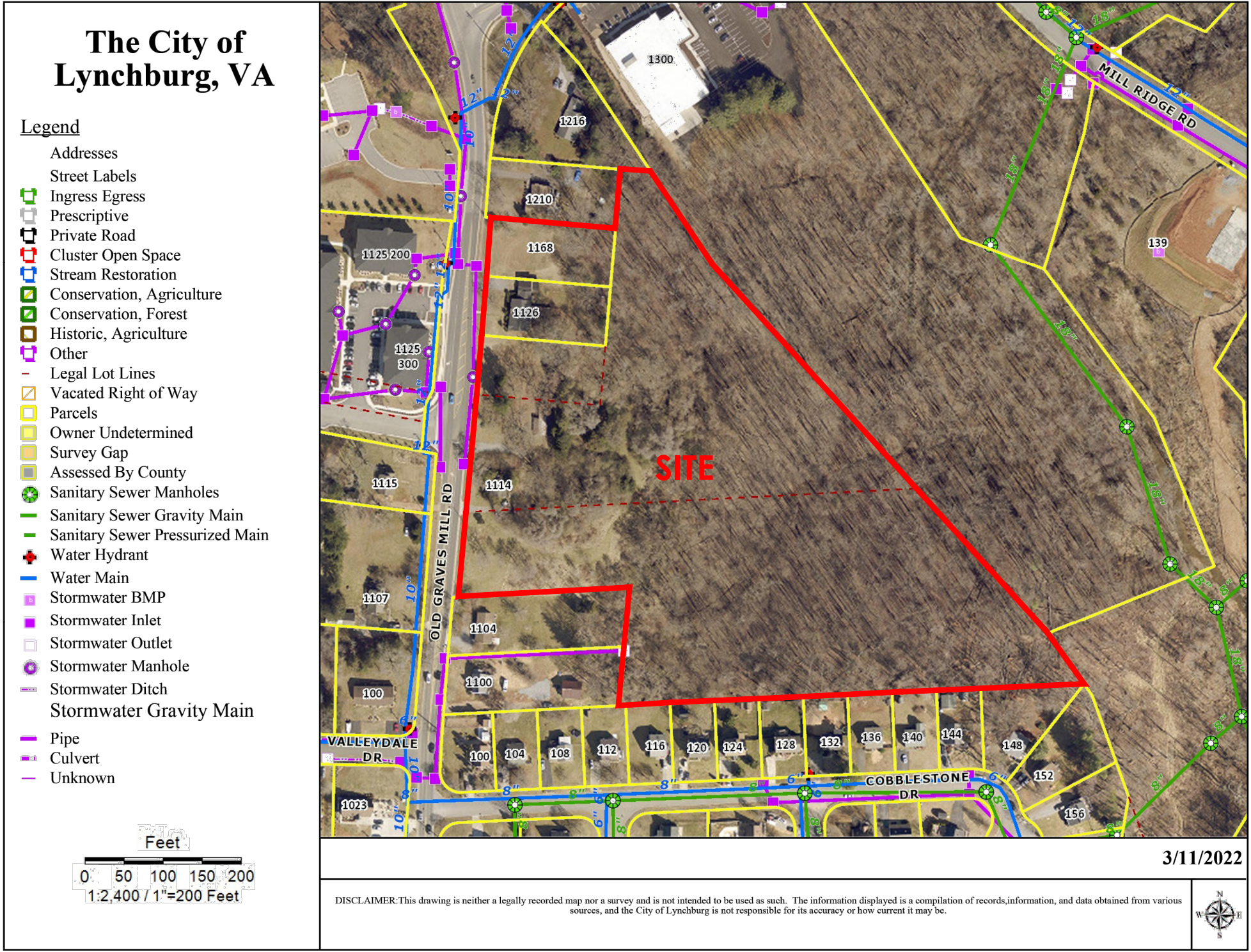
CITY OF LYNCHBURG
FLOOD & HYDROLOGY MAP



CITY OF LYNCHBURG
(EXISTING) ZONING MAP



CITY OF LYNCHBURG
(EXISTING) UTILITIES MAP



REVISION/DATE				
ASD JOB #:	2021-416			
FILE #:	2021-416 CONCEPT			
PARCEL ID:	24395003, 24395004, 24305005			
DATE:	AUGUST 31, 2022			

November 29, 2021

Mr. Lee Newland
City Engineer
900 Church Street
Lynchburg, Virginia 24504
Phone: (434) 856-2489

Reference: **1114 Old Graves Mill Road** – Traffic Impact Analysis (TIA)
Lynchburg, Virginia

Dear Mr. Newland,

ZZ&ZZ Construction is proposing to construct a multifamily community with 198 units on the east side of Old Graves Mill Road across from the Eleven 25 apartments. The access plan includes one new full-movement driveway on Old Graves Mill Road across from the Eleven 25 apartments driveway. If approved, the proposed community is expected to be built-out in 2024.

Ramey Kemp & Associates, Inc. (RKA) has performed this Traffic Impact Analysis (TIA) based on our TIA scope meeting with you on October 8. Figure 1 shows the site location and study intersections, and Figure 2 shows the preliminary site plan.

Existing Roadway Conditions

Graves Mill Road is a four-lane Minor Arterial with an average daily traffic (ADT) volume of approximately 18,000 vehicles per day (vpd), and a speed limit of 35 miles per hour (mph).

Old Graves Mill Road is a two-lane Major Collector with an ADT volume of approximately 10,000 vpd and a posted speed limit of 35 mph.

Figure 3 shows the existing lane configurations.

Existing Traffic Volumes

The AM peak hour (7:00 to 9:00 AM) and PM peak hour (4:00 to 6:00 PM) turning movement counts were conducted by Burns Services, Inc. at the following intersections on October 21:

- Old Graves Mill Road Extended / Old Graves Mill Road at Old Graves Mill Road
- Old Graves Mill Road at Eleven 25 Driveway

Turning movement counts for the intersection of Graves Mill Road at Old Graves Mill Road Extended / Commercial Driveway were conducted by Data Collection Group in September 2017 for the Graves Mill Road Corridor Study by EPR dated June 2018. These 2017 turning movement counts were increased by 1.0% per

year for four years to estimate the existing baseline 2021 volumes. Eleven 25 is an apartment community that was recently completed, and their existing trips were distributed to the Graves Mill Road at Old Graves Mill Road Extended intersection based on the trip distribution in EPR's TIA.

The turning movement counts conducted in 2021 already include the trips generated by Eleven 25. Turning movements were then balanced between intersections. The final existing 2021 peak hour traffic volumes are shown in Figure 4 and the traffic count data are enclosed.

Approved Developments

Based on discussion with the City, there is one approved development that was included in this analysis. Rosedale Farms is a proposed 70-acre mixed-use development on the north side of Graves Mill Road west of the Old Graves Mill Road Extended. The development plan includes a mix of residential and commercial uses with a build out year of 2024. EPR performed a TIA for the Rosedale Farms mixed-use development dated November 2013. The trips generated by the Rosedale Farms development are shown in Figure 5.

Background Traffic Growth

Based on historical ADT's and discussion with the City, the 2021 peak hour traffic volumes were grown by an annual rate of 1.0% for three years to estimate the 2024 peak hour traffic volumes. The approved development trips (Figure 5) were then added to the grown volumes to estimate the no-build 2024 peak hour volumes, which are shown in Figure 6.

Trip Generation

Table 1 shows the trip potential of the proposed multifamily community based on the ITE *Trip Generation Manual – 11th Edition*.

Table 1
ITE Trip Generation – Typical Weekday – 11th Edition

Land Use (ITE Land Use Code)	Size	Weekday Daily Traffic (vpd)		AM Peak Hour (vph)		PM Peak Hour (vph)	
		Enter	Exit	Enter	Exit	Enter	Exit
Multifamily Housing (Low-Rise) (220)	198 condos and apartments	672	672	20	64	67	39

Site Trip Distribution

The following site traffic distribution was applied based on discussion with the City, a review of the existing traffic volumes, the adjacent roadway network, and engineering judgement:

- 45% to / from the east on Graves Mill Road
- 35% to / from the south on Old Graves Mill Road
- 20% to / from the west on Graves Mill Road

Figure 7 shows the site trip distribution and Figure 8 shows the site trip assignment. Figure 9 shows the projected 2024 build-out peak hour traffic volumes.

VDOT Turn Lane Warrant Analysis

The projected build-out AM and PM peak hour traffic volumes at the proposed site driveway were compared to the turn lane warrants in the Virginia Department of Transportation (VDOT) *Access Management Design Standards for Entrances and Intersections*.

Old Graves Mill Road at Eleven 25 Driveway / Site Driveway:

- A southbound left-turn lane is warranted in the PM peak hour only
- A northbound right-turn turn taper is barely warranted in the PM peak hour only

The VDOT turn lane warrant diagrams are enclosed, and Figure 10 shows the recommended roadway laneage.

Traffic Capacity Analysis

Traffic capacity analysis for the study intersections was performed using Synchro 10, which is a comprehensive software package that allows the user to model signalized and unsignalized intersections to determine levels-of-service based on the thresholds specified in the Highway Capacity Manual (HCM) 6th Edition.

Table 2 summarizes the capacity analysis results for the signalized intersection of Graves Mill Road at Old Graves Mill Road Extended / Commercial Driveway, and the Synchro outputs are enclosed for reference.

Table 2
Level-of-Service Summary for Graves Mill Road at Old Graves Mill Road Extended / Commercial Driveway

CONDITION	LANE STORAGE (feet)	LANE GROUP	AM PEAK HOUR				PM PEAK HOUR			
			Lane LOS	Lane Delay (sec)	Queue (ft)	Overall LOS (Delay)	Lane LOS	Lane Delay (sec)	Queue (ft)	Overall LOS (Delay)
Existing (2021) Traffic Conditions	250	EBL	D	44.2	10	B (14.5 sec)	D	44.2	12	C (21.8 sec)
	-	EBT	B	13.9	271		C	21.6	378	
	250	EBR	A	9.7	71		B	12.6	156	
	300	WBL	A	7.7	106		E	55.9	238	
	-	WBT/R	A	8.5	154		A	9.2	182	
	-	NBL/T	D	49.7	163		D	48.7	194	
	375	NBR	C	34.6	52		C	34.7	67	
	-	SBL/T/R	C	34.4	25		C	34.6	30	
No-Build (2024) Traffic Conditions	250	EBL	D	44.2	13	B (17.3 sec)	D	44.2	8	C (29.2 sec)
	-	EBT	B	18.8	319		D	35.6	525	
	250	EBR	B	11.8	67		B	16.9	327	
	300	WBL	B	12.0	111		E	65.0	344	
	-	WBT/R	B	10.6	189		B	11.1	345	
	-	NBL/T	D	44.0	221		D	52.2	205	
	375	NBR	C	32.0	62		C	32.9	64	
	-	SBL/T/R	C	31.8	29		C	32.7	26	
Build (2024) Traffic Conditions	250	EBL	D	44.2	18	B (17.9 sec)	D	44.2	45	C (25.8 sec)
	-	EBT	B	19.2	335		C	28.0	431	
	250	EBR	B	12.0	78		B	15.3	266	
	300	WBL	B	12.6	124		E	57.4	259	
	-	WBT/R	B	10.8	178		B	11.1	222	
	-	NBL/T	D	45.6	212		D	54.4	302	
	375	NBR	C	31.8	76		C	32.9	84	
	-	SBL/T/R	C	31.6	28		C	32.7	29	

Capacity analysis indicates that the intersection currently operates at LOS B the AM peak hour and LOS C during the PM peak hour. Under no-build conditions, the intersection is expected to continue to operate at LOS B during the AM peak hour and LOS C during the PM peak hour.

Under build conditions, the intersection is expected to continue to operate at LOS B during the AM peak hour and LOS C during the PM peak hour.

No improvements are warranted or recommended at this intersection at build-out of the proposed multifamily community.

Table 3 summarizes the capacity analysis results for the unsignalized intersection of Old Graves Mill Road Extended / Old Graves Mill Road at Old Graves Mill Road, and the Synchro outputs are enclosed for reference.

Table 3
Level-of-Service Summary for Old Graves Mill Road Extended / Old Graves Mill Road at Old Graves Mill Road

CONDITION	LANE STORAGE (feet)	LANE GROUP	AM PEAK HOUR				PM PEAK HOUR			
			Lane LOS	Lane Delay (sec)	Queue (ft)	Overall LOS (Delay) ³	Lane LOS	Lane Delay (sec)	Queue (ft)	Overall LOS (Delay) ³
Existing (2021) Traffic Conditions	225	WBL ¹	C	18.9	102	N/A	E	47.7	217	N/A
	-	WBR ¹	B	10.4	21		B	10.0	58	
	-	NBT/R	-	-	-		-	-	-	
	-	SBL/T ²	A	8.7	130		A	8.2	67	
No-Build (2024) Traffic Conditions	225	WBL ¹	C	22.0	122	N/A	F	97.1	294	N/A
	-	WBR ¹	B	10.7	26		B	10.4	232	
	-	NBT/R	-	-	-		-	-	-	
	-	SBL/T ²	A	8.8	188		A	8.4	121	
Build (2024) Traffic Conditions	225	WBL ¹	C	24.1	117	N/A	F	135.8	314	N/A
	-	WBR ¹	B	10.9	22		B	10.6	511	
	-	NBT/R	-	-	-		-	-	-	
	-	SBL/T ²	A	9.0	192		A	8.4	222	

1. Level of service for minor approach
2. Level of service for major street left-turn movement
3. HCM methodology does not provide lane group or overall LOS, delay, and queue lengths for major street through movements or right turns at unsignalized intersections.

Capacity analysis indicates that the minor street left-turn movement currently operates with short delays (less than 25 seconds) during the AM peak hour and with moderate delays (between 25 and 50 seconds) during the PM peak hour. Under no-build conditions, the minor street left-turn movement is expected to operate with short delays (less than 25 seconds) during the AM peak hour and with long delays (greater than 50 seconds) during the PM peak hour.

Under build conditions, the minor street left-turn movement is expected to continue to operate with short delays (less than 25 seconds) during the AM peak hour and with long delays (greater than 50 seconds) during the PM peak hour.

The existing AM peak hour traffic volumes at this intersection meet the warrant for a southbound left-turn lane on Old Graves Mill Road Extended, and the PM peak hour volumes nearly meet the warrant. The EPR TIA for the Eleven 25 apartments identified this as an improvement that the City should consider implementing.

The proposed site trips are projected to increase the AM and PM peak hour traffic volumes at this intersection by less than 5%, so this project should not be responsible to turn lane improvements at this intersection.

Table 4 summarizes the capacity analysis results for the unsignalized intersection of Old Graves Mill Road at Eleven 25 Driveway / Site Driveway, and the Synchro outputs are enclosed for reference.

Table 4

Level-of-Service Summary for Old Graves Mill Road at Eleven 25 Driveway / Site Driveway

CONDITION	LANE STORAGE (feet)	LANE GROUP	AM PEAK HOUR				PM PEAK HOUR			
			Lane LOS	Lane Delay (sec)	Queue (ft)	Overall LOS (Delay) ³	Lane LOS	Lane Delay (sec)	Queue (ft)	Overall LOS (Delay) ³
Existing (2021) Traffic Conditions	-	EBL ¹	C	17.3	60	N/A	D	26.2	46	N/A
	-	EBR ¹	B	10.1	23		B	14.1	24	
	150	NBL ²	A	8.0	27		A	9.5	44	
	-	NBT	-	-	-		-	-	-	
	-	SBT	-	-	-		-	-	-	
	175	SBR	-	-	-		-	-	-	
No-Build (2024) Traffic Conditions	-	EBL ¹	C	19.3	54	N/A	D	32.7	48	N/A
	-	EBR ¹	B	10.4	26		C	15.4	26	
	150	NBL ²	A	8.1	30		A	9.9	45	
	-	NBT	-	-	-		-	-	-	
	-	SBT	-	-	-		-	-	-	
	175	SBR	-	-	-		-	-	-	
Build (2024) Traffic Conditions	-	EBL ¹	D	27.5	67	N/A	F	60.0	68	N/A
	-	EBT/R ¹	B	11.0	30		C	16.8	32	
	-	WBL ¹	C	22.5	52		F	55.7	51	
	-	WBT/R ¹	B	12.3	60		B	12.6	48	
	150	NBL ²	A	8.1	29		A	9.9	42	
	-	NBT/R	-	-	-		-	-	-	
	150	SBL ²	A	8.5	31		A	8.5	40	
	-	SBT	-	-	-		-	-	-	
	175	SBR	-	-	-		-	-	-	

1. Level of service for minor approach
2. Level of service for major street left-turn movement
3. HCM methodology does not provide lane group or overall LOS, delay, and queue lengths for major street through movements or right turns at unsignalized intersections.

Capacity analysis indicates that the minor street left-turn movement currently operates with short delays (less than 25 seconds) during the AM peak hour and moderate delays (between 25 and 50 seconds) during the PM peak hour. Under no-build conditions, the minor street left-turn movement is expected to continue to operate with short delays (less than 25 seconds) during the AM peak hour and with moderate delays (between 25 and 50 seconds) during the PM peak hour.

Under build conditions, the minor street left-turn movement is expected to operate with long delays (more than 50 seconds) during the AM and PM peak hours, with the following improvements:

- Construct the site driveway with one ingress lane and two egress lanes
- Construct a southbound left turn lane on Old Graves Mill Road with 150 feet of storage
- Construct a 100 foot northbound right-turn taper on Old Graves Mill Road

Long delays are typical for minor street left-turn movements at intersections with major thoroughfares, but the projected traffic volumes will not meet any MUTCD traffic signal warrants. Note that all of the queues are projected to be less than 70 feet (3 cars) at build-out of the site.

Recommendations

Based on the traffic capacity analysis, all of the study intersections will operate at an acceptable level-of-service at build-out of the proposed multifamily community with the following roadway improvements:

Old Graves Mill Road at Site Driveway / Eleven 25 Driveway:

- Construct site driveway with one ingress lane and two egress lanes
- Construct a southbound left turn lane with 150 feet of storage
- Construct a 100 foot northbound right-turn taper on Old Graves Mill Road

We appreciate your attention to this matter. Please contact me at (804) 217-8560 if you have any questions about this report.

Sincerely yours,
Ramey Kemp & Associates, Inc.



Carl Hultgren, P.E., PTOE
State Traffic Engineering Lead

Enclosures: Figures, Traffic count data, Synchro output, VDOT turn lane warrant diagrams

Copy to: Mr. Ryan Roberts, City of Lynchburg
Mr. Jason Brown, ZZ&ZZ Construction
Ms. Amy Seipp, P.E., Accupoint Surveying & Design





Inset



Overview



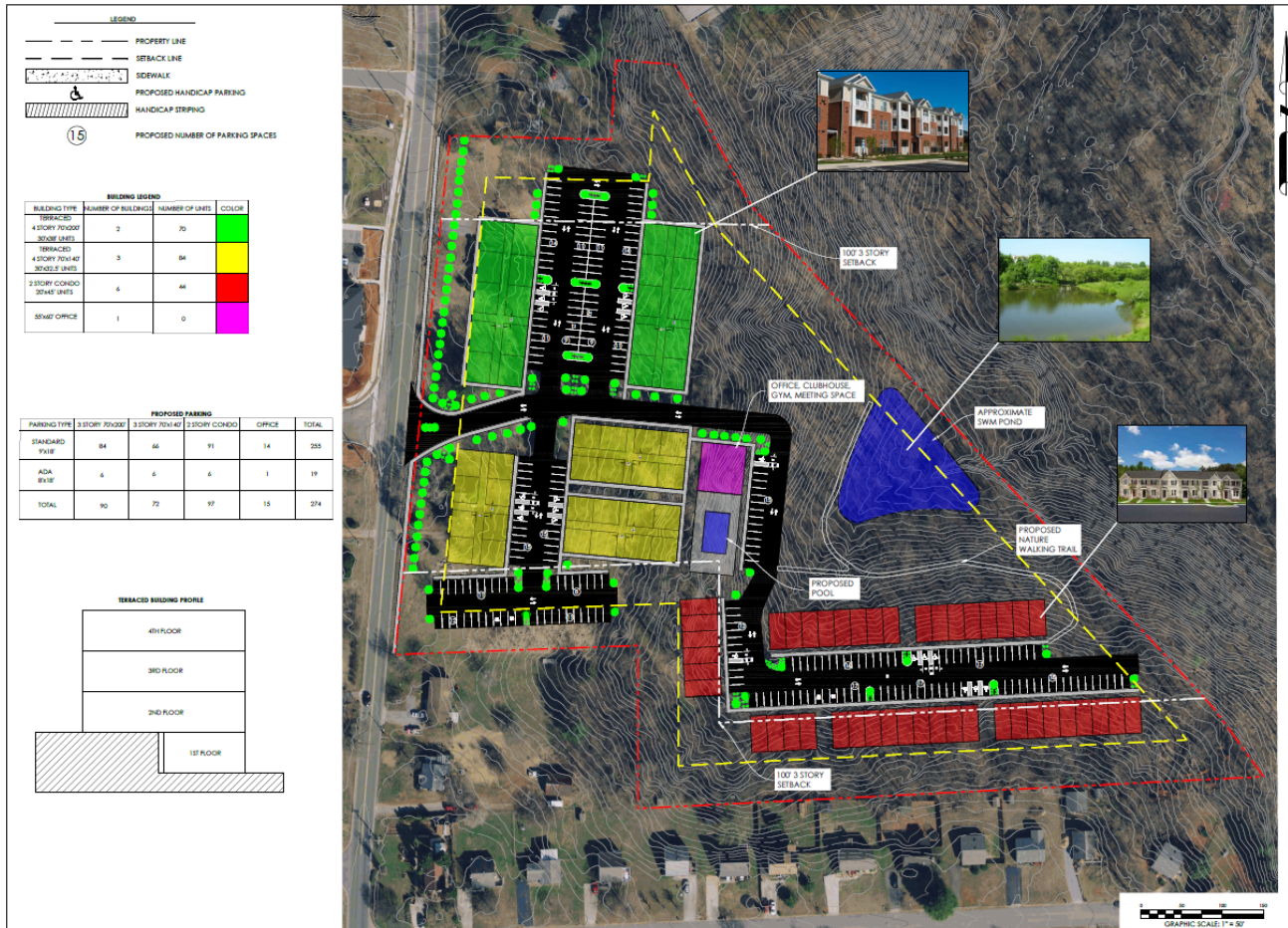
LEGEND



Study Intersection



Site Boundary



ACCUPPOINT
SURVEYING & DESIGN
SURVEYORS • ENGINEERS • DESIGNERS
P.L.L.C. 1114 OLD GRAVES MILL ROAD
LYNCHBURG, VIRGINIA 24502

CONCEPT PLAN FOR ZZZZ CONSTRUCTION
1114 OLD GRAVES MILL ROAD
CITY OF LYNCHBURG, VIRGINIA

PRELIMINARY

REVISIONS

NO.	DATE	DESCRIPTION
1	07/27/2021	CONCEPT SITE PLAN

SCALE: 1" = 50'

ADD JOB # 3021-416

FILE # 3021-416 CONCEPT

PARCH ID 24502003

DATE JULY 27, 2021

CONCEPT SITE PLAN

SHEET 2 OF 2

Moving forward.

