

**LYNCHBURG CITY COUNCIL
PHYSICAL DEVELOPMENT COMMITTEE**

**Tuesday, May 9, 2017
8:00 a.m.**

Information Items

Recent/Pending Contract Awards: -No new contract awards.

Update on priority projects: -See attached report.

General Business

- | | |
|------------------------------|--------------------|
| 1. 17th Street- ROW vacation | Rachel Frischeisen |
| 2. 17th Street conveyance | Rachel Frischeisen |
| 3. Roll Call | |

Pc: Bonnie Svrcek, City Manager
Charles Hartgrove, Deputy City Manager
John Hughes, Assistant City Manager
Council Members
Gaynelle Hart, Director of Public Works
News & Advance

Next Meeting: June 13, 2017

Lynchburg Capital Projects Greater Than \$1 Million(General Fund)

May 9, 2017

Projects of Interest		Phase	Phase Completion		Notes
Timberlake / Logan's Lane Intersection	*	Construction	October 2018		Notice to Proceed May 8th
Wards Ferry Road Improvements @ Heritage	*	Construction	October 2018		Notice to Proceed May 8th
Midtown Connector		Construction	August 2016		Project Closeout
Greenview Drive Phase 2		Construction	July 2017		Construction Underway - Several Months Behind Schedule
College Lake Dam		Preliminary	July 2017		Re-evaluating Options w/ New Regulations
One Way Pairs @ 501/221		Preliminary	September 2017		Move Forward with Preliminary Engineering if Funded in CIP
Main Street Bridge		Design	August 2017		Design Underway
Odd Fellows Road - Sections A and B1		Construction	August 2018		Construction Underway Bridge Beams Set
Odd Fellows Road - Section B2		Design	November 2017		Design Underway
Downtown Watermain Replacement & Streetscape		Construction	September 2017		Construction Underway -
Liberty Mountain Drive - Phase 2		Construction	April 2017		Construction Underway
Community Market Parking Deck		Construction	May 2017		Construction Underway
McConnville Road Culvert Replacement		Construction	December 2017		Construction Underway

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **May 9, 2017**

AGENDA ITEM #:

CONSENT:
ACTION: **X**

REGULAR: **X**
INFORMATION:

WORK SESSION:

CLOSED SESSION:
(Confidential)

ITEM TITLE: Vacate a portion of 17th Street

Strategic Pillar(s) Impacted:

☐ Arts & Culture	☐ Citizen Engagement & Social Capital	☐ Economic Development	☐ Healthy & Active Living
☐ Infrastructure	☒ Land Use	☐ Lifelong Learning	☐ Natural Resources
☐ Neighborhoods	☐ Safe Community	☐ Social Equity	☐ Transportation
			☐ Administrative

RECOMMENDATION: Approval of the right-of-way vacation.

SUMMARY: Seven Hills Food, LLC, the owner of 1803 Holliday Street, is petitioning to vacate a portion of right-of-way known as 17th Street. The total area of the proposed vacation is three-hundred and ninety-four thousandths (0.394) of an acre and includes part of the street. The right-of-way does not serve any other properties and bringing it under private ownership would allow the petitioner to maintain the driveway and secure the property with a fence.

PRIOR ACTION(S):

March 21, 2017: The Technical Review Committee (TRC) reviewed the petition. The TRC comments have been incorporated into the proposed ordinance.

May 9, 2017: The Physical Development Committee will review this item at their meeting.

FISCAL IMPACT: \$11,820 Assessed Value

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

ATTACHMENT(S):

- Ordinance
- Plat

REVIEWED BY:

UNCODIFIED ORDINANCE:

AN ORDINANCE VACATING A PORTION OF RIGHT-OF-WAY ALONG 17th STREET.

WHEREAS, Seven Hills Food, LLC, is petitioning to vacate a portion of right-of-way along 17th Street; and

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

WHEREAS, City Council has determined that the City has no need for the portion of public right-of-way in question and the City's continued ownership of such public right-of-way is not necessary or required to serve the best interest of the City;

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

BEGINNING AT A 1/2 INCH REBAR SET, SAID POINT BEING ON A NEW LINE DELINEATING LYNCHBURG EXPRESSWAY AND CURRENT 17th STREET; THENCE ALONG SAID LINE THE FOLLOWING COURSES, NORTH 89 DEGREES 43 MINUTES 51 SECONDS EAST 111.64 FEET TO A 1/2 INCH REBAR SET SOUTH 77 DEGREES 16 MINUTES 35 SECONDS EAST 59.05 FEET TO A 1/2 INCH REBAR SET, SOUTH 68 DEGREES 10 MINUTES 19 SECONDS 88.80 FEET TO A 1/2 INCH REBAR FOUND; THENCE LEAVING SAID NEW LINE AND ALONG CURRENT EXISTING RIGHT OF WAY OF 17th STREET THE FOLLOWING COURSES, SOUTH 53 DEGREES 19 MINUTES 41 SECONDS WEST 78.93 FEET TO A POINT, NORTH 65 DEGREES 14 MINUTES 19 SECONDS WEST 78.00 FEET TO A 1/2 INCH REBAR FOUND, SOUTH 65 DEGREES 58 MINUTES 41 SECONDS WEST 128.10 FEET TO A 1/2 INCH REBAR SET ON A NEW LINE OF 17th STREET; THENCE NORTH 00 DEGREES 16 MINUTES 09 SECONDS WEST 112.11 FEET TO THE POINT OF BEGINNING AND CONTAINING APPROXIMATELY 0.394 ACRES (17169.166 SQUARE FEET)

Provided, however, that any easement to locate, relocate, repair, replace, maintain and perpetually operate all utilities currently located therein or needed by the City in the future is hereby reserved unto the City of Lynchburg and the construction of a permanent structure over any utility line without the prior written approval of the City is prohibited.