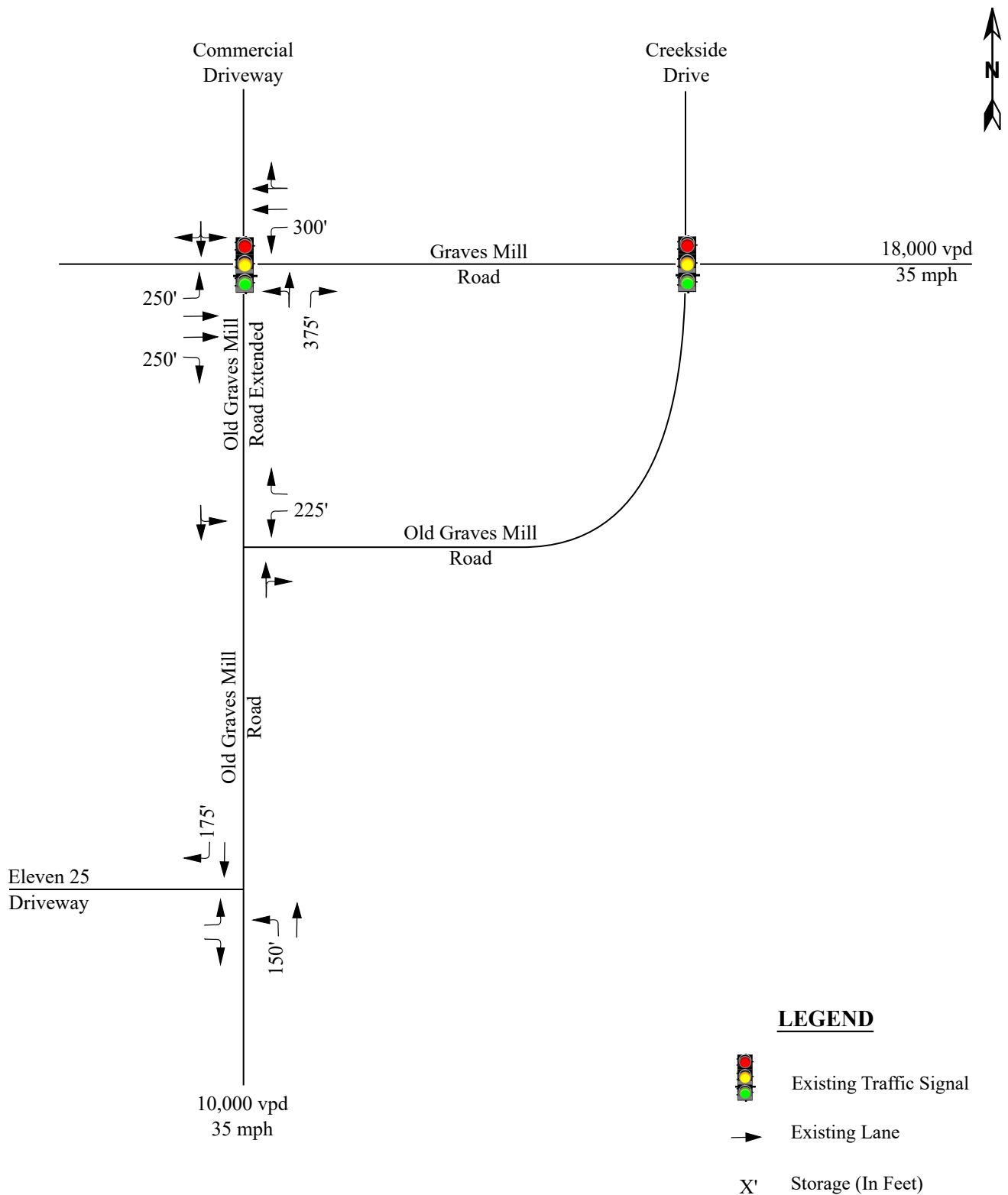
RKA
RAMEY KEMP ASSOCIATES

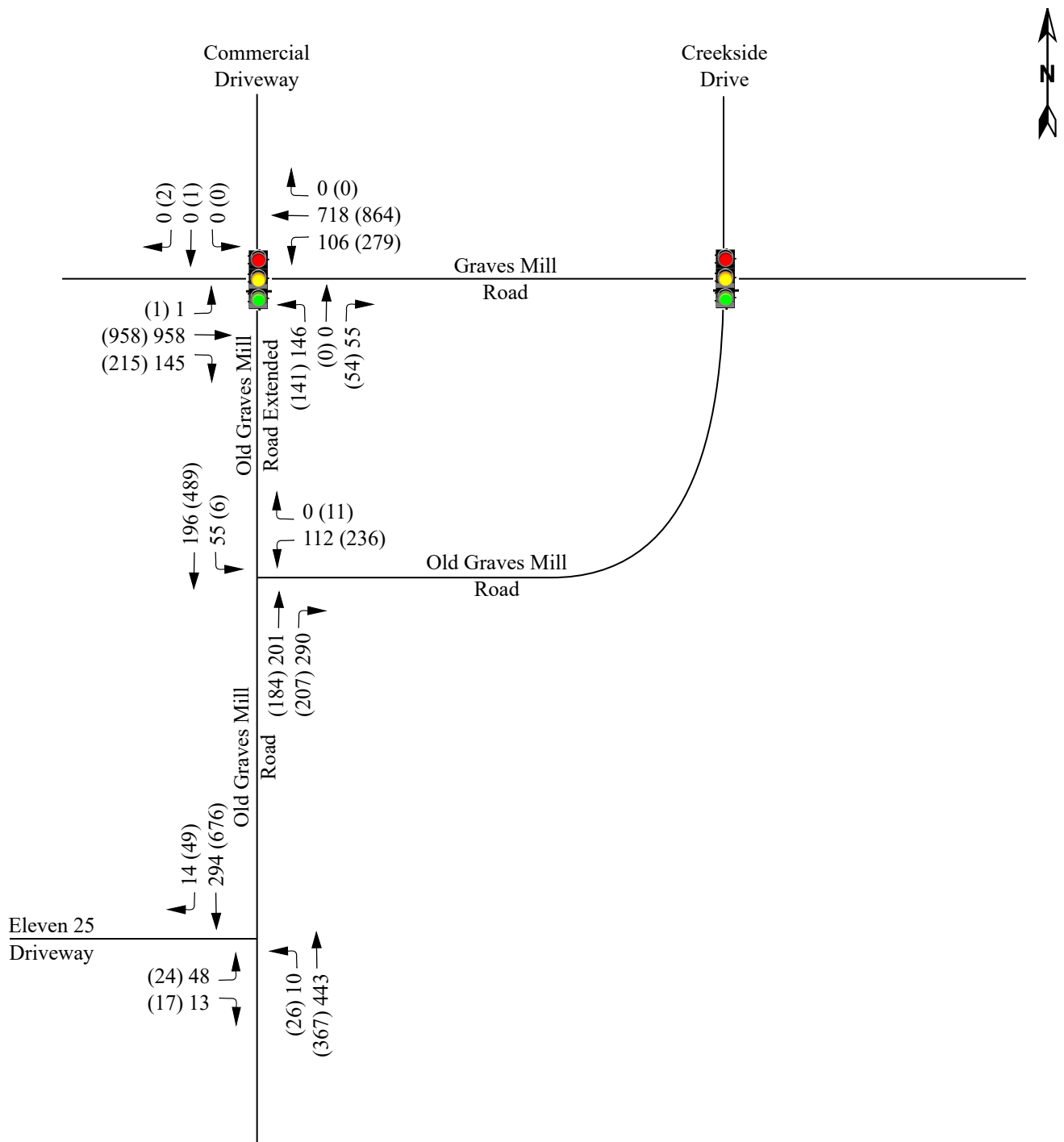
1114 Old Graves Mill Road
Lynchburg, Virginia

Preliminary Site Plan

Scale: Not to Scale

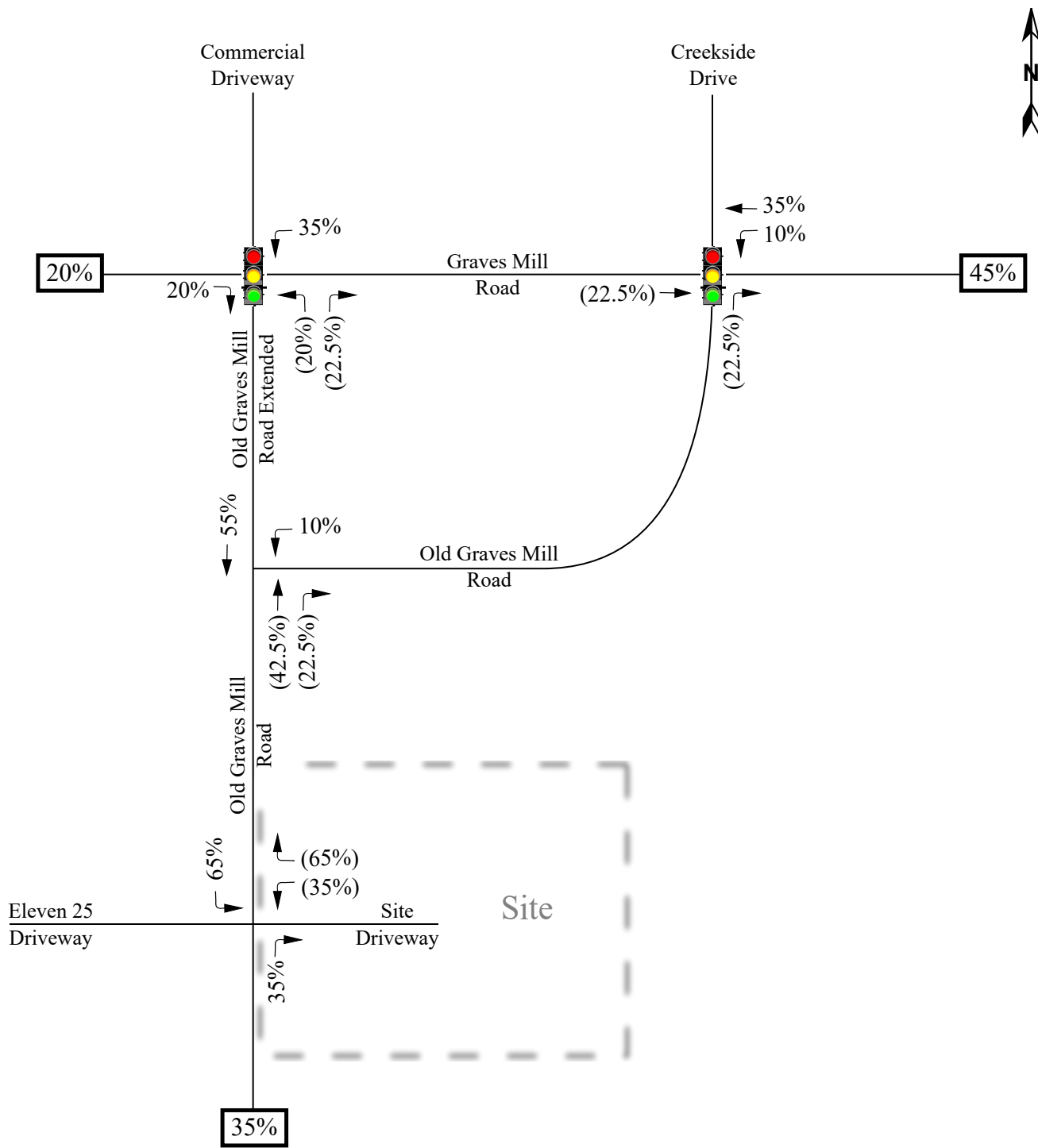
Figure 2





LEGEND

X (Y) AM (PM) Peak Hour



LEGEND

XX%

Regional Trip Distribution

Moving forward.



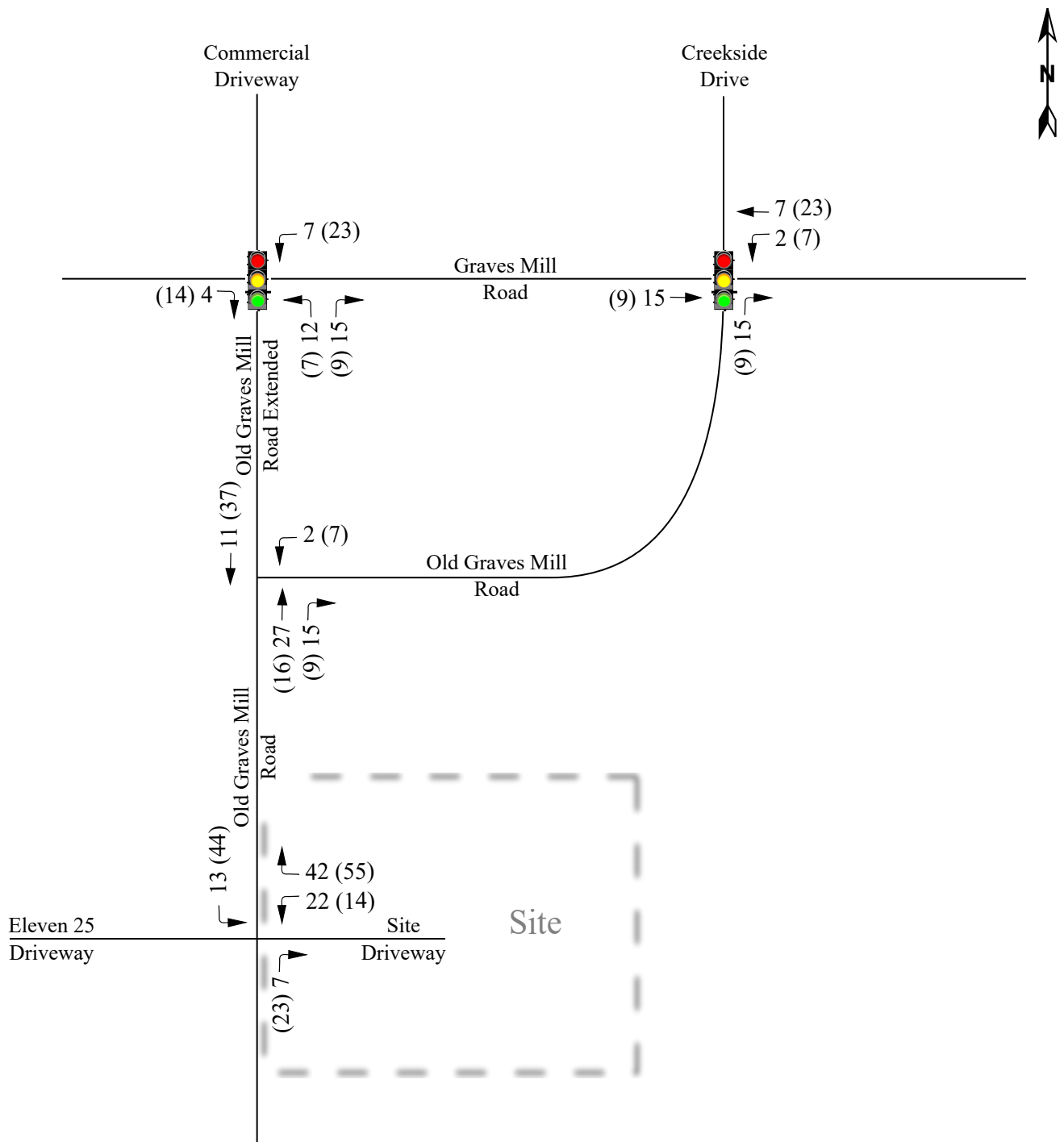
RAMEY KEMP ASSOCIATES

1114 Old Graves Mill Road
Lynchburg, Virginia

Site Trip
Distribution

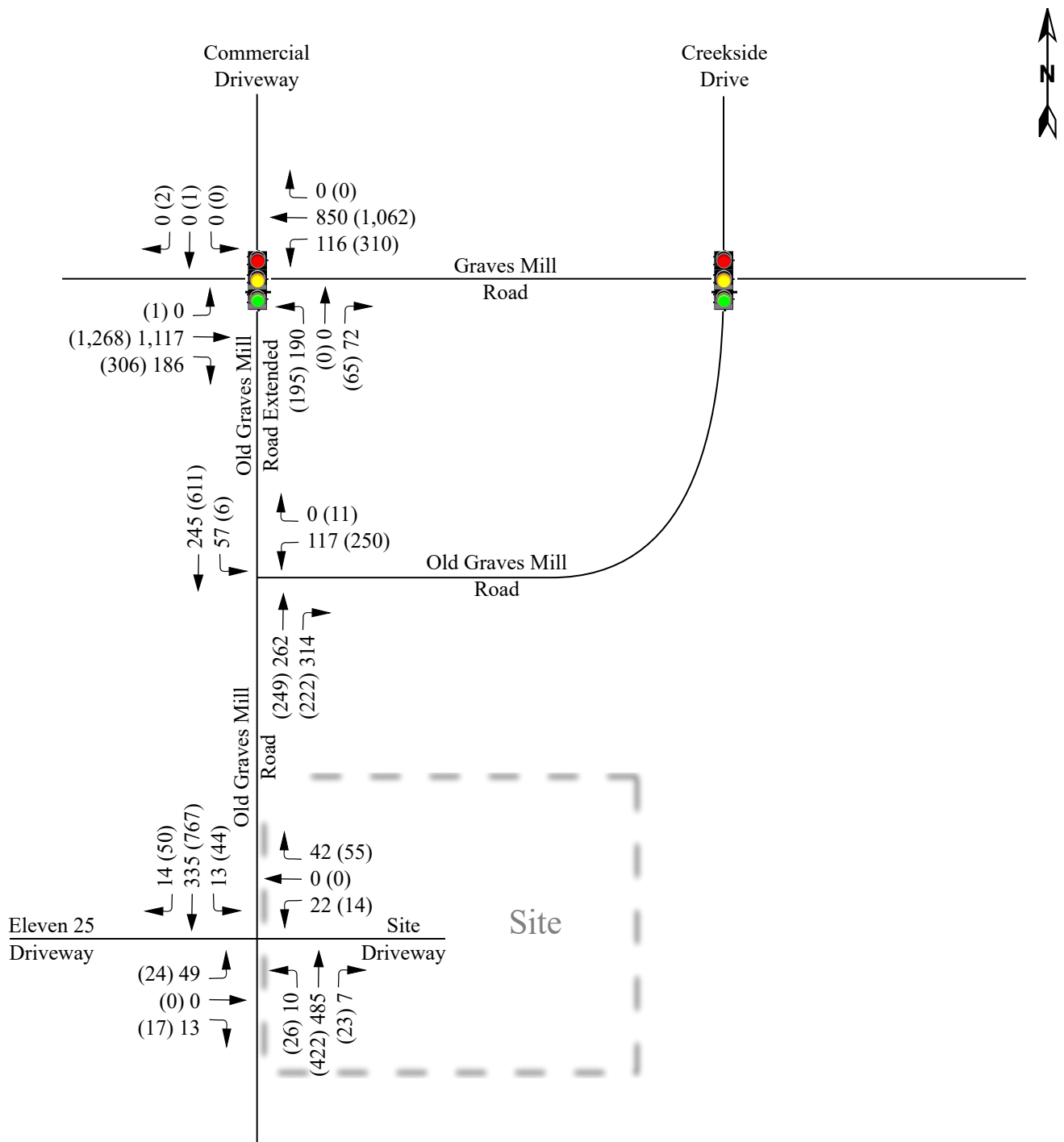
Scale: Not to Scale

Figure 7



LEGEND

X (Y) AM (PM) Peak Hour



LEGEND

X (Y) AM (PM) Peak Hour

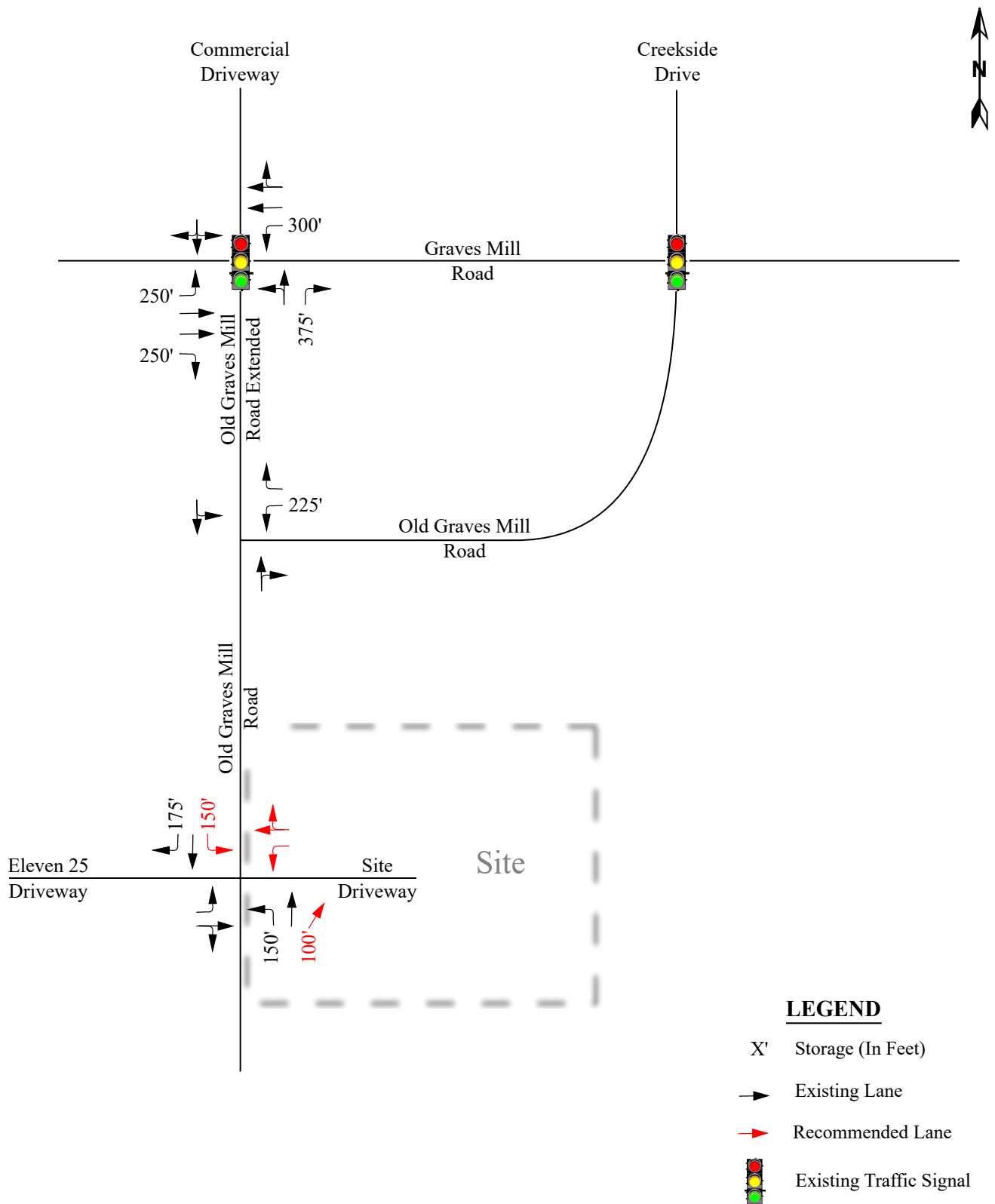


1114 Old Graves Mill Road
Lynchburg, Virginia

Build (2024)
Peak Hour Traffic Volumes

Scale: Not to Scale

Figure 9



Data Collection Group

LSmith@DataCollectionGroup.net

File Name : Graves Mill and Old Graves Mill

Site Code : 35555555

Start Date : 9/6/2017

Page No : 1

Groups Printed- Passenger Veh - Trucks

	Driveway From North					Graves Mill From East					Old Graves Mill From South					Graves Mill From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	106	8	0	114	9	0	25	0	34	14	197	0	0	211	359
07:15 AM	0	0	0	0	0	0	136	13	0	149	7	0	24	0	31	31	229	0	0	260	440
07:30 AM	0	0	0	0	0	0	169	24	0	193	13	0	34	0	47	25	299	0	0	324	564
07:45 AM	0	0	0	0	0	0	185	30	0	215	15	0	37	0	52	45	254	0	0	299	566
Total	0	0	0	0	0	0	596	75	0	671	44	0	120	0	164	115	979	0	0	1094	1929
08:00 AM	0	0	0	0	0	0	165	17	0	182	12	0	18	0	30	37	194	0	0	231	443
08:15 AM	0	0	0	0	0	0	171	28	0	199	9	0	43	0	52	27	174	0	0	201	452
08:30 AM	0	0	0	0	0	0	155	12	0	167	19	0	23	0	42	25	182	0	0	207	416
08:45 AM	0	0	0	0	0	0	126	19	0	145	15	0	29	0	44	30	221	0	0	251	440
Total	0	0	0	0	0	0	617	76	0	693	55	0	113	0	168	119	771	0	0	890	1751
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	160	28	0	188	6	0	31	0	37	42	205	0	0	247	472
04:15 PM	0	0	0	0	0	0	189	38	0	227	8	1	24	0	33	42	171	0	0	213	473
04:30 PM	1	0	1	0	2	0	199	37	0	236	6	0	25	0	31	41	183	0	0	224	493
04:45 PM	2	1	0	0	3	0	215	48	0	263	15	0	29	0	44	34	203	0	0	237	547
Total	3	1	1	0	5	0	763	151	0	914	35	1	109	0	145	159	762	0	0	921	1985
05:00 PM	0	0	0	0	0	0	231	78	0	309	14	0	26	0	40	57	244	1	0	302	651
05:15 PM	0	0	0	0	0	0	209	74	0	283	10	0	39	0	49	54	233	0	0	287	619
05:30 PM	0	0	0	0	0	0	175	55	0	230	11	0	23	0	34	51	241	0	0	292	556
05:45 PM	0	0	0	0	0	0	167	29	0	196	6	0	33	0	39	34	158	0	0	192	427
Total	0	0	0	0	0	0	782	236	0	1018	41	0	121	0	162	196	876	1	0	1073	2253
Grand Total	3	1	1	0	5	0	2758	538	0	3296	175	1	463	0	639	589	3388	1	0	3978	7918
Apprch %	60	20	20	0		0	83.7	16.3	0		27.4	0.2	72.5	0		14.8	85.2	0	0		
Total %	0	0	0	0	0.1	0	34.8	6.8	0	41.6	2.2	0	5.8	0	8.1	7.4	42.8	0	0	50.2	
Passenger Veh	3	1	1	0	5	0	2739	519	0	3258	168	1	455	0	624	578	3359	1	0	3938	7825
% Passenger Veh	100	100	100	0	100	0	99.3	96.5	0	98.8	96	100	98.3	0	97.7	98.1	99.1	100	0	99	98.8
Trucks	0	0	0	0	0	0	19	19	0	38	7	0	8	0	15	11	29	0	0	40	93
% Trucks	0	0	0	0	0	0	0.7	3.5	0	1.2	4	0	1.7	0	2.3	1.9	0.9	0	0	1	1.2

Data Collection Group

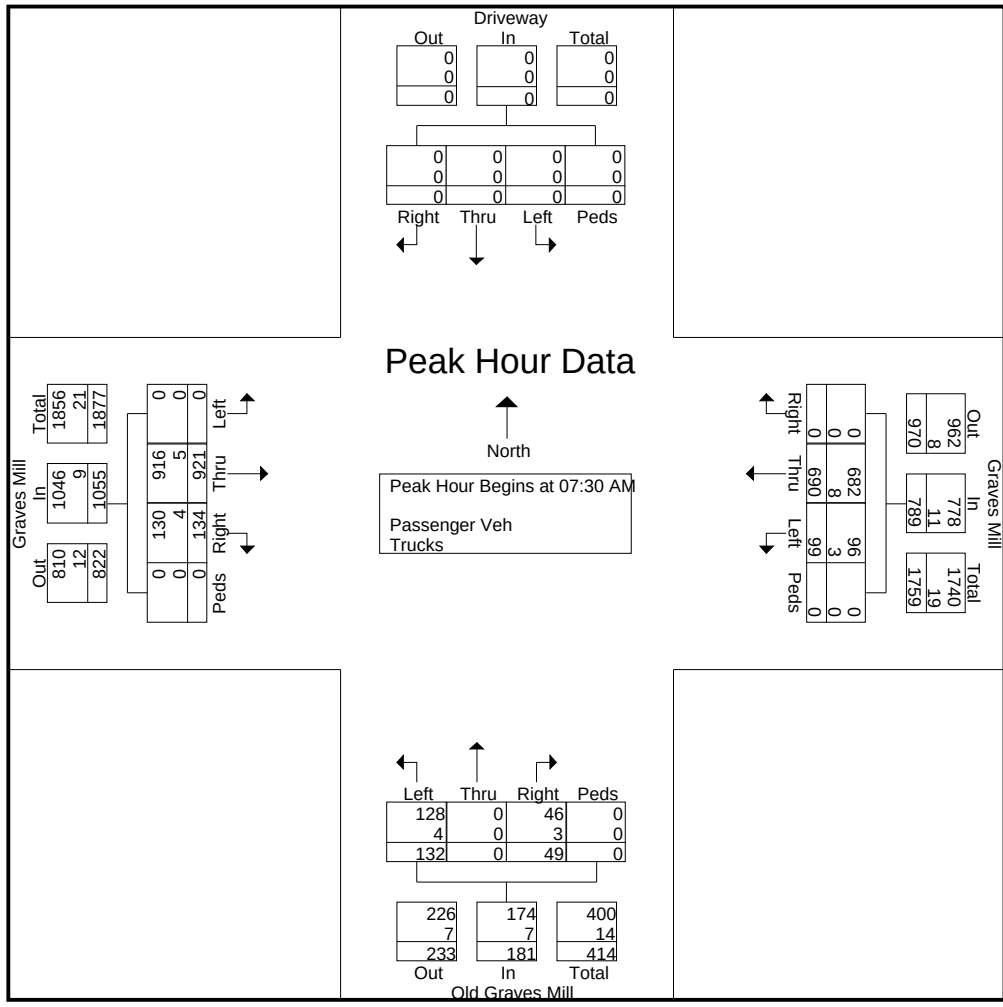
LSmith@DataCollectionGroup.net

File Name : Graves Mill and Old Graves Mill
 Site Code : 35555555
 Start Date : 9/6/2017
 Page No : 2

	Driveway From North					Graves Mill From East					Old Graves Mill From South					Graves Mill From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	0	169	24	0	193	13	0	34	0	47	25	299	0	0	324	564
07:45 AM	0	0	0	0	0	0	185	30	0	215	15	0	37	0	52	45	254	0	0	299	566
08:00 AM	0	0	0	0	0	0	165	17	0	182	12	0	18	0	30	37	194	0	0	231	443
08:15 AM	0	0	0	0	0	0	171	28	0	199	9	0	43	0	52	27	174	0	0	201	452
Total Volume	0	0	0	0	0	0	690	99	0	789	49	0	132	0	181	134	921	0	0	1055	2025
% App. Total	0	0	0	0	0	0	87.5	12.5	0		27.1	0	72.9	0		12.7	87.3	0	0		
PHF	.000	.000	.000	.000	.000	.000	.932	.825	.000	.917	.817	.000	.767	.000	.870	.744	.770	.000	.000	.814	.894
Passenger Veh	0	0	0	0	0	0	682	96	0	778	46	0	128	0	174	130	916	0	0	1046	1998
% Passenger Veh	0	0	0	0	0	0	98.8	97.0	0	98.6	93.9	0	97.0	0	96.1	97.0	99.5	0	0	99.1	98.7
Trucks	0	0	0	0	0	0	8	3	0	11	3	0	4	0	7	4	5	0	0	9	27
% Trucks	0	0	0	0	0	0	1.2	3.0	0	1.4	6.1	0	3.0	0	3.9	3.0	0.5	0	0	0.9	1.3

Data Collection Group
LSmith@DataCollectionGroup.net

File Name : Graves Mill and Old Graves Mill
Site Code : 35555555
Start Date : 9/6/2017
Page No : 3



Data Collection Group

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File Name : Graves Mill and Old Graves Mill

Site Code : 35555555

Start Date : 9/6/2017

Page No : 4

	Driveway From North					Graves Mill From East					Old Graves Mill From South					Graves Mill From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	2	1	0	0	3	0	215	48	0	263	15	0	29	0	44	34	203	0	0	237	547
05:00 PM	0	0	0	0	0	0	231	78	0	309	14	0	26	0	40	57	244	1	0	302	651
05:15 PM	0	0	0	0	0	0	209	74	0	283	10	0	39	0	49	54	233	0	0	287	619
05:30 PM	0	0	0	0	0	0	175	55	0	230	11	0	23	0	34	51	241	0	0	292	556
Total Volume	2	1	0	0	3	0	830	255	0	1085	50	0	117	0	167	196	921	1	0	1118	2373
% App. Total	66.7	33.3	0	0		0	76.5	23.5	0		29.9	0	70.1	0		17.5	82.4	0.1	0		
PHF	.250	.250	.000	.000	.250	.000	.898	.817	.000	.878	.833	.000	.750	.000	.852	.860	.944	.250	.000	.925	.911
Passenger Veh	2	1	0	0	3	0	828	250	0	1078	49	0	115	0	164	195	912	1	0	1108	2353
% Passenger Veh	100	100	0	0	100	0	99.8	98.0	0	99.4	98.0	0	98.3	0	98.2	99.5	99.0	100	0	99.1	99.2
Trucks	0	0	0	0	0	0	2	5	0	7	1	0	2	0	3	1	9	0	0	10	20
% Trucks	0	0	0	0	0	0	0.2	2.0	0	0.6	2.0	0	1.7	0	1.8	0.5	1.0	0	0	0.9	0.8

Data Collection Group

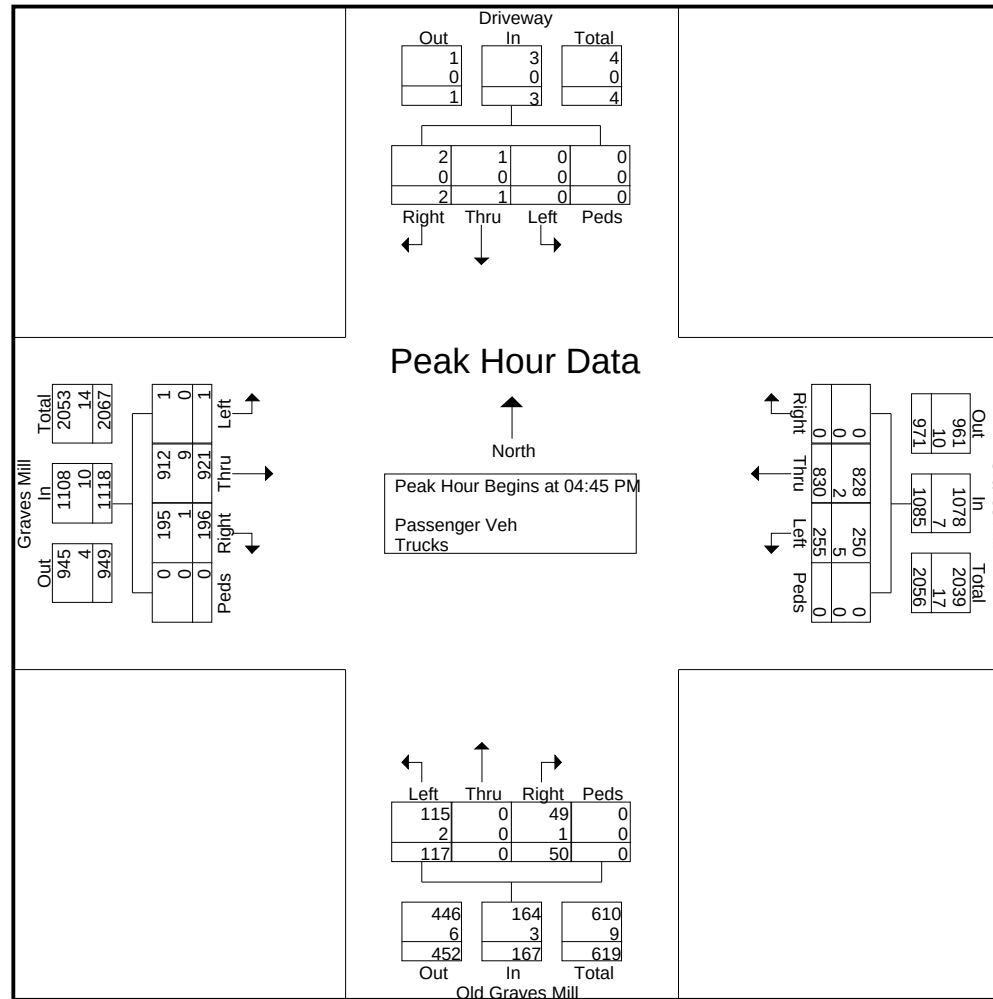
LSmith@DataCollectionGroup.net

File Name : Graves Mill and Old Graves Mill

Site Code : 35555555

Start Date : 9/6/2017

Page No : 5





TRAFFIC DATA COLLECTION

File Name : Lynchburg(Old Graves and Old Graves Extension) AM Peak
 Site Code :
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- Cars + - Trucks

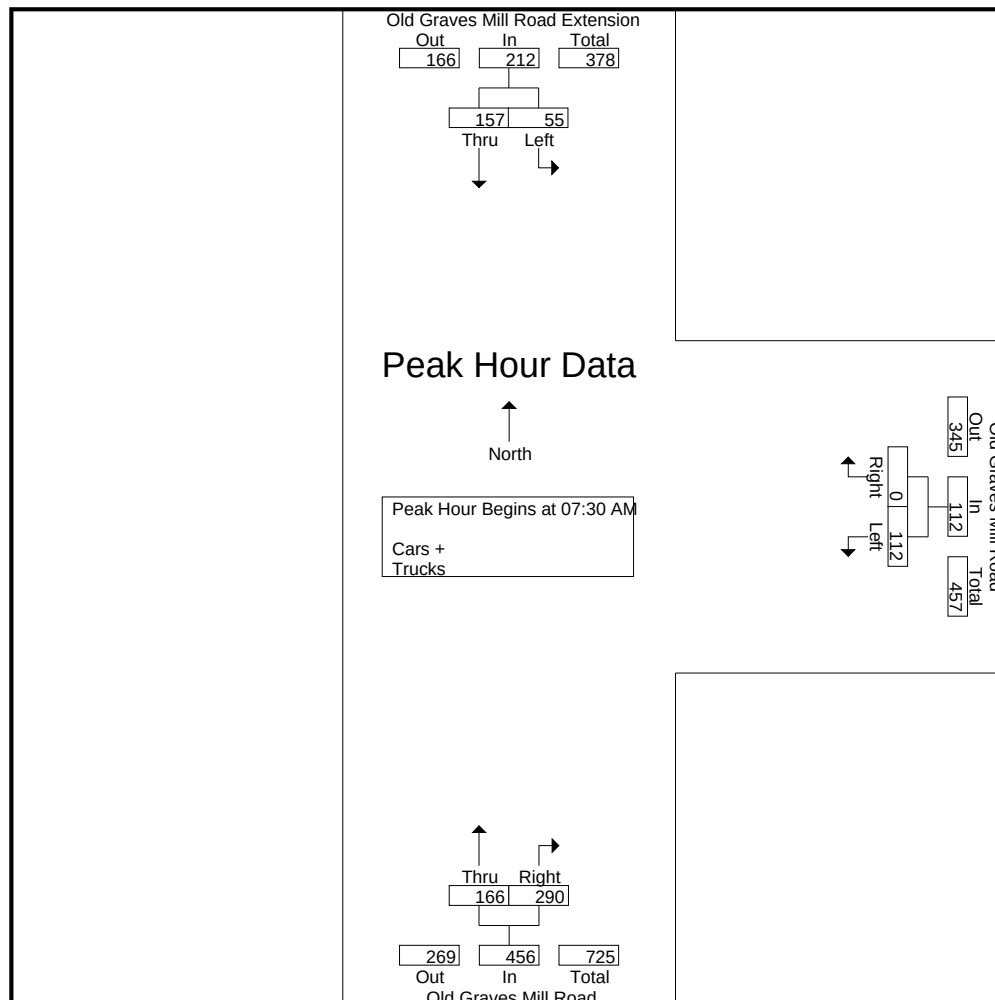
	Old Graves Mill Road Extension Southbound			Old Graves Mill Road Westbound			Old Graves Mill Road Northbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
07:00 AM	11	4	15	0	19	19	54	25	79	113
07:15 AM	18	3	21	1	18	19	61	32	93	133
07:30 AM	28	6	34	0	29	29	92	45	137	200
07:45 AM	51	15	66	0	27	27	78	37	115	208
Total	108	28	136	1	93	94	285	139	424	654
08:00 AM	36	22	58	0	31	31	57	41	98	187
08:15 AM	42	12	54	0	25	25	63	43	106	185
08:30 AM	49	4	53	1	33	34	60	37	97	184
08:45 AM	37	7	44	2	44	46	53	46	99	189
Total	164	45	209	3	133	136	233	167	400	745
Grand Total	272	73	345	4	226	230	518	306	824	1399
Apprch %	78.8	21.2		1.7	98.3		62.9	37.1		
Total %	19.4	5.2	24.7	0.3	16.2	16.4	37	21.9	58.9	
Cars +	270	73	343	4	225	229	518	305	823	1395
% Cars +	99.3	100	99.4	100	99.6	99.6	100	99.7	99.9	99.7
Trucks	2	0	2	0	1	1	0	1	1	4
% Trucks	0.7	0	0.6	0	0.4	0.4	0	0.3	0.1	0.3



TRAFFIC DATA COLLECTION

File Name : Lynchburg(Old Graves and Old Graves Extension) AM Peak
 Site Code :
 Start Date : 10/21/2021
 Page No : 2

	Old Graves Mill Road Extension Southbound			Old Graves Mill Road Westbound			Old Graves Mill Road Northbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	28	6	34	0	29	29	92	45	137	200
07:45 AM	51	15	66	0	27	27	78	37	115	208
08:00 AM	36	22	58	0	31	31	57	41	98	187
08:15 AM	42	12	54	0	25	25	63	43	106	185
Total Volume	157	55	212	0	112	112	290	166	456	780
% App. Total	74.1	25.9		0	100		63.6	36.4		
PHF	.770	.625	.803	.000	.903	.903	.788	.922	.832	.938





TRAFFIC DATA COLLECTION

File Name : Lynchburg(Old Graves and Old Graves Extension) PM Peak
 Site Code :
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- Cars + - Trucks

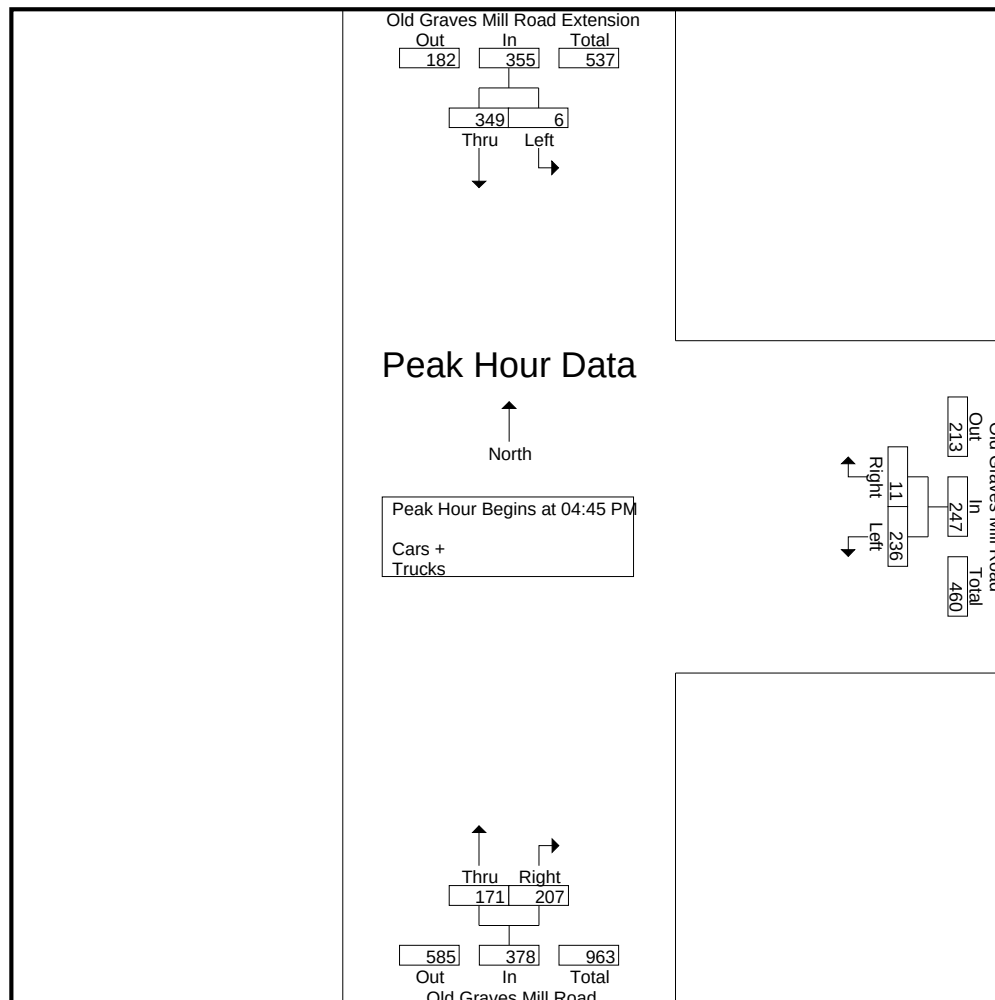
	Old Graves Mill Road Extension Southbound			Old Graves Mill Road Westbound			Old Graves Mill Road Northbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
04:00 PM	75	2	77	2	57	59	46	41	87	223
04:15 PM	66	4	70	6	44	50	50	55	105	225
04:30 PM	87	2	89	3	67	70	54	41	95	254
04:45 PM	65	2	67	1	54	55	49	57	106	228
Total	293	10	303	12	222	234	199	194	393	930
05:00 PM	103	1	104	2	67	69	59	35	94	267
05:15 PM	81	0	81	4	62	66	44	39	83	230
05:30 PM	100	3	103	4	53	57	55	40	95	255
05:45 PM	58	1	59	3	67	70	44	39	83	212
Total	342	5	347	13	249	262	202	153	355	964
Grand Total	635	15	650	25	471	496	401	347	748	1894
Apprch %	97.7	2.3		5	95		53.6	46.4		
Total %	33.5	0.8	34.3	1.3	24.9	26.2	21.2	18.3	39.5	
Cars +	633	15	648	25	471	496	395	342	737	1881
% Cars +	99.7	100	99.7	100	100	100	98.5	98.6	98.5	99.3
Trucks	2	0	2	0	0	0	6	5	11	13
% Trucks	0.3	0	0.3	0	0	0	1.5	1.4	1.5	0.7



TRAFFIC DATA COLLECTION

File Name : Lynchburg(Old Graves and Old Graves Extension) PM Peak
 Site Code :
 Start Date : 10/21/2021
 Page No : 2

	Old Graves Mill Road Extension Southbound			Old Graves Mill Road Westbound			Old Graves Mill Road Northbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	65	2	67	1	54	55	49	57	106	228
05:00 PM	103	1	104	2	67	69	59	35	94	267
05:15 PM	81	0	81	4	62	66	44	39	83	230
05:30 PM	100	3	103	4	53	57	55	40	95	255
Total Volume	349	6	355	11	236	247	207	171	378	980
% App. Total	98.3	1.7		4.5	95.5		54.8	45.2		
PHF	.847	.500	.853	.688	.881	.895	.877	.750	.892	.918





TRAFFIC DATA COLLECTION

File Name : Lynchburg(Old Graves and Apartment Access) AM Peak
 Site Code :
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- Cars + - Trucks

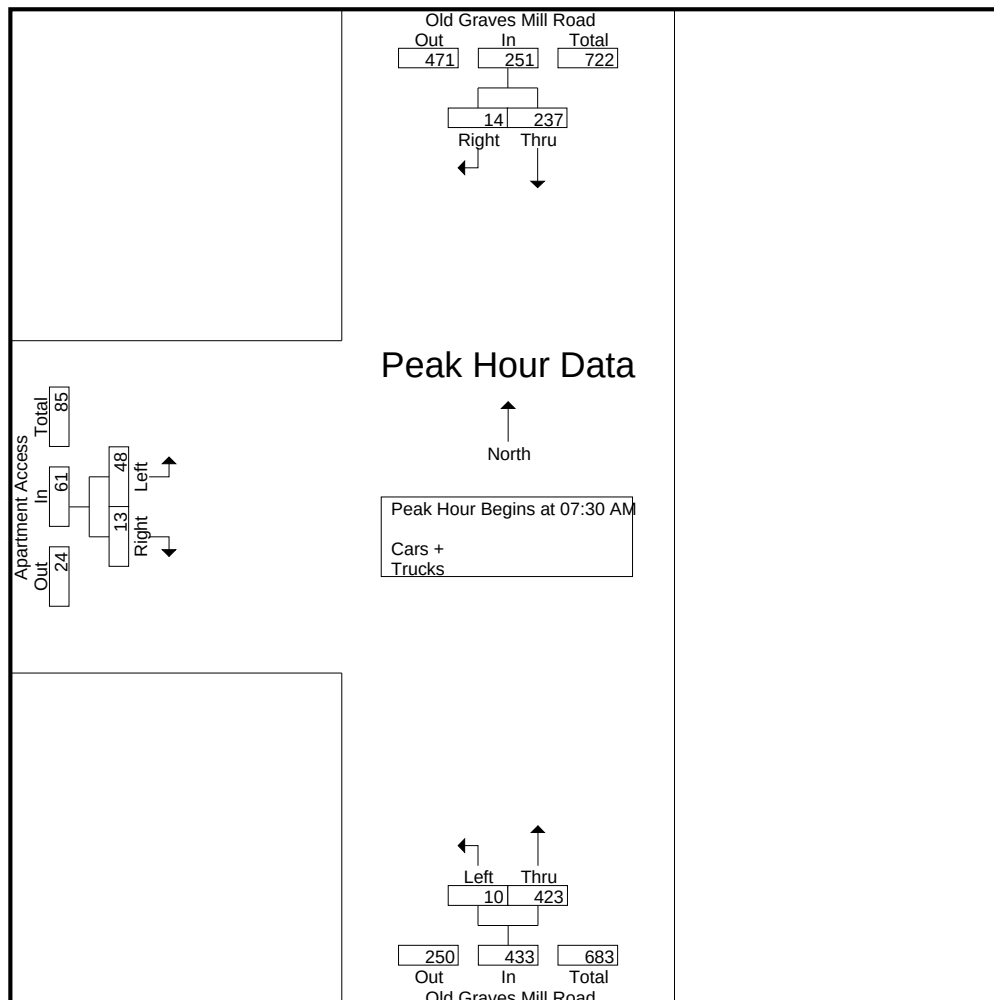
	Old Graves Mill Road Southbound			Old Graves Mill Road Northbound			Apartment Access Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
07:00 AM	1	28	29	87	0	87	2	3	5	121
07:15 AM	4	32	36	87	0	87	0	13	13	136
07:30 AM	2	51	53	119	4	123	3	20	23	199
07:45 AM	3	64	67	113	2	115	3	11	14	196
Total	10	175	185	406	6	412	8	47	55	652
08:00 AM	2	64	66	95	3	98	2	8	10	174
08:15 AM	7	58	65	96	1	97	5	9	14	176
08:30 AM	3	77	80	94	1	95	2	6	8	183
08:45 AM	4	74	78	87	0	87	3	11	14	179
Total	16	273	289	372	5	377	12	34	46	712
Grand Total	26	448	474	778	11	789	20	81	101	1364
Apprch %	5.5	94.5		98.6	1.4		19.8	80.2		
Total %	1.9	32.8	34.8	57	0.8	57.8	1.5	5.9	7.4	
Cars +	26	440	466	773	11	784	20	81	101	1351
% Cars +	100	98.2	98.3	99.4	100	99.4	100	100	100	99
Trucks	0	8	8	5	0	5	0	0	0	13
% Trucks	0	1.8	1.7	0.6	0	0.6	0	0	0	1



TRAFFIC DATA COLLECTION

File Name : Lynchburg(Old Graves and Apartment Access) AM Peak
 Site Code :
 Start Date : 10/21/2021
 Page No : 2

	Old Graves Mill Road Southbound			Old Graves Mill Road Northbound			Apartment Access Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	2	51	53	119	4	123	3	20	23	199
07:45 AM	3	64	67	113	2	115	3	11	14	196
08:00 AM	2	64	66	95	3	98	2	8	10	174
08:15 AM	7	58	65	96	1	97	5	9	14	176
Total Volume	14	237	251	423	10	433	13	48	61	745
% App. Total	5.6	94.4		97.7	2.3		21.3	78.7		
PHF	.500	.926	.937	.889	.625	.880	.650	.600	.663	.936





TRAFFIC DATA COLLECTION

File Name : Lynchburg(Old Graves and Apartment Access) PM Peak
 Site Code :
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- Cars + - Trucks

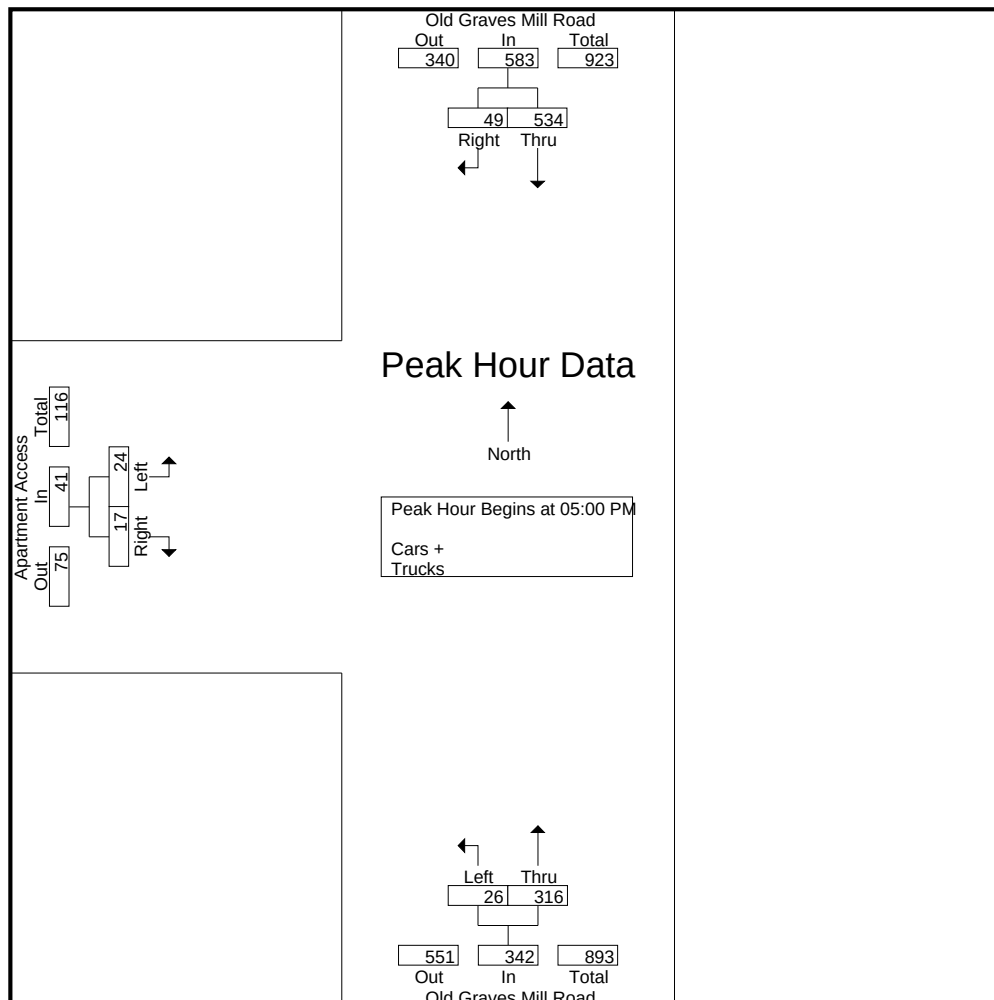
	Old Graves Mill Road Southbound			Old Graves Mill Road Northbound			Apartment Access Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
04:00 PM	7	120	127	83	9	92	2	2	4	223
04:15 PM	6	95	101	99	2	101	4	6	10	212
04:30 PM	13	131	144	90	2	92	2	6	8	244
04:45 PM	6	106	112	90	4	94	5	9	14	220
Total	32	452	484	362	17	379	13	23	36	899
05:00 PM	15	149	164	82	8	90	8	4	12	266
05:15 PM	9	135	144	73	6	79	1	5	6	229
05:30 PM	13	137	150	82	5	87	4	8	12	249
05:45 PM	12	113	125	79	7	86	4	7	11	222
Total	49	534	583	316	26	342	17	24	41	966
Grand Total	81	986	1067	678	43	721	30	47	77	1865
Apprch %	7.6	92.4		94	6		39	61		
Total %	4.3	52.9	57.2	36.4	2.3	38.7	1.6	2.5	4.1	
Cars +	81	986	1067	667	43	710	30	47	77	1854
% Cars +	100	100	100	98.4	100	98.5	100	100	100	99.4
Trucks	0	0	0	11	0	11	0	0	0	11
% Trucks	0	0	0	1.6	0	1.5	0	0	0	0.6



TRAFFIC DATA COLLECTION

File Name : Lynchburg(Old Graves and Apartment Access) PM Peak
 Site Code :
 Start Date : 10/21/2021
 Page No : 2

	Old Graves Mill Road Southbound			Old Graves Mill Road Northbound			Apartment Access Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	15	149	164	82	8	90	8	4	12	266
05:15 PM	9	135	144	73	6	79	1	5	6	229
05:30 PM	13	137	150	82	5	87	4	8	12	249
05:45 PM	12	113	125	79	7	86	4	7	11	222
Total Volume	49	534	583	316	26	342	17	24	41	966
% App. Total	8.4	91.6		92.4	7.6		41.5	58.5		
PHF	.817	.896	.889	.963	.813	.950	.531	.750	.854	.908



1114 Old Graves Mill Road - Lynchburg

Existing (2021) Conditions

1: Old Graves Mill Road Ext/Commercial Driveway & Graves Mill Road

Timing Plan: AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	958	145	106	718	1	146	1	55	1	1	1
Future Volume (vph)	1	958	145	106	718	1	146	1	55	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7	5.5	5.5	7.5	6.6			8.0	8.0		8.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95			1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.98	
Satd. Flow (prot)	1770	3539	1583	1770	3539			1775	1583		1750	
Flt Permitted	0.95	1.00	1.00	0.17	1.00			0.95	1.00		0.98	
Satd. Flow (perm)	1770	3539	1583	318	3539			1775	1583		1750	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	1	1076	163	119	807	1	164	1	62	1	1	1
RTOR Reduction (vph)	0	0	73	0	0	0	0	0	54	0	1	0
Lane Group Flow (vph)	1	1076	90	119	808	0	0	165	8	0	2	0
Turn Type	Prot	NA	Perm	pm+pt	NA		Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		8!	8!		4!	4!	
Permitted Phases			2	6					8			
Actuated Green, G (s)	1.4	49.9	49.9	63.6	55.9			11.4	11.4		11.4	
Effective Green, g (s)	1.4	49.9	49.9	63.6	55.9			11.4	11.4		11.4	
Actuated g/C Ratio	0.02	0.55	0.55	0.71	0.62			0.13	0.13		0.13	
Clearance Time (s)	6.7	5.5	5.5	7.5	6.6			8.0	8.0		8.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	27	1962	877	348	2198			224	200		221	
v/s Ratio Prot	0.00	c0.30		c0.03	c0.23			c0.09			0.00	
v/s Ratio Perm			0.06	0.21					0.00			
v/c Ratio	0.04	0.55	0.10	0.34	0.37			0.74	0.04		0.01	
Uniform Delay, d1	43.6	12.8	9.5	7.1	8.4			37.9	34.5		34.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	0.6	1.1	0.2	0.6	0.1			11.9	0.1		0.0	
Delay (s)	44.2	13.9	9.7	7.7	8.5			49.7	34.6		34.4	
Level of Service	D	B	A	A	A			D	C		C	
Approach Delay (s)		13.4			8.4			45.6			34.4	
Approach LOS		B			A			D			C	

Intersection Summary

HCM 2000 Control Delay	14.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	21.3
Intersection Capacity Utilization	64.7%	ICU Level of Service	C
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

1114 Old Graves Mill Road - Lynchburg
2: Old Graves Mill Road & Old Graves Mill Road Ext

Existing (2021) Conditions
Timing Plan: AM Peak Hour

Intersection

Int Delay, s/veh 3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	112	1	201	290	55	196
Future Vol, veh/h	112	1	201	290	55	196
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	225	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	120	1	216	312	59	211

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	701	372	0
Stage 1	372	-	-
Stage 2	329	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	405	674	-
Stage 1	697	-	-
Stage 2	729	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	379	674	-
Mov Cap-2 Maneuver	379	-	-
Stage 1	697	-	-
Stage 2	682	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.8	0	1.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	-	379	674
HCM Lane V/C Ratio	-	-	0.318	0.002
HCM Control Delay (s)	-	-	18.9	10.4
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	1.3	0

1114 Old Graves Mill Road - Lynchburg
3: Old Graves Mill Road & Eleven 25 Driveway

Existing (2021) Conditions
Timing Plan: AM Peak Hour

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	48	13	10	443	294	14
Future Vol, veh/h	48	13	10	443	294	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	150	-	-	175
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	14	11	476	316	15

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	814	316	331
Stage 1	316	-	-
Stage 2	498	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	347	724	1228
Stage 1	739	-	-
Stage 2	611	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	344	724	1228
Mov Cap-2 Maneuver	344	-	-
Stage 1	732	-	-
Stage 2	611	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.8	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1228	-	344	724	-	-
HCM Lane V/C Ratio	0.009	-	0.15	0.019	-	-
HCM Control Delay (s)	8	-	17.3	10.1	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	0.1	-	-

Queuing and Blocking Report
1114 Old Graves Mill Road - Lynchburg

Existing (2021) Conditions
AM Peak Hour

Intersection: 1: Old Graves Mill Road Ext/Commercial Driveway & Graves Mill Road

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	T	TR	LT	R	LTR
Maximum Queue (ft)	10	271	242	71	106	154	140	163	52	25
Average Queue (ft)	1	147	103	24	46	75	55	77	21	2
95th Queue (ft)	7	238	210	54	87	131	113	138	44	14
Link Distance (ft)		734	734			1130	1130	334	334	565
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	250			250	300					
Storage Blk Time (%)		0	0							
Queuing Penalty (veh)		0	0							

Intersection: 2: Old Graves Mill Road & Old Graves Mill Road Ext

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	102	21	22	130
Average Queue (ft)	42	1	2	38
95th Queue (ft)	80	11	14	95
Link Distance (ft)		726	640	334
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	225			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Old Graves Mill Road & Eleven 25 Driveway

Movement	EB	EB	NB
Directions Served	L	R	L
Maximum Queue (ft)	60	23	27
Average Queue (ft)	24	7	3
95th Queue (ft)	49	22	18
Link Distance (ft)		738	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		150
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Network Summary

Network wide Queuing Penalty: 0

1114 Old Graves Mill Road - Lynchburg

Existing (2021) Conditions

1: Old Graves Mill Road Ext/Commercial Driveway & Graves Mill Road

Timing Plan: PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1239	215	279	936	1	141	1	54	1	1	2
Future Volume (vph)	1	1239	215	279	936	1	141	1	54	1	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7	5.5	5.5	7.5	6.6			8.0	8.0		8.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95			1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		0.93	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.99	
Satd. Flow (prot)	1770	3539	1583	1770	3539			1775	1583		1716	
Flt Permitted	0.95	1.00	1.00	0.08	1.00			0.95	1.00		0.99	
Satd. Flow (perm)	1770	3539	1583	145	3539			1775	1583		1716	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1	1362	236	307	1029	1	155	1	59	1	1	2
RTOR Reduction (vph)	0	0	118	0	0	0	0	0	52	0	2	0
Lane Group Flow (vph)	1	1362	118	307	1030	0	0	156	7	0	2	0
Turn Type	Prot	NA	Perm	pm+pt	NA		Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		8!	8!		4!	4!	
Permitted Phases			2	6					8			
Actuated Green, G (s)	1.4	45.0	45.0	64.2	56.1			11.2	11.2		11.2	
Effective Green, g (s)	1.4	45.0	45.0	64.2	56.1			11.2	11.2		11.2	
Actuated g/C Ratio	0.02	0.50	0.50	0.71	0.62			0.12	0.12		0.12	
Clearance Time (s)	6.7	5.5	5.5	7.5	6.6			8.0	8.0		8.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	27	1769	791	334	2205			220	196		213	
v/s Ratio Prot	0.00	0.38		c0.13	0.29			c0.09			0.00	
v/s Ratio Perm			0.07	c0.52					0.00			
v/c Ratio	0.04	0.77	0.15	0.92	0.47			0.71	0.04		0.01	
Uniform Delay, d1	43.6	18.3	12.2	26.8	9.0			37.8	34.7		34.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	0.6	3.3	0.4	29.1	0.2			10.0	0.1		0.0	
Delay (s)	44.2	21.6	12.6	55.9	9.2			47.8	34.7		34.6	
Level of Service	D	C	B	E	A			D	C		C	
Approach Delay (s)		20.3			19.9			44.2			34.6	
Approach LOS		C			B			D			C	

Intersection Summary

HCM 2000 Control Delay	21.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	21.3
Intersection Capacity Utilization	81.7%	ICU Level of Service	D
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

1114 Old Graves Mill Road - Lynchburg
2: Old Graves Mill Road & Old Graves Mill Road Ext

Existing (2021) Conditions
Timing Plan: PM Peak Hour

Intersection

Int Delay, s/veh 10.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	236	11	184	207	6	489
Future Vol, veh/h	236	11	184	207	6	489
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	225	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	257	12	200	225	7	532

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	859	313	0
Stage 1	313	-	-
Stage 2	546	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	327	727	-
Stage 1	741	-	-
Stage 2	580	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	324	727	-
Mov Cap-2 Maneuver	324	-	-
Stage 1	741	-	-
Stage 2	575	-	-

Approach	WB	NB	SB
HCM Control Delay, s	46	0	0.1
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	324	727	1134	-
HCM Lane V/C Ratio	-	-	0.792	0.016	0.006	-
HCM Control Delay (s)	-	-	47.7	10	8.2	0
HCM Lane LOS	-	-	E	B	A	A
HCM 95th %tile Q(veh)	-	-	6.5	0.1	0	-

1114 Old Graves Mill Road - Lynchburg
3: Old Graves Mill Road & Eleven 25 Driveway

Existing (2021) Conditions
Timing Plan: PM Peak Hour

Intersection

Int Delay, s/veh 1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	17	26	367	676	49
Future Vol, veh/h	24	17	26	367	676	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	150	-	-	175
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	19	29	403	743	54

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1204	743	797
Stage 1	743	-	-
Stage 2	461	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	203	415	825
Stage 1	470	-	-
Stage 2	635	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	196	415	825
Mov Cap-2 Maneuver	196	-	-
Stage 1	454	-	-
Stage 2	635	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.2	0.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	825	-	196	415	-	-
HCM Lane V/C Ratio	0.035	-	0.135	0.045	-	-
HCM Control Delay (s)	9.5	-	26.2	14.1	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	0.1	-	-

Intersection: 1: Old Graves Mill Road Ext/Commercial Driveway & Graves Mill Road

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	T	TR	LT	R	LTR
Maximum Queue (ft)	12	378	350	156	238	182	168	194	67	30
Average Queue (ft)	1	238	194	44	121	84	76	90	21	4
95th Queue (ft)	7	343	315	104	205	151	143	162	49	20
Link Distance (ft)		734	734			1130	1130	334	334	565
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	250			250	300					
Storage Blk Time (%)		5	1		0					
Queuing Penalty (veh)		0	3		0					

Intersection: 2: Old Graves Mill Road & Old Graves Mill Road Ext

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	217	58	4	67
Average Queue (ft)	87	10	0	5
95th Queue (ft)	172	47	3	33
Link Distance (ft)		726	640	334
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	225			
Storage Blk Time (%)	1			
Queuing Penalty (veh)	0			

Intersection: 3: Old Graves Mill Road & Eleven 25 Driveway

Movement	EB	EB	NB	SB	SB
Directions Served	L	R	L	T	R
Maximum Queue (ft)	46	24	44	2	6
Average Queue (ft)	15	8	14	0	0
95th Queue (ft)	38	24	40	2	4
Link Distance (ft)		738		640	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100		150		175
Storage Blk Time (%)					
Queuing Penalty (veh)					

Network Summary

Network wide Queuing Penalty: 3

1114 Old Graves Mill Road - Lynchburg

No-Build (2024) Conditions

1: Old Graves Mill Road Ext/Commercial Driveway & Graves Mill Road

Timing Plan: AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Traffic Volume (vph)	1	1117	182	109	850	1	178	1	57	1	1	1
Future Volume (vph)	1	1117	182	109	850	1	178	1	57	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7	5.5	5.5	7.5	6.6			8.0	8.0		8.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95			1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.98	
Satd. Flow (prot)	1770	3539	1583	1770	3539			1774	1583		1750	
Flt Permitted	0.95	1.00	1.00	0.11	1.00			0.95	1.00		0.98	
Satd. Flow (perm)	1770	3539	1583	197	3539			1774	1583		1750	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	1	1255	204	122	955	1	200	1	64	1	1	1
RTOR Reduction (vph)	0	0	100	0	0	0	0	0	54	0	1	0
Lane Group Flow (vph)	1	1255	104	122	956	0	0	201	10	0	2	0
Turn Type	Prot	NA	Perm	pm+pt	NA		Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		8!	8!		4!	4!	
Permitted Phases			2	6					8			
Actuated Green, G (s)	1.4	46.1	46.1	61.0	52.9			14.4	14.4		14.4	
Effective Green, g (s)	1.4	46.1	46.1	61.0	52.9			14.4	14.4		14.4	
Actuated g/C Ratio	0.02	0.51	0.51	0.68	0.59			0.16	0.16		0.16	
Clearance Time (s)	6.7	5.5	5.5	7.5	6.6			8.0	8.0		8.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	27	1812	810	282	2080			283	253		280	
v/s Ratio Prot	0.00	c0.35		c0.04	c0.27			c0.11			0.00	
v/s Ratio Perm			0.07	0.25					0.01			
v/c Ratio	0.04	0.69	0.13	0.43	0.46			0.71	0.04		0.01	
Uniform Delay, d1	43.6	16.6	11.5	11.0	10.5			35.8	32.0		31.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	0.6	2.2	0.3	1.1	0.2			8.1	0.1		0.0	
Delay (s)	44.2	18.8	11.8	12.0	10.6			44.0	32.0		31.8	
Level of Service	D	B	B	B	B			D	C		C	
Approach Delay (s)		17.8			10.8			41.1			31.8	
Approach LOS		B			B			D			C	

Intersection Summary

HCM 2000 Control Delay	17.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	21.3
Intersection Capacity Utilization	71.0%	ICU Level of Service	C
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

1114 Old Graves Mill Road - Lynchburg
2: Old Graves Mill Road & Old Graves Mill Road Ext

No-Build (2024) Conditions
Timing Plan: AM Peak Hour

Intersection

Int Delay, s/veh 3.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	115	1	235	299	57	234
Future Vol, veh/h	115	1	235	299	57	234
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	225	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	124	1	253	322	61	252

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	788	414	0
Stage 1	414	-	-
Stage 2	374	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	360	638	-
Stage 1	667	-	-
Stage 2	696	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	334	638	-
Mov Cap-2 Maneuver	334	-	-
Stage 1	667	-	-
Stage 2	647	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.9	0	1.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	334	638	998	-
HCM Lane V/C Ratio	-	-	0.37	0.002	0.061	-
HCM Control Delay (s)	-	-	22	10.7	8.8	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	1.7	0	0.2	-

1114 Old Graves Mill Road - Lynchburg
3: Old Graves Mill Road & Eleven 25 Driveway

No-Build (2024) Conditions
Timing Plan: AM Peak Hour

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	49	13	10	485	335	14
Future Vol, veh/h	49	13	10	485	335	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	150	-	-	175
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	14	11	522	360	15

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	904	360	375
Stage 1	360	-	-
Stage 2	544	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	307	684	1183
Stage 1	706	-	-
Stage 2	582	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	304	684	1183
Mov Cap-2 Maneuver	304	-	-
Stage 1	700	-	-
Stage 2	582	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.4	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1183	-	304	684	-	-
HCM Lane V/C Ratio	0.009	-	0.173	0.02	-	-
HCM Control Delay (s)	8.1	-	19.3	10.4	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0	-	0.6	0.1	-	-

Intersection: 1: Old Graves Mill Road Ext/Commercial Driveway & Graves Mill Road

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	T	TR	LT	R	LTR
Maximum Queue (ft)	13	319	268	67	111	189	173	221	62	29
Average Queue (ft)	1	186	141	28	52	95	73	102	22	3
95th Queue (ft)	7	293	250	56	90	159	141	178	47	16
Link Distance (ft)		734	734			1130	1130	334	334	565
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	250			250	300					
Storage Blk Time (%)		2	0							
Queuing Penalty (veh)		0	1							

Intersection: 2: Old Graves Mill Road & Old Graves Mill Road Ext

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	122	26	25	188
Average Queue (ft)	49	2	3	48
95th Queue (ft)	96	12	17	128
Link Distance (ft)		726	640	334
Upstream Blk Time (%)				0
Queuing Penalty (veh)				0
Storage Bay Dist (ft)	225			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Old Graves Mill Road & Eleven 25 Driveway

Movement	EB	EB	NB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	54	26	30	2
Average Queue (ft)	23	7	3	0
95th Queue (ft)	48	23	18	2
Link Distance (ft)		738		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100		150	175
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 1

1114 Old Graves Mill Road - Lynchburg

No-Build (2024) Conditions

1: Old Graves Mill Road Ext/Commercial Driveway & Graves Mill Road

Timing Plan: PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Traffic Volume (vph)	1	1268	292	287	1062	1	188	1	56	1	1	2
Future Volume (vph)	1	1268	292	287	1062	1	188	1	56	1	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7	5.5	5.5	7.5	6.6			8.0	8.0		8.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95			1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		0.93	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.99	
Satd. Flow (prot)	1770	3539	1583	1770	3539			1774	1583		1716	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.99	
Satd. Flow (perm)	1770	3539	1583	1770	3539			1774	1583		1716	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1	1393	321	315	1167	1	207	1	62	1	1	2
RTOR Reduction (vph)	0	0	184	0	0	0	0	0	53	0	2	0
Lane Group Flow (vph)	1	1393	137	315	1168	0	0	208	9	0	2	0
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		8!	8!		4!	4!	
Permitted Phases			2						8			
Actuated Green, G (s)	1.4	38.3	38.3	17.4	54.0			13.3	13.3		13.3	
Effective Green, g (s)	1.4	38.3	38.3	17.4	54.0			13.3	13.3		13.3	
Actuated g/C Ratio	0.02	0.43	0.43	0.19	0.60			0.15	0.15		0.15	
Clearance Time (s)	6.7	5.5	5.5	7.5	6.6			8.0	8.0		8.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	27	1506	673	342	2123			262	233		253	
v/s Ratio Prot	0.00	c0.39		c0.18	0.33			c0.12			0.00	
v/s Ratio Perm			0.09						0.01			
v/c Ratio	0.04	0.92	0.20	0.92	0.55			0.79	0.04		0.01	
Uniform Delay, d1	43.6	24.5	16.3	35.6	10.7			37.0	32.9		32.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	0.6	11.1	0.7	29.3	0.3			15.1	0.1		0.0	
Delay (s)	44.2	35.6	16.9	65.0	11.1			52.2	32.9		32.7	
Level of Service	D	D	B	E	B			D	C		C	
Approach Delay (s)		32.1			22.5			47.8			32.7	
Approach LOS		C			C			D			C	

Intersection Summary

HCM 2000 Control Delay	29.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	21.3
Intersection Capacity Utilization	85.6%	ICU Level of Service	E
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

1114 Old Graves Mill Road - Lynchburg
2: Old Graves Mill Road & Old Graves Mill Road Ext

No-Build (2024) Conditions
Timing Plan: PM Peak Hour

Intersection

Int Delay, s/veh	18.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	243	11	233	213	6	574
Future Vol, veh/h	243	11	233	213	6	574
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	225	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	264	12	253	232	7	624

Major/Minor	Minor1	Major1		Major2	
Conflicting Flow All	1007	369	0	0	485
Stage 1	369	-	-	-	-
Stage 2	638	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	267	677	-	-	1078
Stage 1	699	-	-	-	-
Stage 2	526	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	~ 264	677	-	-	1078
Mov Cap-2 Maneuver	~ 264	-	-	-	-
Stage 1	699	-	-	-	-
Stage 2	521	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	93.3	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	264	677	1078
HCM Lane V/C Ratio	-	-	1	0.018	0.006
HCM Control Delay (s)	-	-	97.1	10.4	8.4
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	10	0.1	0

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

1114 Old Graves Mill Road - Lynchburg
3: Old Graves Mill Road & Eleven 25 Driveway

No-Build (2024) Conditions

Timing Plan: PM Peak Hour

Intersection

Int Delay, s/veh 1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	17	26	422	767	50
Future Vol, veh/h	24	17	26	422	767	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	150	-	-	175
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	19	29	464	843	55

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1365	843	898
Stage 1	843	-	-
Stage 2	522	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	162	364	756
Stage 1	422	-	-
Stage 2	595	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	156	364	756
Mov Cap-2 Maneuver	156	-	-
Stage 1	406	-	-
Stage 2	595	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.5	0.6	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	756	-	156	364	-	-
HCM Lane V/C Ratio	0.038	-	0.169	0.051	-	-
HCM Control Delay (s)	9.9	-	32.7	15.4	-	-
HCM Lane LOS	A	-	D	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	0.2	-	-

Queuing and Blocking Report
1114 Old Graves Mill Road - Lynchburg

No-Build (2024) Conditions
PM Peak Hour

Intersection: 1: Old Graves Mill Road Ext/Commercial Driveway & Graves Mill Road

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	T	TR	LT	R	LTR
Maximum Queue (ft)	8	525	486	327	344	345	287	205	64	26
Average Queue (ft)	0	303	265	94	190	119	102	110	23	3
95th Queue (ft)	4	470	442	253	320	268	210	179	52	17
Link Distance (ft)		734	734			1130	1130	334	334	565
Upstream Blk Time (%)		0	0							
Queuing Penalty (veh)		0	0							
Storage Bay Dist (ft)	250			250	300					
Storage Blk Time (%)		15	7	0	4	0				
Queuing Penalty (veh)		0	20	0	22	0				

Intersection: 2: Old Graves Mill Road & Old Graves Mill Road Ext

Movement	WB	WB	SB
Directions Served	L	R	LT
Maximum Queue (ft)	294	232	121
Average Queue (ft)	140	23	10
95th Queue (ft)	267	145	64
Link Distance (ft)		726	334
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	225		
Storage Blk Time (%)	8	0	
Queuing Penalty (veh)	1	0	

Intersection: 3: Old Graves Mill Road & Eleven 25 Driveway

Movement	EB	EB	NB	SB	SB
Directions Served	L	R	L	T	R
Maximum Queue (ft)	48	26	45	5	6
Average Queue (ft)	14	8	15	0	0
95th Queue (ft)	38	24	42	5	5
Link Distance (ft)		738		640	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100		150		175
Storage Blk Time (%)	0				
Queuing Penalty (veh)	0				

Network Summary

Network wide Queuing Penalty: 43

1114 Old Graves Mill Road - Lynchburg

Build (2024) Conditions

1: Old Graves Mill Road Ext/Commercial Driveway & Graves Mill Road

Timing Plan: AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Traffic Volume (vph)	1	1117	186	116	850	1	190	1	72	1	1	1
Future Volume (vph)	1	1117	186	116	850	1	190	1	72	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7	5.5	5.5	7.5	6.6			8.0	8.0		8.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95			1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.98	
Satd. Flow (prot)	1770	3539	1583	1770	3539			1774	1583		1750	
Flt Permitted	0.95	1.00	1.00	0.10	1.00			0.95	1.00		0.98	
Satd. Flow (perm)	1770	3539	1583	194	3539			1774	1583		1750	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	1	1255	209	130	955	1	213	1	81	1	1	1
RTOR Reduction (vph)	0	0	103	0	0	0	0	0	68	0	1	0
Lane Group Flow (vph)	1	1255	106	130	956	0	0	214	13	0	2	0
Turn Type	Prot	NA	Perm	pm+pt	NA		Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		8!	8!		4!	4!	
Permitted Phases			2	6					8			
Actuated Green, G (s)	1.4	45.7	45.7	60.7	52.6			14.7	14.7		14.7	
Effective Green, g (s)	1.4	45.7	45.7	60.7	52.6			14.7	14.7		14.7	
Actuated g/C Ratio	0.02	0.51	0.51	0.67	0.58			0.16	0.16		0.16	
Clearance Time (s)	6.7	5.5	5.5	7.5	6.6			8.0	8.0		8.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	27	1797	803	281	2068			289	258		285	
v/s Ratio Prot	0.00	c0.35		c0.04	c0.27			c0.12			0.00	
v/s Ratio Perm			0.07	0.27					0.01			
v/c Ratio	0.04	0.70	0.13	0.46	0.46			0.74	0.05		0.01	
Uniform Delay, d1	43.6	16.9	11.7	11.4	10.6			35.8	31.8		31.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	0.6	2.3	0.3	1.2	0.2			9.8	0.1		0.0	
Delay (s)	44.2	19.2	12.0	12.6	10.8			45.6	31.8		31.6	
Level of Service	D	B	B	B	B			D	C		C	
Approach Delay (s)		18.2			11.0			41.8			31.6	
Approach LOS		B			B			D			C	

Intersection Summary

HCM 2000 Control Delay	17.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	21.3
Intersection Capacity Utilization	72.0%	ICU Level of Service	C
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

1114 Old Graves Mill Road - Lynchburg
2: Old Graves Mill Road & Old Graves Mill Road Ext

Build (2024) Conditions
Timing Plan: AM Peak Hour

Intersection

Int Delay, s/veh 3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	117	1	262	314	57	245
Future Vol, veh/h	117	1	262	314	57	245
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	225	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	126	1	282	338	61	263

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	836	451	0
Stage 1	451	-	-
Stage 2	385	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	337	608	-
Stage 1	642	-	-
Stage 2	688	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	312	608	-
Mov Cap-2 Maneuver	312	-	-
Stage 1	642	-	-
Stage 2	637	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24	0	1.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	312	608	960	-
HCM Lane V/C Ratio	-	-	0.403	0.002	0.064	-
HCM Control Delay (s)	-	-	24.1	10.9	9	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	1.9	0	0.2	-

1114 Old Graves Mill Road - Lynchburg
3: Old Graves Mill Road & Eleven 25 Driveway/Site Driveway

Build (2024) Conditions

Timing Plan: AM Peak Hour

Intersection

Int Delay, s/veh 2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	49	1	13	22	1	42	10	485	7	13	335	14
Future Vol, veh/h	49	1	13	22	1	42	10	485	7	13	335	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	150	-	-	150	-	175
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	92	93	92	92	92	93	93	92	92	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	53	1	14	24	1	46	11	522	8	14	360	15

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	960	940	360	951	951	526	375	0	0	530	0	0
Stage 1	388	388	-	548	548	-	-	-	-	-	-	-
Stage 2	572	552	-	403	403	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	236	264	684	240	260	552	1183	-	-	1037	-	-
Stage 1	636	609	-	521	517	-	-	-	-	-	-	-
Stage 2	505	515	-	624	600	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	212	258	684	230	254	552	1183	-	-	1037	-	-
Mov Cap-2 Maneuver	212	258	-	230	254	-	-	-	-	-	-	-
Stage 1	630	600	-	516	512	-	-	-	-	-	-	-
Stage 2	458	510	-	602	592	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	23.8		15.8		0.2		0.3	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1183	-	-	212	611	230	537	1037	-	-
HCM Lane V/C Ratio	0.009	-	-	0.249	0.025	0.104	0.087	0.014	-	-
HCM Control Delay (s)	8.1	-	-	27.5	11	22.5	12.3	8.5	-	-
HCM Lane LOS	A	-	-	D	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.9	0.1	0.3	0.3	0	-	-

Queuing and Blocking Report
1114 Old Graves Mill Road - Lynchburg

Build (2024) Conditions
AM Peak Hour

Intersection: 1: Old Graves Mill Road Ext/Commercial Driveway & Graves Mill Road

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	T	TR	LT	R	LTR
Maximum Queue (ft)	18	335	309	78	124	178	174	212	76	28
Average Queue (ft)	1	196	154	28	56	97	76	107	27	3
95th Queue (ft)	9	307	272	55	98	159	147	185	57	16
Link Distance (ft)		734	734			1130	1130	336		565
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	250			250	300				375	
Storage Blk Time (%)		2	0							
Queuing Penalty (veh)		0	1							

Intersection: 2: Old Graves Mill Road & Old Graves Mill Road Ext

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	117	22	27	192
Average Queue (ft)	50	1	5	41
95th Queue (ft)	95	11	20	116
Link Distance (ft)		732	642	336
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	225			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Old Graves Mill Road & Eleven 25 Driveway/Site Driveway

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	L	L
Maximum Queue (ft)	67	30	52	60	29	31
Average Queue (ft)	24	7	14	27	3	5
95th Queue (ft)	51	25	42	52	18	22
Link Distance (ft)		738		515		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100		150	150
Storage Blk Time (%)	0	0				
Queuing Penalty (veh)	0	0				

Network Summary

Network wide Queuing Penalty: 1

1114 Old Graves Mill Road - Lynchburg

Build (2024) Conditions

1: Old Graves Mill Road Ext/Commercial Driveway & Graves Mill Road

Timing Plan: PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1268	306	310	1062	1	195	1	65	1	1	2
Future Volume (vph)	1	1268	306	310	1062	1	195	1	65	1	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7	5.5	5.5	7.5	6.6			8.0	8.0		8.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95			1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		0.93	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.99	
Satd. Flow (prot)	1770	3539	1583	1770	3539			1774	1583		1716	
Flt Permitted	0.95	1.00	1.00	0.08	1.00			0.95	1.00		0.99	
Satd. Flow (perm)	1770	3539	1583	157	3539			1774	1583		1716	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1	1393	336	341	1167	1	214	1	71	1	1	2
RTOR Reduction (vph)	0	0	182	0	0	0	0	0	60	0	2	0
Lane Group Flow (vph)	1	1393	154	341	1168	0	0	215	11	0	2	0
Turn Type	Prot	NA	Perm	pm+pt	NA		Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		8!	8!		4!	4!	
Permitted Phases			2	6					8			
Actuated Green, G (s)	1.4	41.2	41.2	62.0	53.9			13.4	13.4		13.4	
Effective Green, g (s)	1.4	41.2	41.2	62.0	53.9			13.4	13.4		13.4	
Actuated g/C Ratio	0.02	0.46	0.46	0.69	0.60			0.15	0.15		0.15	
Clearance Time (s)	6.7	5.5	5.5	7.5	6.6			8.0	8.0		8.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	27	1620	724	366	2119			264	235		255	
v/s Ratio Prot	0.00	0.39		c0.15	0.33			c0.12			0.00	
v/s Ratio Perm			0.10	c0.49					0.01			
v/c Ratio	0.04	0.86	0.21	0.93	0.55			0.81	0.04		0.01	
Uniform Delay, d1	43.6	21.8	14.7	27.3	10.8			37.1	32.8		32.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	0.6	6.2	0.7	30.1	0.3			17.3	0.1		0.0	
Delay (s)	44.2	28.0	15.3	57.4	11.1			54.4	32.9		32.7	
Level of Service	D	C	B	E	B			D	C		C	
Approach Delay (s)		25.6			21.6			49.0			32.7	
Approach LOS		C			C			D			C	

Intersection Summary

HCM 2000 Control Delay	25.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	21.3
Intersection Capacity Utilization	87.2%	ICU Level of Service	E
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

1114 Old Graves Mill Road - Lynchburg
2: Old Graves Mill Road & Old Graves Mill Road Ext

Build (2024) Conditions
Timing Plan: PM Peak Hour

Intersection

Int Delay, s/veh	25.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	250	11	249	222	6	611
Future Vol, veh/h	250	11	249	222	6	611
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	225	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	272	12	271	241	7	664

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1070	392	0	0	512
Stage 1	392	-	-	-	-
Stage 2	678	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	~ 245	657	-	-	1053
Stage 1	683	-	-	-	-
Stage 2	504	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	~ 242	657	-	-	1053
Mov Cap-2 Maneuver	~ 242	-	-	-	-
Stage 1	683	-	-	-	-
Stage 2	498	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	133.1	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	- 242 657 1053		-
HCM Lane V/C Ratio	-	- 1.123 0.018 0.006		-
HCM Control Delay (s)	-	- 138.5 10.6 8.4		0
HCM Lane LOS	-	- F B A		A
HCM 95th %tile Q(veh)	-	- 12.1 0.1 0		-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

1114 Old Graves Mill Road - Lynchburg
3: Old Graves Mill Road & Eleven 25 Driveway/Site Driveway

Build (2024) Conditions

Timing Plan: PM Peak Hour

Intersection

Int Delay, s/veh 2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	1	19	14	1	25	26	422	23	44	767	50
Future Vol, veh/h	24	1	19	14	1	25	26	422	23	44	767	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	150	-	-	150	-	175
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	92	91	92	92	92	91	91	92	92	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	1	21	15	1	27	29	464	25	48	843	55

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1488	1486	843	1513	1529	477	898	0	0	489	0	0
Stage 1	939	939	-	535	535	-	-	-	-	-	-	-
Stage 2	549	547	-	978	994	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	102	124	364	98	117	588	756	-	-	1074	-	-
Stage 1	317	343	-	529	524	-	-	-	-	-	-	-
Stage 2	520	517	-	301	323	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	91	114	364	86	108	588	756	-	-	1074	-	-
Mov Cap-2 Maneuver	91	114	-	86	108	-	-	-	-	-	-	-
Stage 1	305	328	-	509	504	-	-	-	-	-	-	-
Stage 2	476	497	-	270	308	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	40.4		27.7		0.5		0.4	
HCM LOS	E		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	756	-	-	91	328	86	502	1074	-	-
HCM Lane V/C Ratio	0.038	-	-	0.29	0.067	0.177	0.056	0.045	-	-
HCM Control Delay (s)	9.9	-	-	60	16.8	55.7	12.6	8.5	-	-
HCM Lane LOS	A	-	-	F	C	F	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.1	0.2	0.6	0.2	0.1	-	-

Queuing and Blocking Report
1114 Old Graves Mill Road - Lynchburg

Build (2024) Conditions
PM Peak Hour

Intersection: 1: Old Graves Mill Road Ext/Commercial Driveway & Graves Mill Road

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	T	TR	LT	R	LTR
Maximum Queue (ft)	45	431	388	266	259	221	222	302	87	29
Average Queue (ft)	2	278	235	68	135	108	102	153	25	3
95th Queue (ft)	37	396	352	171	220	179	174	285	63	18
Link Distance (ft)		734	734			1130	1130	334	334	565
Upstream Blk Time (%)								1		
Queuing Penalty (veh)								2		
Storage Bay Dist (ft)	250			250	300					
Storage Blk Time (%)		11	3		0	0				
Queuing Penalty (veh)		0	8		0	0				

Intersection: 2: Old Graves Mill Road & Old Graves Mill Road Ext

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	314	511	52	222
Average Queue (ft)	213	160	4	15
95th Queue (ft)	372	567	35	97
Link Distance (ft)		720	642	334
Upstream Blk Time (%)		2		0
Queuing Penalty (veh)		0		1
Storage Bay Dist (ft)	225			
Storage Blk Time (%)	38	0		
Queuing Penalty (veh)	4	0		

Intersection: 3: Old Graves Mill Road & Eleven 25 Driveway/Site Driveway

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	R
Maximum Queue (ft)	68	32	51	48	42	2	40	18
Average Queue (ft)	17	9	14	19	14	0	14	1
95th Queue (ft)	46	27	41	45	39	2	39	8
Link Distance (ft)		738		506		537		
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100		100		150		150	175
Storage Blk Time (%)	0							
Queuing Penalty (veh)	0							

Network Summary

Network wide Queuing Penalty: 16

WARRANT FOR LEFT-TURN STORAGE LANES ON TWO-LANE HIGHWAY

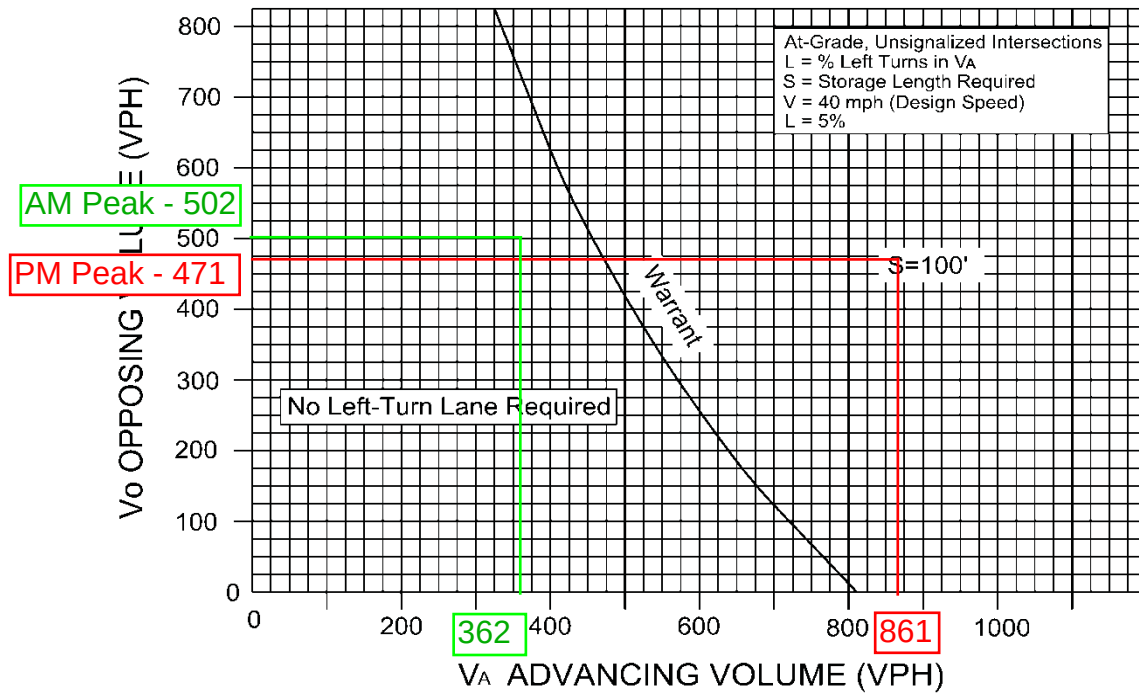


FIGURE 3-5

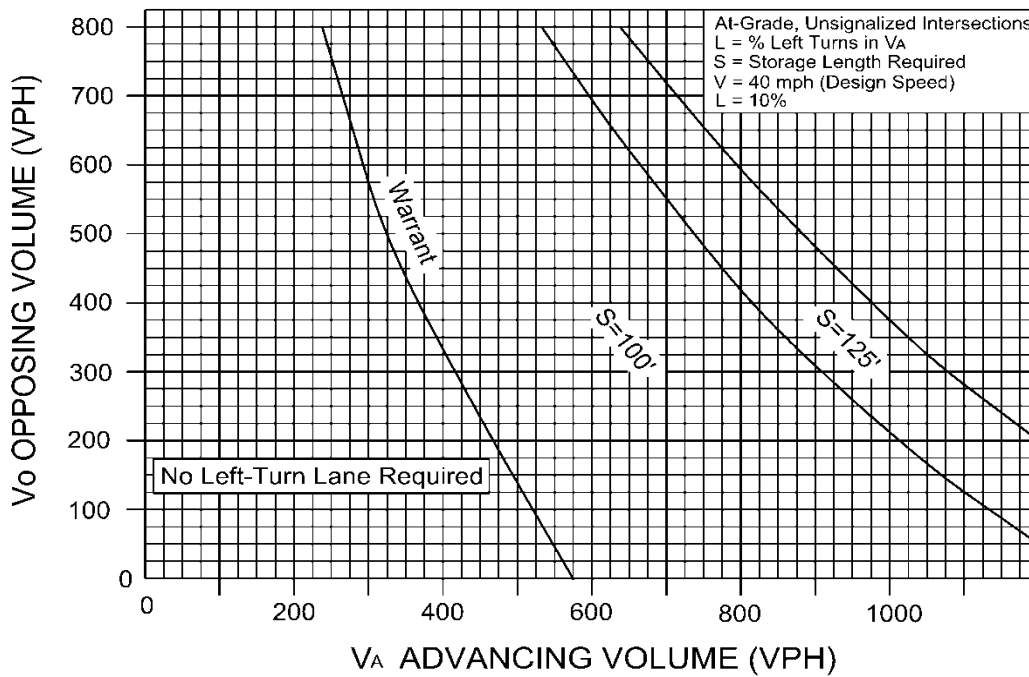
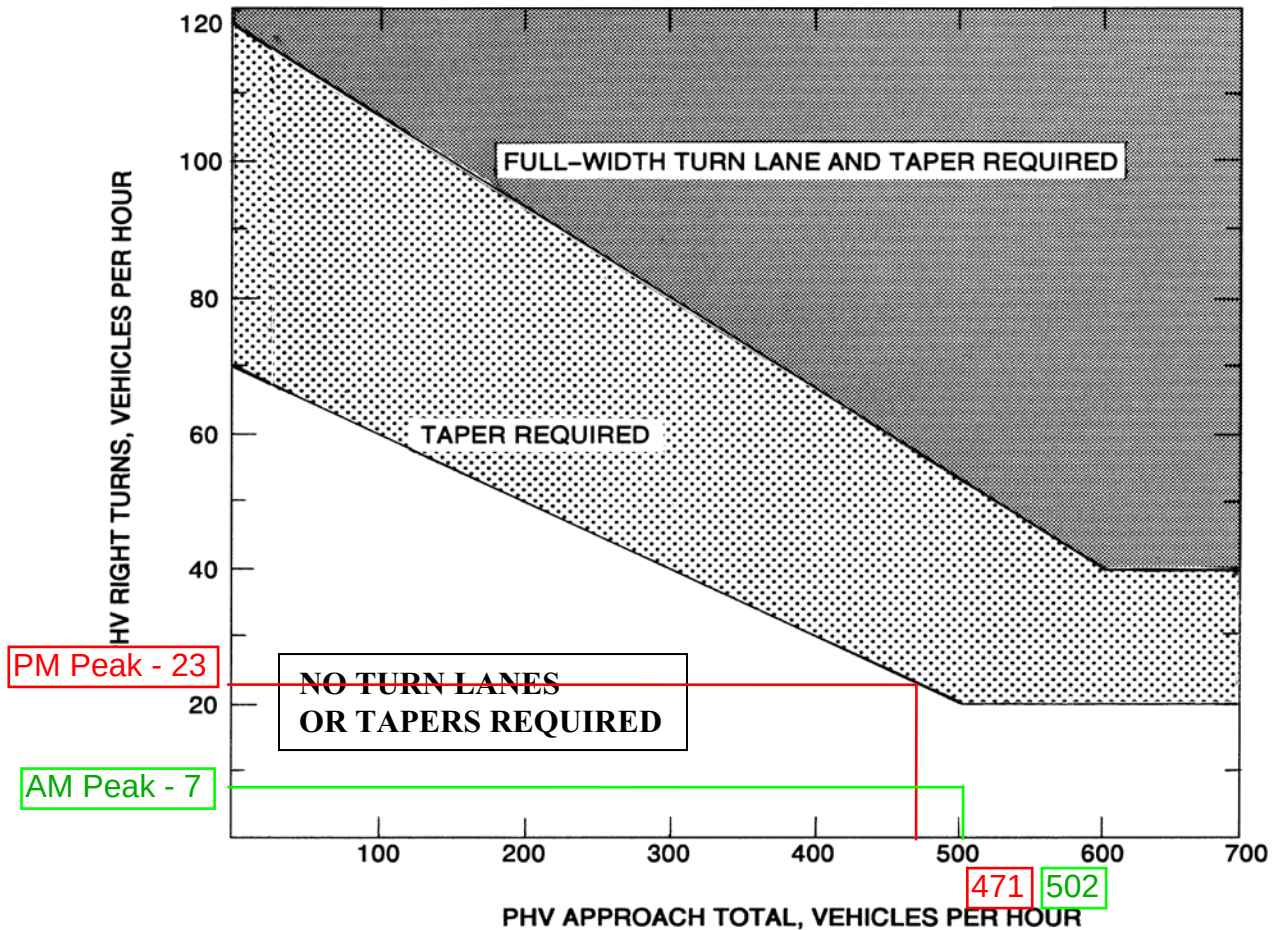


FIGURE 3-6



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

LEGEND

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

Adjustment for Right Turns

For posted speeds at or under 45 mph, PHV right turns > 40, and PHV total < 300.

Adjusted right turns = PHV Right Turns - 20

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

K = the percent of AADT occurring in the peak hour

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

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

When right turn facilities are warranted, see Figure 3-1 for design criteria.*

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

Old Graves Mill Road Extended at Old Graves Mill Road
Southbound Left-turn Lane Warrant
Existing (2021) Volumes

F-62

WARRANT FOR LEFT-TURN STORAGE LANES ON TWO-LANE HIGHWAY

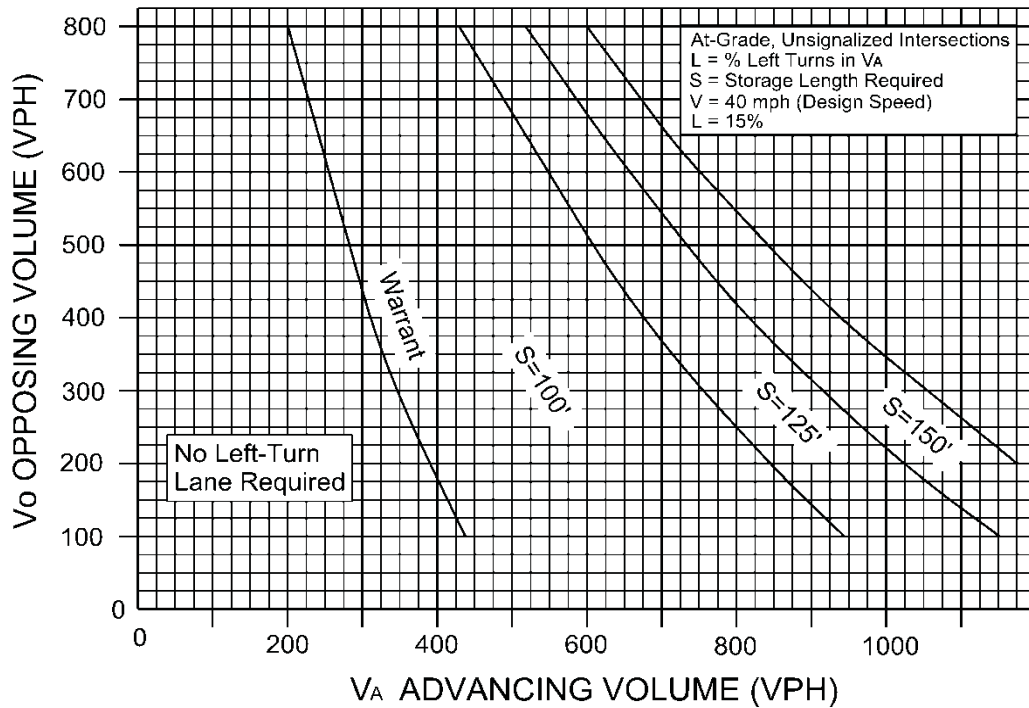


FIGURE 3-7

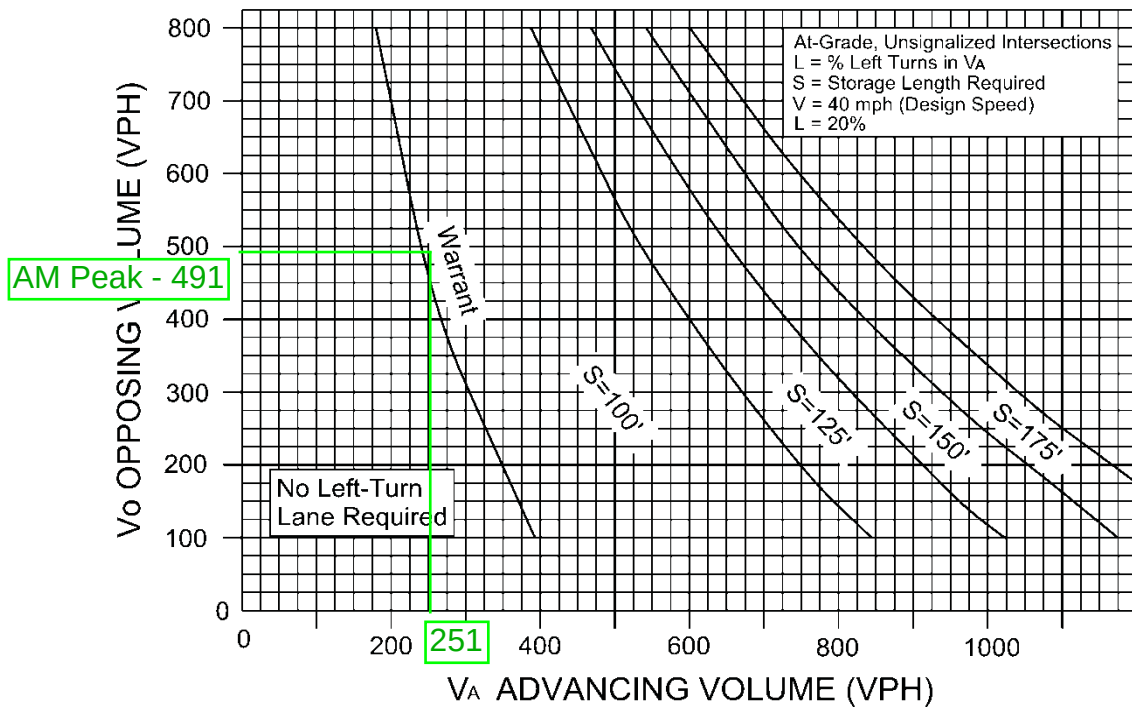


FIGURE 3-8

Old Graves Mill Road Extended at Old Graves Mill Road
Southbound Left-turn Lane Warrant
Existing (2021) Volumes

F-61

WARRANT FOR LEFT-TURN STORAGE LANES ON TWO-LANE HIGHWAY

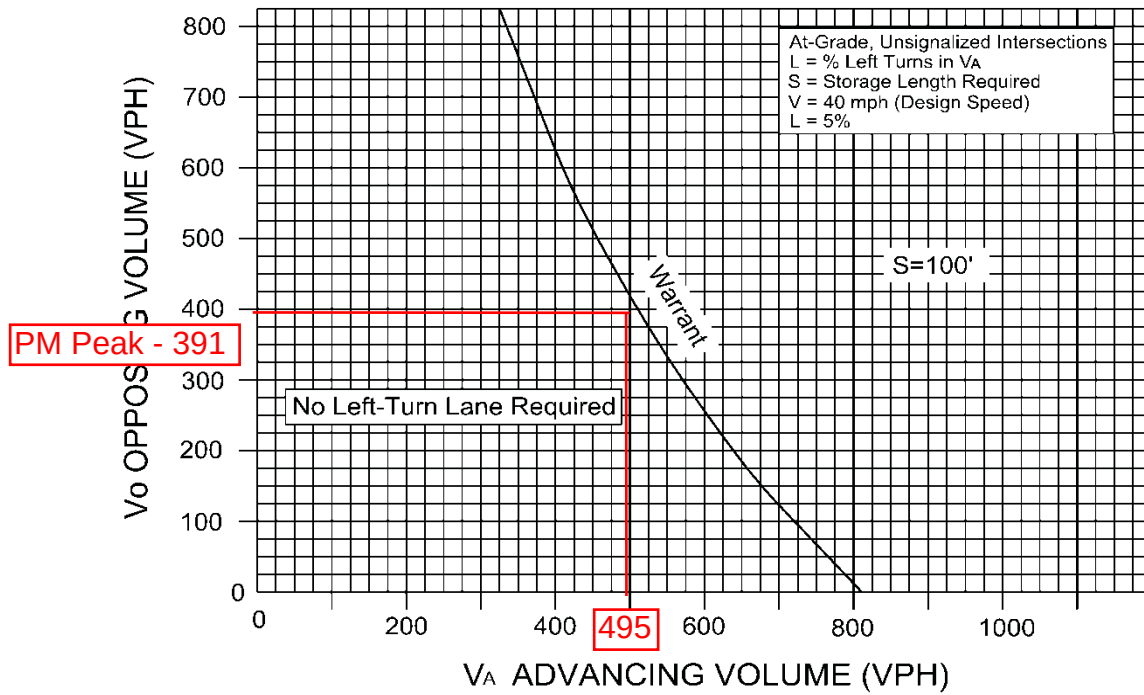


FIGURE 3-5

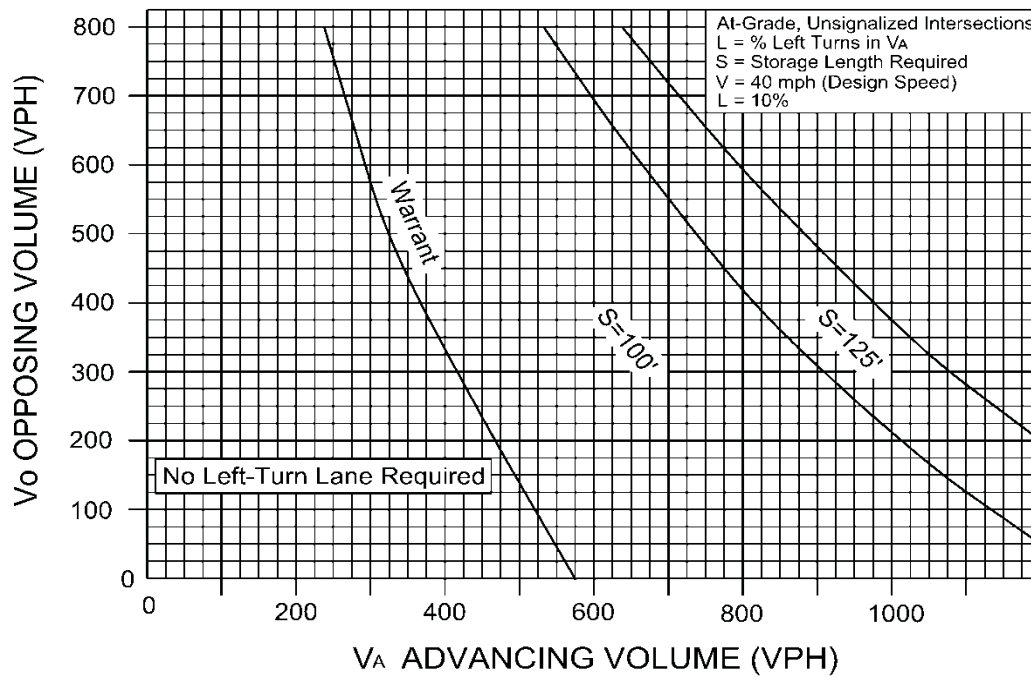


FIGURE 3-6



12/21/2016

© All Pictometry

**Old Graves Mill Road Rezoning
1114, 1126, & 1168 Old Graves Mill Road
October 12, 2022**

PLEASE PRINT CLEARLY

[illegible]

MINUTES OF THE April 13, 2022 PLANNING COMMISSION MEETING (MINUTES HAVE BEEN APPROVED):

Petition of ZZ & ZZ, LLC to amend the Future Land Use Map (FLUM) from Medium Density Residential to High Density Residential and to rezone approximately twelve and thirty-eight thousandths (12.038) acres from R-2, Low-Medium Density Residential to R-4, High Density Residential to allow the construction of one hundred forty (140) apartments, twenty-nine (29) condominiums, office, clubhouse, pool and three hundred (300) parking spaces at 1114, 1126 & 1168 Old Graves Mill Road.

Mr. Tom Martin, City Planner, provided the following summary to the Commission. This property is designated for both Medium Density Residential and Resource Conservation uses in the FLUM. These uses include single-family homes, duplexes and townhomes with densities up to twelve (12) units per acre. Resource Conservation are areas with special natural characteristics that limit land use development. This proposed concept plan includes the construction of approximately one hundred forty (140) apartments, twenty-nine (29) condominiums, an office, pool, and three hundred (300) parking spaces. The density will be approximately fourteen (14) units per acre. A traffic impact analysis was done and indicates the need for northbound right turn tapers as well as a southbound left turn lane. The plan indicates the use of a retention pond to manage stormwater which will discharge into Dreaming Creek. The petition provides no justification for the amendment to the FLUM nor any assurances that the property will be developed as proposed. If the concept plan is approved without proffers it could be developed at a density up to twenty-one (21.78) units per acre. City staff is concerned that with increased density in an area with no mass transit available it will force people to use their own transportation. The Planning division recommends denial of the FLUM amendment and the rezoning petition.

Ms. Amy Seipp of Accupoint Surveying & Design, LLC, present to speak on behalf of this petition. The petition is seeking to create more housing options in Lynchburg. It will be a mixed-use development with the property backing to industrial buildings. She stated that they have been successful in acquiring a sewer easement along the interceptor in the main line. Water is available in this area. Any road adjustments suggested in the traffic impact analysis will be done. Several meetings have also been held for residents in the area to ask question and promote discussion. She noted that a large majority of homes around this development are rental properties. Due to the demographics, most of the individuals that would reside here are not transit users.

Commissioner Marion asked if condominiums will be built.

Ms. Seipp replied yes.

Commissioner Marion asked for clarification on the proffers.

Ms. Seipp replied there are no proffers at this time but that it can be addressed.

Commissioner Marion stated that proffers will alleviate much of her concern of the density being over fourteen (14) units per acre.

Ms. Seipp replied they will keep the natural area for conserved green/open space. A pond may be built with a small trail system encircling it.

Commissioner Marion noted the retention pond was put in the middle of the Resource Conservation area.

Ms. Seipp replied that it is and they wish to conserve the green space with trails.

Commissioner Marion stated she is not in favor of denying this petition simply because of the lack of mass transit in the area. She noted that there is a development across the street that was approved with the lack of mass transit as well.

Chair Rogers asked if there was bus service at the time of approving the development across the street.

Commissioner Johnson asked Mr. Martin if the intent behind resource conservation is for it to remain undisturbed.

Mr. Martin replied if it is a floodplain area the intent is for it to remain undeveloped. If it is on a slope greater than 25% the intent is to not develop on it. He stated that in some areas like this one can identify sensitive areas and how to protect it. However, there are no assurances on this petition.

Ms. Seipp stated the petitioner will be willing to proffer the petition.

Commissioner Bowden stated that the resource conservation area is due to the overflow into Dreaming Creek.

Ms. Seipp replied that they would like to use the topography to their advantage and impound the area to slow down the overflow.

Commissioner Bowden stated that there will be a lot of runoff and is concerned with the lack of proffers.

Commissioner Light stated there must be proffers in order for him to make any decision on this petition.

Chair Rogers asked if retention ponds are appropriate in conservation areas. He stated he is concerned the grade and Dreaming Creek as well as the lack of proffers.

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

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

Mr. Martin stated that the retention pond could fit but the extent of grading that will need to be done and tree clearance is not known.

Ms. Seipp replied that this will be included in a full plan design.

Commissioner Perault noted that this project is going to drastically change the character of the area and largely affect traffic.

Commissioner Light replied that without proffers he will not consider approval of this plan.

Commissioner Johnson asked why the development across the street was given approval in light of these concerns.

Commissioner Perault replied he was opposed to the project across the street and several others that are similar.

Commissioner Light stated that the project across the street got his approval because it was a rather

small change as opposed to this petition that will be a tremendous change.

Commissioner Perault replied that the character of the area across the street is different, with more residential use, as opposed to where this proposal is located.

Ms. Seipp replied that this development will back up to industrial zoning and high-rise apartments.

Commissioner Bowden stated that traffic is an issue but is concerned about the grading of the land and Dreaming Creek.

Ms. Seipp stated the traffic expert reported that the development will only increase traffic by one (1) car per hour.

Commissioner Bowden stated he would like to figure out how to make some of these projects happen in a way that makes sense and is conducive to growth. He stated he would like to see what the engineer can do to manage the concerns given by the Planning Commission.

Ms. Seipp replied they are willing to do so.

Chair Rogers noted that on the FLUM this area is designed for up to twelve (12) units per acre. He noted that Dreaming Creek is a heavily impacted stream and that this is concerning.

Ms. Seipp replied that by law and by code, only a certain amount of runoff can be released into Dreaming Creek.

Chair Rogers noted that it would be beneficial for the owner and engineer to work with the Planning division to formulate a solution.

Commissioner Bowden made a motion to table the petition.

Ms. Seipp asked if the FLUM will need to be modified if the plan meets the twelve (12) units.

Mr. Martin replied that it will be important to identify the boundaries of the resource conservation on the plan and what will happen there. He also stated that the Planning Commission has been in favor of more pedestrian oriented developments but also is approving large developments where there is no chance for mass transit.

Commissioner Marion asked why there is no chance of it.

Mr. Martin replied that the funding is lacking for mass transit.

Ms. Seipp stated that less people are using the bus system because of the densely populated developments.

Commissioner Bowden stated that the bus route cannot be controlled.

Mr. Martin replied that they can control what large developments are approved.

Commissioner Bowden replied the only way to impact traffic is to have alternatives to cars. He also noted that the bus system makes the determination of where the bus routes will be.

Ms. Frischeisen replied that they cannot control the bus routes but can control where the density goes. She posed the question of if the proposed density of this petition is in the right place.

Mr. Martin noted that mass transit is only one part of it. There are a proposed one hundred sixty-nine (169) units with three hundred (300) parking spaces with no assurances it will be built like this. He also noted that in the traffic impact analysis there were more units than were listed in the concept plan. He stated that the environmental aspect of this proposal must also be carefully considered.

Commissioner Bowden noted this project is in a compromised area.

Ms. Seipp replied there is a demand for this type of development. She noted that if the city does not meet the housing demand then people will begin moving to different counties.

The motion to table this petition was seconded by Commissioner Light, and approved by the following vote:

AYES:	Bowden, Johnson, Light, Marion, and Rogers	5
NOES:	Perault	1
ABSTENTIONS:		0
ABSENT:		0

ZZ & ZZ, LLC.

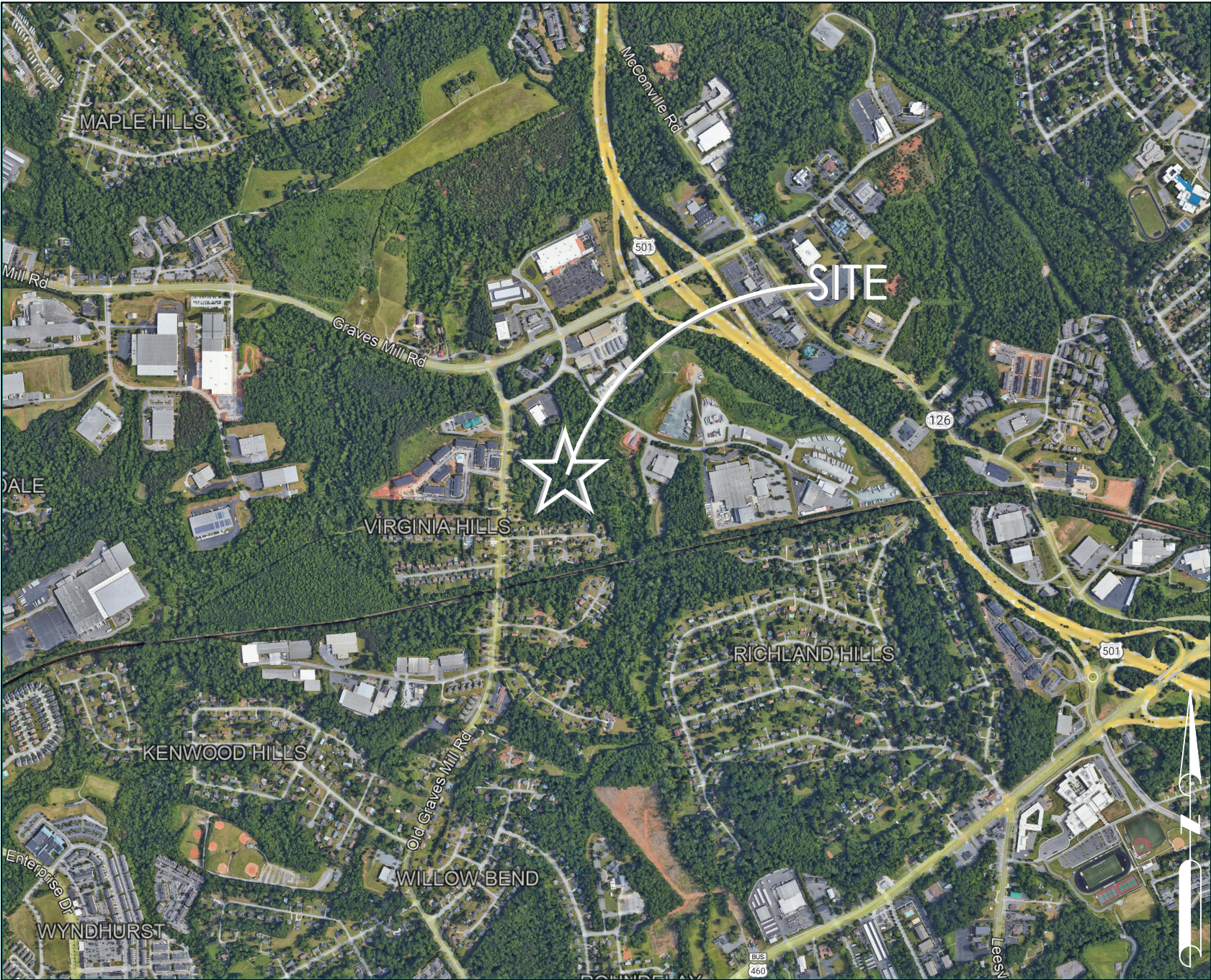
1114 OLD GRAVES MILL ROAD

LYNCHBURG, VA

GENERAL NOTES

NOTES:

1. THIS PLAN WAS PREPARED AT THE REQUEST OF ZZ & ZZ, LLC.
2. NO DELINEATION OF WETLANDS WAS REQUESTED OR MADE AS PART OF THIS PLAN.
3. BY GRAPHIC SCALING ONLY, THIS PROPERTY AS PLATTED FALLS WITHIN THE FLOOD ZONE "X" AS DETERMINED BY FEMA AND SHOWN ON THEIR MAP NUMBER 5100930101D BEARING AN EFFECTIVE DATE OF JUNE 3, 2008.
4. THIS EXISTING CONDITIONS PLAN WAS PREPARED FROM AN ACTUAL AND CURRENT FIELD SURVEY MADE UNDER MY SUPERVISION AND COMPLIES WITH THE MINIMUM STANDARDS AND PROCEDURES ESTABLISHED BY THE VIRGINIA STATE BOARD OF ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS AND LANDSCAPE ARCHITECTS TO THE BEST OF MY KNOWLEDGE AND BELIEF.
5. THIS PROPERTIES ARE ZONED R-2 LOW-MEDIUM DENSITY RESIDENTIAL. THE PROPERTIES WILL BE REZONED TO R-4 HIGH DENSITY RESIDENTIAL.
6. THIS PARCEL IS CURRENTLY SERVED BY CITY OF LYNCHBURG WATER AND PRIVATE SEPTIC.
7. EXISTING UTILITIES ARE SHOWN AT APPROXIMATE LOCATIONS. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXACT LOCATION AND DEPTHS PRIOR TO CONSTRUCTION.
8. THE CONTRACTOR SHALL CONTACT THE CITY ENVIRONMENTAL REVIEWER, THE CITY CONSTRUCTION COORDINATOR, AND MISS UTILITY (811) AT LEAST 48 HOURS PRIOR TO ANY CONSTRUCTION OR EXCAVATION ACTIVITY AND ADVISE THE NATURE AND LOCATION OF WORK.
9. ALL CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE CURRENT EDITION OF THE CITY OF LYNCHBURG MANUAL OF SPECIFICATIONS AND STANDARD DETAILS.
10. THE CONTRACTOR SHALL BE FULLY LIABLE FOR ANY DAMAGES TO PUBLIC OR PRIVATE PROPERTY CAUSED BY CONSTRUCTION OPERATION AND SHALL RESTORE DAMAGED PROPERTY TO EXISTING OR BETTER CONDITION AT NO ADDITIONAL COST TO THE OWNER.
11. ALL GRASSED AREAS DISTURBED BY CONSTRUCTION SHALL BE SEEDED AND PROTECTED WITH EROSION CONTROL PRACTICES AND AS SHOWN ON THE PLAN HEREIN.
12. VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL DEVICES SHALL BE CONSTRUCTED AND MAINTAINED FOR ALL DISTURBED AREAS IN ACCORDANCE WITH ALL LOCAL REQUIREMENTS AND THE LATEST EDITION OF THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK. ALL EROSION AND SEDIMENT CONTROL DEVICES SHALL BE INSTALLED BEFORE EXCAVATION BEGINS.
13. THE CONTRACTOR SHALL REPLACE ALL DISTURBED SURFACES IN KIND, INCLUDING PAVEMENT, STONE, DITCHES, MAILBOXES, SHRUBS, ETC. AND/OR AS SHOWN ON THIS PLAN.
14. ALL PROPERTY PINS DISTURBED DURING CONSTRUCTION SHALL BE REPLACED BY A LICENSED LAND SURVEYOR.
12. HORIZONTAL CONTROL IS BASED ON NAV 83 VA SOUTH ZONE. VERTICAL CONTROL IS BASED ON NAVD88 GEIOD 18.
13. MAINTAIN OVERHEAD AND UNDERGROUND ELECTRICAL, TELEPHONE, AND GAS SERVICES AND ALL OTHER UNDERGROUND UTILITIES DURING ENTIRE CONSTRUCTION PERIOD. OUTAGES WILL NOT BE ALLOWED. SHOULD OUTAGES BECOME NECESSARY, CONTACT THE ENGINEER OF RECORD IMMEDIATELY.
14. ANY SITEWORK AND DETAILS NOT COVERED BY THESE PLANS OR THE CITY OF LYNCHBURG MANUAL OF SPECIFICATIONS AND STANDARD DETAILS SHALL CONFORM TO THE VIRGINIA DEPARTMENT OF TRANSPORTATION'S ROAD AND BRIDGE SPECIFICATIONS, CURRENT EDITIONS.
15. THIS ENGINEER AND/OR SURVEYOR TAKES NO RESPONSIBILITY FOR THE LOCATION OR ACCURACY OF THE UTILITIES AS SHOWN HEREIN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE UTILITY COMPANIES TO SEE IF ANY UTILITIES EXIST WITHIN THE PROJECT AREA BEFORE CONSTRUCTION BEGINS. ANY COST INCURRED BY DAMAGING ANY UTILITY WITHIN THE PROJECT SHALL BE AT THE EXPENSE OF THE CONTRACTOR.
16. SERVICE CONNECTIONS SHALL NOT NOT BE UTILIZED FOR DEMOLITION, GRADING, CONSTRUCTION/RENOVATION, AND/OR LANDSCAPING PURPOSES, UNLESS THE APPROPRIATE RPZS/RPDA'S HAVE BEEN INSTALLED AND PASSING TESTS HAVE BEEN SUBMITTED TO THE DEPARTMENT OF WATER RESOURCES. THIS INCLUDES TEMPORARY AS WELL AS PERMANENT CONNECTIONS..
17. EACH HANDICAP SPACE SHALL HAVE AN ABOVE GRADE SIGN INSTALLED AS SHOWN.
18. ALL CONNECTIONS TO PUBLIC WATER SHALL BE PERFORMED IN ACCORDANCE WITH THE CITY OF LYNCHBURG MANUAL OF SPECIFICATIONS AND STANDARD DETAILS, LATEST EDITION.
19. CONTACT THE CITY ENVIRONMENTAL REVIEWER, THE CITY CONSTRUCTION COORDINATOR, AND MISS UTILITY (811) 48 HOURS IN ADVANCE OF ANY CONSTRUCTION ACTIVITY.
20. ALL CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH CITY OF LYNCHBURG MANUAL OF SPECIFICATIONS AND STANDARD DETAILS.
21. IF DURING DEMOLITION OR CONSTRUCTION, ANY DISCREPANCIES ARE NOTED WITH REGARD TO ANY PUBLIC WATER SERVICE CONNECTION, THE DEPARTMENT OF WATER RESOURCES SHALL BE NOTIFIED. THIS INCLUDES, BUT IS NOT LIMITED TO; CONNECTIONS WHICH NEED TO BE ADDED, ABANDONED, CHANGED, OR RELOCATED.
22. NO SITE WORK, LOGGING, GRUBBING, OR GRADING IS PERMITTED PRIOR TO ISSUANCE OF A LAND DISTURBANCE PERMIT.

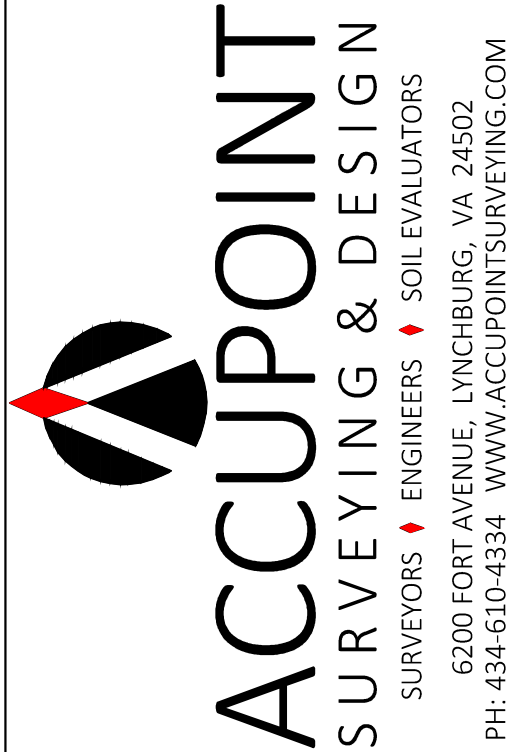


DRAWING INDEX

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

GENERAL INFORMATION

SITE DATA:	
OWNER INFORMATION:	
NAME:	ZZ & ZZ LLC
ADDRESS:	1807 COTTONTOWN ROAD LYNCHBURG, VA 24503
REPRESENTATIVE:	JASON BROWN
PHONE:	434-238-2397
E-MAIL ADDRESS:	JEBROWN@ZZZZCONSTRUCTION.COM
DESIGNER INFORMATION:	
NAME:	ACCUPOINT SURVEYING & DESIGN, LLC
ADDRESS:	6200 FORT AVENUE LYNCHBURG, VA 24502
PROJECT DESIGNER:	AMY K. IGARTA-SEIPP, PE
REGISTRATION NUMBER:	0402 036952
PHONE:	434-610-4334
E-MAIL ADDRESS:	ASEIPP@ACCUPOINTSURVEYING.COM
SOURCE OF SURVEY:	ACCUPOINT SURVEYING & DESIGN, LLC
SOURCE OF TOPOGRAPHY:	CITY OF LYNCHBURG
COUNTY/CITY, STATE:	LYNCHBURG, VIRGINIA
TAX MAP REFERENCES:	PARCEL ID: 24305005 DOCUMENT #: 210009804
EXISTING ZONING:	R-2 LOW-MEDIUM DENSITY RESIDENTIAL DISTRICT
PROPOSED ZONING:	R-4 HIGH DENSITY RESIDENTIAL DISTRICT
PROPOSED PROPERTY USE:	MULTI-FAMILY RESIDENTIAL
SETBACK:	(PER CITY CODE SEC. 35.2-44) R-4 HIGH DENSITY RESIDENTIAL DISTRICT FRONT SETBACK = 30' SIDE INTERIOR = 5' SIDE EXTERIOR = 30' REAR SETBACK = 25' 3 STORY SETBACK FROM RESIDENTIAL = 100'



SITE CONCEPTUAL PLAN
FOR
ZZ & ZZ, LLC.
1114 OLD GRAVES MILL ROAD
CITY OF LYNCHBURG, VIRGINIA



REVISION/DATE				
ASD JOB #:	2021-416			
FILE #:	2021-416 CONCEPT			
PARCEL ID:	24305005			
DATE:	FEBRUARY 11, 2022			



Know what's below.
Call before you dig.

MISS UTILITY TICKET NUMBER:
A117401375
A117401383
A117401388

C-1
COVER SHEET

**Old Graves Mill Road Rezoning
1114 Old Graves Mill Road
April 13, 2022**

PLEASE PRINT CLEARLY

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LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **November 1, 2022**

AGENDA ITEM #: **10**

CONSENT:
ACTION: **X**

REGULAR: **X**
INFORMATION:

WORK SESSION:

CLOSED SESSION:
(Confidential)

ITEM TITLE: Rezoning – B-1, Limited Business District to B-5C, General Business District (Conditional) – 2025 Lakeside Drive

RECOMMENDATION: Approval of the petition of Joel Sutton, Sutton Landscaping to rezone 2025 Lakeside Drive from B-1, Limited Business District to B-5C, General Business District (Conditional).

SUMMARY: Joel Sutton, of Sutton Landscaping, is petitioning to rezone approximately four hundred seventy-seven thousandths (0.477) of an acre located at 2025 Lakeside Drive from B-1, Limited Business District to B-5C, General Business District (Conditional). The rezoning would allow the use of the existing building as a landscaping services office and on-site parking of commercial vehicles.

PRIOR ACTION(S):

October 25, 2022 City Council Business Item Briefing.

October 12, 2022 The Planning Commission recommended Approval (4-0, with 2 members absent, Light and Bowden and 1 vacancy) of the rezoning petition.

The Planning Division recommended approval of the rezoning petition.

FISCAL IMPACT: N/A

CONTACT(S): Rachel Frischeisen, Planner II – 455-3900
Tom Martin, City Planner – 455-3900

ATTACHMENT(S):

- Ordinance
- Planning Commission Minutes – October 12, 2022
- Planning Commission Packet – October 12, 2022
 - Zoning Map with Adjoining Property Owners
 - Future Land Use Map
 - Watershed Map
 - Planimetric and Topographic Map
 - Concept Plan
 - Narrative
 - Property Photograph
- Planning Commission Sign in Sheet – October 12, 2022

REVIEWED BY: MMB WCB

UNCODIFIED ORDINANCE

AN ORDINANCE CHANGING A CERTAIN AREA LOCATED AT 2025 LAKESIDE DRIVE FROM B-1, LIMITED BUSINESS DISTRICT TO B-5C, GENERAL BUSINESS DISTRICT (CONDITIONAL).

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF LYNCHBURG that in order to promote the public necessity, convenience, welfare and good zoning practice that Chapter 35.2 of the Code of the City of Lynchburg, 1981, as amended, be and the same is hereby further amended by adding thereto Section 35.2-54.____ which shall read as follows:

Section 35.2-54.____. Change of a certain area located at 2025 Lakeside Drive from B-1, Limited Business District to B-5C, General Business District (Conditional).

The area embraced within the following boundaries:

BEGINNING AT A POINT ALONG THE SOUTHERN RIGHT-OF-WAY OF LAKESIDE DRIVE, THE NORTHEASTERLY CORNER OF THE PARCEL; THENCE ALONG THE RIGHT-OF-WAY N 60°23'00" E A DISTANCE OF 76.80' TO A POINT; THENCE LEAVING LAKESIDE DRIVE S 28°10'15" E A DISTANCE OF 337.40' TO A POINT; THENCE S 13°55'30" E A DISTANCE OF 99.85' TO A POINT; THENCE N 35°03'30" W A DISTANCE OF 435.39' TO A POINT; WHICH IS THE POINT OF BEGINNING, HAVING AN AREA OF 0.477 ACRES

...is hereby changed from B-1, Limited Business District to B-5C, General Business District (Conditional) , subject to the conditions herein below, which were voluntarily proffered in writing by the petitioner, Joel Sutton, Sutton Landscaping, to wit:

1. No heavy equipment will be stored on site.
2. B-5 uses for this property will be limited to office space and pickup truck/trailer parking.

And the City Planner shall forthwith cause the "Official Zoning Map of Lynchburg, Virginia," referred to in Section 35.2-30 of this chapter to be amended in accordance therewith.

Adopted:

Certified: _____
Clerk of Council

MINUTES OF THE OCTOBER 12, 2022 PLANNING COMMISSION MEETING (MINUTES HAVE NOT BEEN APPROVED):

Petition of Joel Sutton to rezone approximately four hundred seventy-seven thousandths (0.477) of an acre located at 2025 Lakeside Drive from B-1, Limited Business District to B-5C, General Business District (Conditional) to allow the use of the existing building as a landscaping services office and on-site parking of commercial vehicles.

Ms. Rachel Frischeisen, Planner II, provided the following summary to the Commission. The City's Comprehensive Plan Future Land Use Map (FLUM) recommends a Neighborhood Commercial use for this property. These areas are characterized by office, retail, or personal service uses. The petitioner has proffered that no heavy equipment will be stored on this site and B-5, General Business district, uses will be limited to office space and pickup truck and trailer parking only. An Erosion and Sediment Control Plan will be required prior to final site plan approval. The Technical Review Committee reviewed this petition on September 20, 2022. The Planning division does recommend this petition for approval.

Ms. Amy Seipp of Accupoint Surveying & Design, LLC was present to represent this petition. She stated that this property will be used as a commercial office and will not be offering products for sale. It will be served by limited staff such as the owners and an administrative assistant. She stated that the trailers being parked at the property will be enclosed and will not exceed (3) total in the parking area. She noted there is also a joint use driveway serving two neighboring properties. She stated per the Technical Review Committee (TRC) there are improvements required for the entrance and sidewalk.

Commissioner Perault noted that this rezoning is not an extreme change. He stated that he is an advocate of taking existing buildings and making good use of them so long as it does not drastically impact traffic.

Commissioner Johnson stated that the property is positioned well for this petition to be a good use.

Commissioner Marion commended Ms. Seipp for showing all of the parking in the back of the property.

Ms. Seipp noted that there was a concern if the site could be used for material storage but due to the shape of the property it is not operable for many uses.

Chair Rogers asked where the site will be paved and gravel.

Ms. Seipp replied that there is much existing gravel but it will be replaced with pavement. She noted there is a retaining wall behind house so paving will be safer.

Chair Rogers noted that the concept plan removes a second entrance.

Ms. Seipp stated that she feels this petition will fit the neighborhood well.

Chair Rogers noted there is also a similar property along Lakeside Drive.

Commissioner Perault commended the quality and the detail given in the concept plan.

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

"Based on the preceding Findings of Fact, the Planning Commission recommends to City Council approval of the request of Joel Sutton to rezone approximately four hundred seventy-seven thousandths (0.477) of an acre located at 2025 Lakeside Drive from B-1, Limited Business District to B-5C, General Business District (Conditional), subject to the following voluntarily submitted proffers:

- 1. No heavy equipment will be stored on site.**
- 2. B-5 uses for this property will be limited to office space and pickup truck/trailer parking.**

AYES:	Johnson, Marion, Perault and Rogers	4
NOES:		0
ABSTENTIONS:		0
ABSENT:	Bowden, Light	2

The Department of Community Development

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

To: Planning Commission
From: Planning Division
Date: October 12, 2022
Re: **Rezoning: 2025 Lakeside Drive – B-1, Limited Business District to B-5C, General Business District (Conditional)**

I. PETITIONER

Joel Sutton, Sutton Landscaping, 1051 Pine Bluff Drive, Lynchburg, Virginia 24503

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

Property Owner: Kayla Sutton, 1051 Pine Bluff Drive, Lynchburg, Virginia 24503

II. LOCATION

The property is approximately four hundred seventy-seven thousandths (0.477) of an acre located at 2025 Lakeside Drive.

III. PURPOSE

The purpose of rezoning is to allow the use of the existing building as a landscaping services office and on-site parking of commercial vehicles.

IV. SUMMARY

- The City's *Comprehensive Plan 2013-2030, Future Land Use Map (FLUM)* recommends a Neighborhood Commercial land use for the property.
- The proposed rezoning would allow the use of the property as a landscaping business.

The Planning Division recommends approval of the rezoning petition.

V. FINDINGS OF FACT

1. **Comprehensive Plan.** The *Future Land Use Map (FLUM)* recommends a Neighborhood Commercial use for the property. These areas are intended to consist primarily of office, retail, personal service, and restaurant uses that are scaled and designed to be compatible with and serve their immediate neighborhood. Patrons can walk, bike or take a short drive to reach them. They are comprised of individual businesses, clusters of businesses, or small shopping centers.
2. **Zoning.** The subject property was annexed into the city in 1976. The existing B-1, Limited Business District zoning was established in 1978.
3. **Proffers.** The petitioner has submitted the following proffers:
 1. No heavy equipment will be stored on site.
 2. B-5 uses for this property will be limited to office space and pickup truck/trailer parking.
4. **Board of Zoning Appeals (BZA).** The Zoning Administrator has determined that no variances are needed for the development of the property as proposed.
5. **Surrounding Area.** There have been several items requiring City Council approval in the immediate area:

- On January 12, 1982, City Council approved John P. Clarke, Jr.'s petition to rezone approximately one and six tenths (1.6) acres at 2022 Lakeside Drive from B-3, Community Business, to B-5C, General Business (Conditional) to allow the use of the property as an automobile and boat dealership.
 - On June 10, 1986, City Council approved Knight Gallery LTD's Conditional Use Permit (CUP) petition to construct a building and parking lot addition at 2034 Lakeside Drive.
 - On October 14, 1986, City Council approved Lynchburg College's Conditional Use Permit (CUP) petition to construct three athletic practice fields, a parking area, restrooms, and a storage facility at 1701 Lakeside Drive.
 - On April 12, 1988, City Council approved Don Gay's petition to rezone approximately two tenths (0.2) of an acre at 2018 Lakeside Drive from B-3, Community Business District, to B-5C, General Business District (Conditional), to allow the operation of an automobile sales and rental business in an existing structure.
 - On November 8, 1988, City Council approved the petition of Farris and Iseman for a Conditional Use Permit (CUP) the expansion of a mobile home park at 2134 Lakeside Drive.
 - On June 11, 1991, City Council approved the petition of James Mitchel to rezone approximately one and six tenths (1.6) acres at 2022 Lakeside Drive from B-5C, General Business District (Conditional), to B-5C, General Business District (Conditional), to amend a previously approved proffer to allow general equipment rental, sales, service, and outside storage.
 - On May 14, 1996, City Council approved the petition of Robert Kerr to rezone approximately seventy-five hundredths (0.75) of an acre from I-2, Light Industrial District, to B-5C, General Business District (Conditional), to allow construction of a building for auto parts sales and commercial uses.
 - On July 8, 1997, City Council approved the petition of The Salvation Army to rezone approximately one and one tenth (1.1) acres at 2108 Lakeside Drive from I-2, Light Industrial District, to B-5C, General Business District (Conditional), to allow construction and use of a thrift store.
 - On September 9, 1998, City Council approved the petition of Otis and Jean Brent to rezone approximately one and two tenths (1.2) acres at 2108 Lakeside Drive from B-5C, General Business District (Conditional), to B-5C, General Business District (Conditional), to amend a previously approved proffer to allow the use of an existing building for office and retail use.
 - On June 13, 2006, City Council approved the petition of DSZ Properties to rezone approximately three and eighty-seven hundredths (3.87) acres at 2009 Lakeside Drive from R-2, Low-Medium Density, Single-Family Residential District to R-4, Medium-High Density, Multi-Family Residential District (Conditional) to allow the construction of thirty-six (36) townhouse units.
 - On August 12, 2008, City Council approved the petition of William and Darlene Brown to rezone one and thirty-eight hundredths (1.38) acres at 2022 Lakeside Drive to amend the existing proffer to allow additional retail uses within the existing building
6. **Site Description.** The property consists of four hundred seventy-seven thousandths (0.477) of an acre located at 2025 Lakeside Drive. The site has an existing one story, eight hundred and

eighty-six (886) square foot dwelling with an attached garage. The rear of the property is wooded.



2025 Lakeside Dr.

The property is bordered to the north by commercial uses across Lakeside Drive, to the east by residential homes, and to the south and west by an automobile dealership.

7. **Proposed Use of Property.** If the rezoning is approved the existing dwelling would be used as a landscaping services office. A small parking area for commercial vehicles would be constructed.
8. **Traffic, Parking and Public Transit.** The City's Engineering Division did not require a traffic study for the proposed use.

The submitted concept plan indicates that one driveway entrance would be removed, as required by the access management standards in the City's Zoning Ordinance. A sidewalk, curb, and gutter would also be constructed.

The closest Greater Lynchburg Transit Company (GLTC) stop is located approximately two hundred (200) feet away at 2019 Lakeside Drive. The stop is served by route 12.
9. **Stormwater Management.** An erosion & sediment control plan would be required prior to final site plan approval. The submitted concept plan indicates less than five thousand (5,000) square feet of disturbance, therefore stormwater management would not be required.
10. **Emergency Services:** Neither the City Fire Marshal's office nor the City Police Department had comments of concern related to the rezoning.
11. **Impact.** The proposed use of the site as a landscaping office should have little negative impact on the area. The City's Future Land Use Map recommends Neighborhood Commercial use for the property. These areas are intended to consist primarily of office, retail, personal service, and restaurant uses that are scaled and designed to be compatible with and serve their immediate neighborhood. The use should fit in with the adjacent commercial uses, while serving as a limiting impact to the residential homes to the east.
12. **Technical Review Committee.** The Technical Review Committee (TRC) reviewed the petition on September 20, 2022. Comments were minor in nature and will be addressed prior to final site plan approval.

VI. PLANNING DIVISION RECOMMENDATION

Based on the preceding Findings of Fact, the Planning Commission recommends to City Council approval of the request of Joel Sutton to

rezone approximately four hundred seventy-seven thousandths (0.477) of an acre located at 2025 Lakeside Drive from B-1, Limited Business District to B-5C, General Business District (Conditional), subject to the following voluntarily submitted proffers:

1. No heavy equipment will be stored on site.
2. B-5 uses for this property will be limited to office space and pickup truck/trailer parking.

This matter is respectfully offered for your consideration.



Rachel Frischeisen
Planner II

pc: Mr. Wynter C. Benda, City Manager
Mr. Greg Patrick, Deputy City Manager
Mr. Kent L. White, Director of Community Development
Mr. Tom Martin, AICP, City Planner
Mr. Matthew Freedman, City Attorney
Mr. J. Lee Newland, City Engineer
Ms. Cynthia Kozerow, Lynchburg Police Department
Battalion Chief Thomas Goode, Fire Marshal
Mr. Doug Saunders, Building Official
Mr. Kevin Henry, Zoning Administrator
Ms. Amy K. Seipp, PE, Representative
Mr. Joel Sutton, Petitioner

VII. ATTACHMENTS

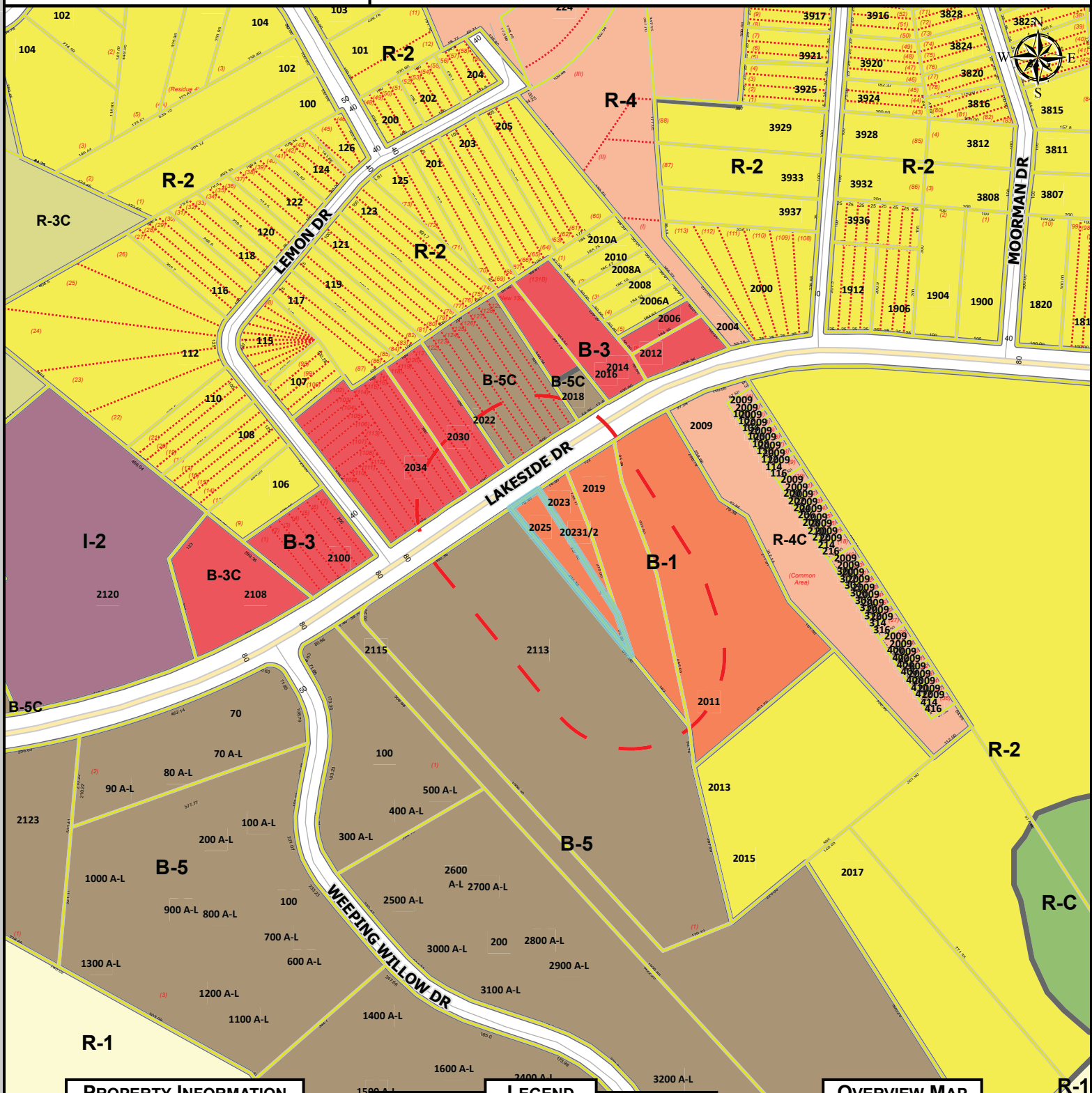
1. **Zoning Map with Adjoining Property Owners**
2. **Future Land Use Map**
3. **Watershed Map**
4. **Planimetric and Topographic Map**
5. **Concept Plan**
6. **Narrative**
7. **Property Photograph**

Zoning

TRC

2025 LAKESIDE DR

Accupoint Surveying & Design, LLC



PROPERTY INFORMATION

PARCEL ID

ADDRESS

22809005

2025 LAKESIDE DR

LEGEND

Subject Property

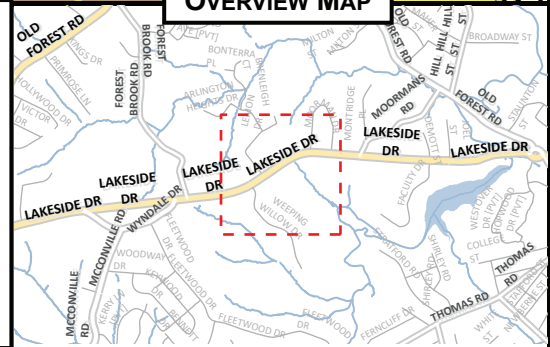
215 Foot Buffer

B-1	I-1	R-1
B-3	I-2	R-2
B-4	I-3	R-3
B-5	IN-1	R-4
R-C	IN-2	

MAP SCALE: 1:48,000

DATE PRINTED: 9/6/2022

OVERVIEW MAP



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

2025 Lakeside Drive Adjoining Owners

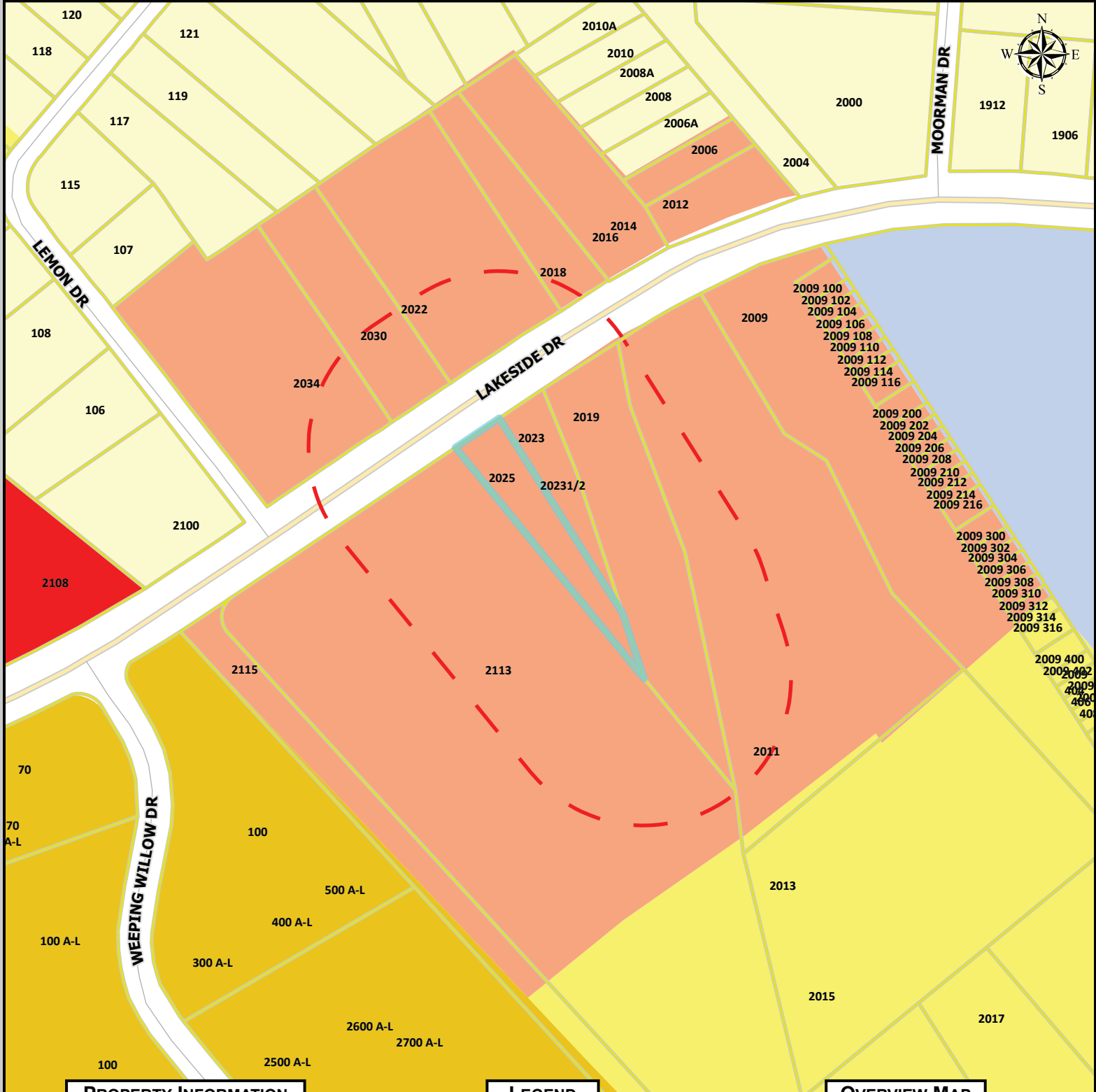
Parcel ID	Address	Owner
22805011	2034 LAKESIDE DR	JOHNSON HEALTH CENTER
22805012	2030 LAKESIDE DR	JOHNSON HEALTH CENTER
22805013	2022 LAKESIDE DR	DKB10 PROPERTIES LLC
22902001	2113 LAKESIDE DR	H & S MOTORS LLC
22809005	2025 LAKESIDE DR	SEKHAR, ABRAHAM
22809004	2023 LAKESIDE DR	PATTERSON, AARON & BROOKE
22809003	2019 LAKESIDE DR	RIVERA, NICOLE & RIVERA, VICTOR
22809002	2011 LAKESIDE DR	KANIA, JOHN W SR & DEBRA S
22805014	2018 LAKESIDE DR	COLLINS WINDOW & DOOR LLC

FLUM

2025 LAKESIDE DR

TRC

Accupoint Surveying & Design, LLC



PROPERTY INFORMATION

PARCEL ID

ADDRESS

22809005

2025 LAKESIDE DR

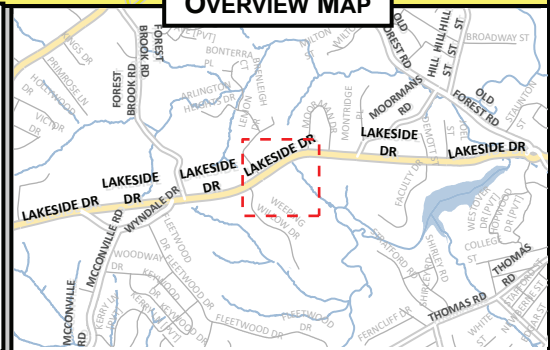
LEGEND

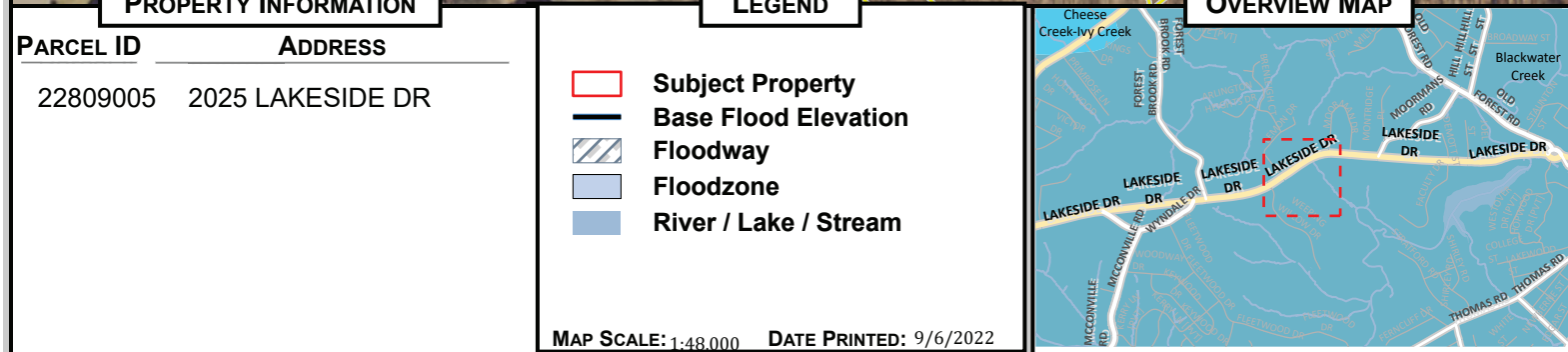
- | | |
|----------------------------|-----------------------|
| Local Historic District | Employment 1 |
| Traditional Residential | Employment 2 |
| Low Density Residential | Downtown |
| Medium Density Residential | Institution |
| High Density Residential | Public Use |
| Neighborhood Commercial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

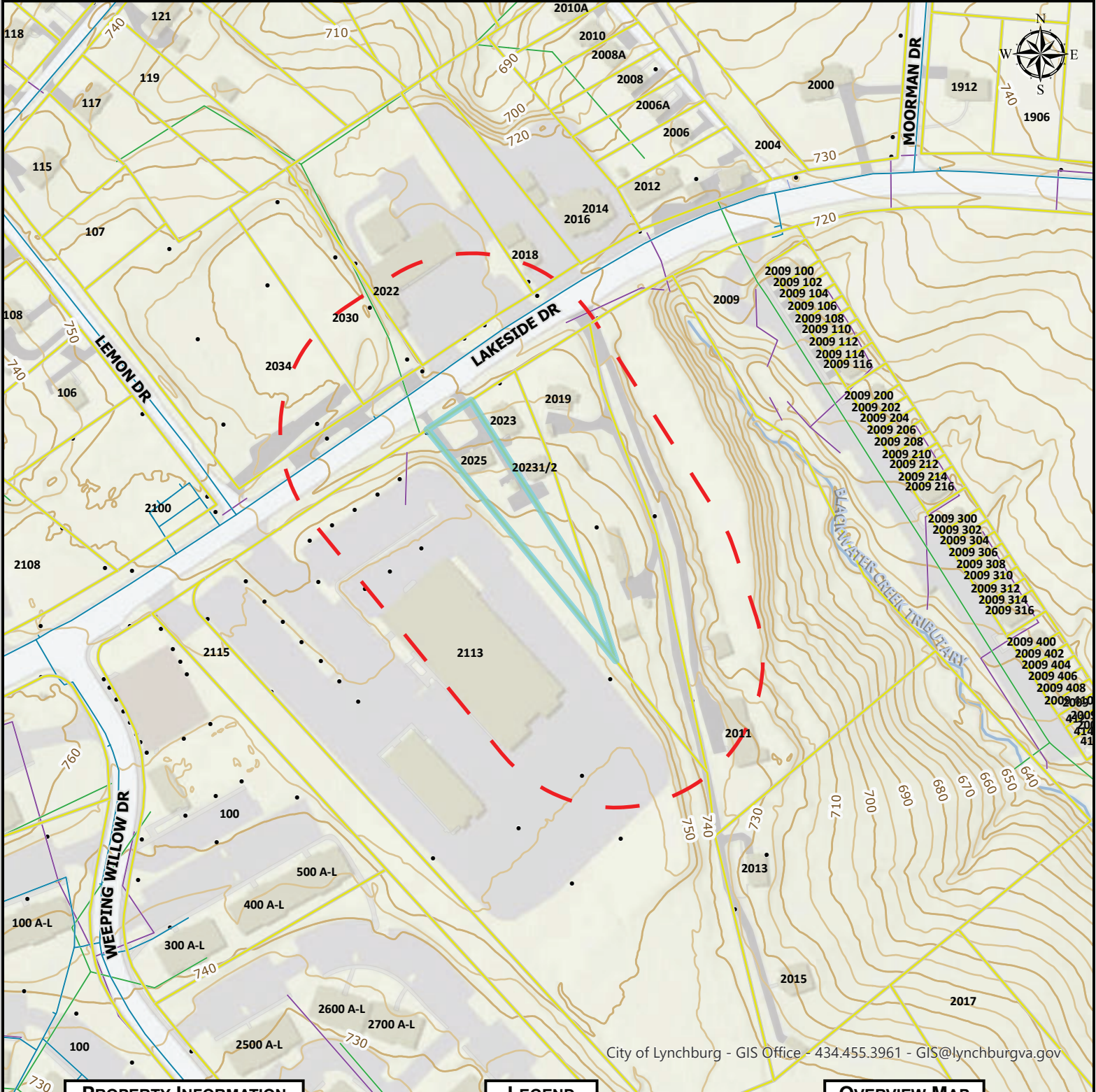
MAP SCALE: 1:48,000

DATE PRINTED: 9/6/2022

OVERVIEW MAP







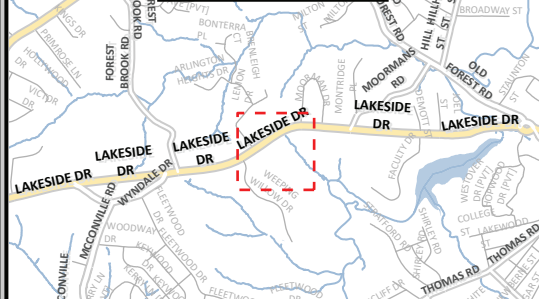
PROPERTY INFORMATION

PARCEL ID	ADDRESS
22809005	2025 LAKESIDE DR

LEGEND

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

OVERVIEW MAP





September 7, 2022

Mr. Tom Martin, AICP – City Planner
City of Lynchburg
900 Church Street
Lynchburg, VA 24504

Re: Rezone (REZ2209-0001) Narrative
2025 Lakeside Drive, Lynchburg, VA 24501

Joel Sutton of Sutton Landscaping, LLC is requesting for a Rezone of 2025 Lakeside Drive to allow the parking of commercial vehicles behind the existing building. The commercial vehicles used for this landscaping business consist of pick-up trucks with 16' long, enclosed trailers. The landscaping equipment will be stored inside the enclosed trailers and no heavy equipment will be stored on-site (i.e. backhoes, dump trucks, etc). The property is currently zoned B-1 – Limited Business District and is proposed to be rezoned to B-5 – General Business District to allow the Services to buildings/dwellings use for landscaping services.

Should any reviewers have questions regarding this narrative, please feel free to contact our offices at (434) 610-4334 or via email.

Best Regards,

A handwritten signature in black ink that reads "Zachary T. Lee".

Zachary T. Lee
Project Engineering & Management
Accupoint Surveying & Design, LLC
zlee@accupointsurveying.com

A handwritten signature in black ink that reads "Amy K. Seipp".

Amy K. Seipp, PE
Partner, Principal Engineer
Accupoint Surveying & Design, LLC
aseipp@accupointsurveying.com



12/21/2016

© All EagleView Technology Corporation

Lakeside Drive Rezoning
2025 Lakeside Drive
October 12, 2022

PLEASE PRINT CLEARLY

[illegible]

AN ORDINANCE CHANGING A CERTAIN AREA LOCATED AT 2025 LAKESIDE DRIVE FROM B-1, LIMITED BUSINESS DISTRICT TO B-5C, GENERAL BUSINESS DISTRICT (CONDITIONAL).

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF LYNCHBURG that in order to promote the public necessity, convenience, welfare and good zoning practice that Chapter 35.2 of the Code of the City of Lynchburg, 1981, as amended, be and the same is hereby further amended by adding thereto Section 35.2-54. __ which shall read as follows:

Section 35.2-54. __. Change of a certain area located at 2025 Lakeside Drive from B-1, Limited Business District to B-5C, General Business District (Conditional).

The area embraced within the following boundaries:

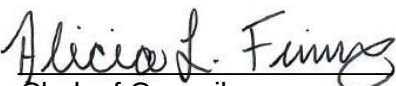
BEGINNING AT A POINT ALONG THE SOUTHERN RIGHT-OF-WAY OF LAKESIDE DRIVE, THE NORTHEASTERLY CORNER OF THE PARCEL; THENCE ALONG THE RIGHT-OF-WAY N 60°23'00" E A DISTANCE OF 76.80' TO A POINT; THENCE LEAVING LAKESIDE DRIVE S 28°10'15" E A DISTANCE OF 337.40' TO A POINT; THENCE S 13°55'30" E A DISTANCE OF 99.85' TO A POINT; THENCE N 35°03'30" W A DISTANCE OF 435.39' TO A POINT; WHICH IS THE POINT OF BEGINNING, HAVING AN AREA OF 0.477 ACRES

...is hereby changed from B-1, Limited Business District to B-5C, General Business District (Conditional) , subject to the conditions herein below, which were voluntarily proffered in writing by the petitioner, Joel Sutton, Sutton Landscaping, to wit:

1. No heavy equipment will be stored on site.
2. B-5 uses for this property will be limited to office space and pickup truck/trailer parking.

And the City Planner shall forthwith cause the "Official Zoning Map of Lynchburg, Virginia," referred to in Section 35.2-30 of this chapter to be amended in accordance therewith.

Adopted: November 1, 2022

Certified: 
Clerk of Council

November 1, 2022



CITY COUNCIL AGENDA ADDENDUM | PUBLIC COMMENT

City Council Meeting - 7:30 P.M.
Council Chamber, City Hall, 900 Church Street

A) Hear from a citizen regarding a matter. (Timothy Santiago)

RULES OF PROCEDURE

- // An individual may speak for up to 3 minutes; please state clearly your name and locality of residence.
- // A group spokesperson may speak for up to 5 minutes; please state clearly your name and the group you will be representing.

Citizens often express conflicting and diverse positions regarding specific issues under consideration. To encourage citizen participation and to avoid intimidation to persons who may express sometimes unpopular opinions, **applause, cheers, or jeers from the audience are not permitted**. When appearing before City Council, citizens may not engage in behavior that intimidates or insults others, engage in disruptive behavior, use profanity or vulgar language, promote private business ventures or campaign for public office.

Finney, Alicia

From: Timothy Santiago <timothysantiago1@gmail.com>
Sent: Wednesday, October 26, 2022 1:01 PM
To: Finney, Alicia
Subject: Speaking

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: External Sender

I would like to speak before the council at the next meeting about the rules of procedure. It will be about more specifically about Rule 6.9-a