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

Adopted:

Certified: _____
Clerk of Council

THIS PLAT HAS BEEN PREPARED FROM AN ACTUAL FIELD SURVEY AS OF DATE SHOWN HEREON AND THERE ARE NO VISIBLE EASEMENTS OR ENCROACHMENTS EXCEPT AS SHOWN. SEE NOTE BELOW FOR EXCEPTIONS TO FIELD SURVEY.

THIS PLAT WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT AND THEREFORE DOES NOT NECESSARILY INDICATE ALL ENCUMBRANCES ON THE PROPERTY.

THE OWNERS DO NOT WISH TO PLACE RESTRICTIONS ON SUBDIVISION AT THIS TIME.

SUBJECT PROPERTY(S) ARE CURRENTLY SERVED BY CITY OF LYNCHBURG PUBLIC WATER AND SANITARY SEWER.

THIS SURVEY WAS COMPLETED AT THE REQUEST OF CITY OF LYNCHBURG OFFICE OF ECONOMIC DEVELOPMENT.

THE AREA SHOWN IS LOCATED IN FLOOD HAZARD ZONE 'A' AS INDICATED ON FLOOD INSURANCE RATE MAP BY FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA), COMMUNITY PANEL NUMBER 5100930044D, DATED (REVISED) JUNE 3, 2008. ZONE 'A' IS DEFINED ON SAID MAP AS "NO BASE FLOOD ELEVATIONS DETERMINED". FLOOD ZONE 'A' SHOWN HEREON SCALED FROM SAID FEMA PANEL AND/OR CITY OF LYNCHBURG GIS DATA.

BUILDINGS AND EDGE OF PAVEMENT (EXCEPT AT AREA OF 60" CONCRETE PIPE) TAKEN FROM CITY OF LYNCHBURG GIS OR OTHER RECORD DATA AND ARE NOT PART OF FIELD SURVEY.

THIS SURVEY DOES NOT ADDRESS ALL POSSIBLE UNDERGROUND UTILITIES.

THE DEDICATION OF THE SUBDIVISION SHOWN HEREON IS WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE UNDERSIGNED OWNERS, PROPRIETORS, AND TRUSTEES, IF ANY. THE OWNERS CERTIFY THAT THEY ARE THE FEE SIMPLE OWNERS OF SAID LAND AND ARE LEGALLY ENTITLED TO SUBDIVIDE THE SAME.

CITY MANAGER, LYNCHBURG, VIRGINIA _____ DATE _____

COMMONWEALTH AT LARGE TO WIT:
STATE OF VIRGINIA - CITY/COUNTY OF _____

I, _____ A NOTARY PUBLIC IN AND FOR
THE STATE AFORESAID, DO HEREBY CERTIFY THAT THE OWNER(S) WHOSE NAME IS SIGNED HEREON HAVE
ACKNOWLEDGED THE SAME BEFORE ME THIS _____ DAY OF _____, 2015.

MY COMMISSION EXPIRES _____

NOTARY PUBLIC _____

THE DEDICATION OF THE SUBDIVISION SHOWN HEREON IS WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE UNDERSIGNED OWNERS, PROPRIETORS, AND TRUSTEES, IF ANY. THE OWNERS CERTIFY THAT THEY ARE THE FEE SIMPLE OWNERS OF SAID LAND AND ARE LEGALLY ENTITLED TO SUBDIVIDE THE SAME.

SEVEN HILLS FOOD, LLC _____ DATE _____

COMMONWEALTH AT LARGE TO WIT:
STATE OF VIRGINIA - CITY/COUNTY OF _____

I, _____ A NOTARY PUBLIC IN AND FOR
THE STATE AFORESAID, DO HEREBY CERTIFY THAT THE OWNER(S) WHOSE NAME IS SIGNED HEREON HAVE
ACKNOWLEDGED THE SAME BEFORE ME THIS _____ DAY OF _____, 2015.

MY COMMISSION EXPIRES _____

NOTARY PUBLIC _____

SOURCE OF TITLE

TM #05001002 & 05001005
SHOWN HEREON AS PARCEL A, B, AND B1
SEVEN HILLS FOOD, LLC
INSTR #140000280

PART OF TM #05001007
SHOWN HEREON AS PARCEL C
CITY OF LYNCHBURG
DB 417 PG 249
SEE CITY DRAWING #H.W. 104-A

PART OF TM #05001007
SHOWN HEREON AS PARCEL C1
CITY OF LYNCHBURG
DB 402 PG 631
SEE CITY DRAWING #H.W. 104-A

SUBDIVISION PLAT APPROVED:

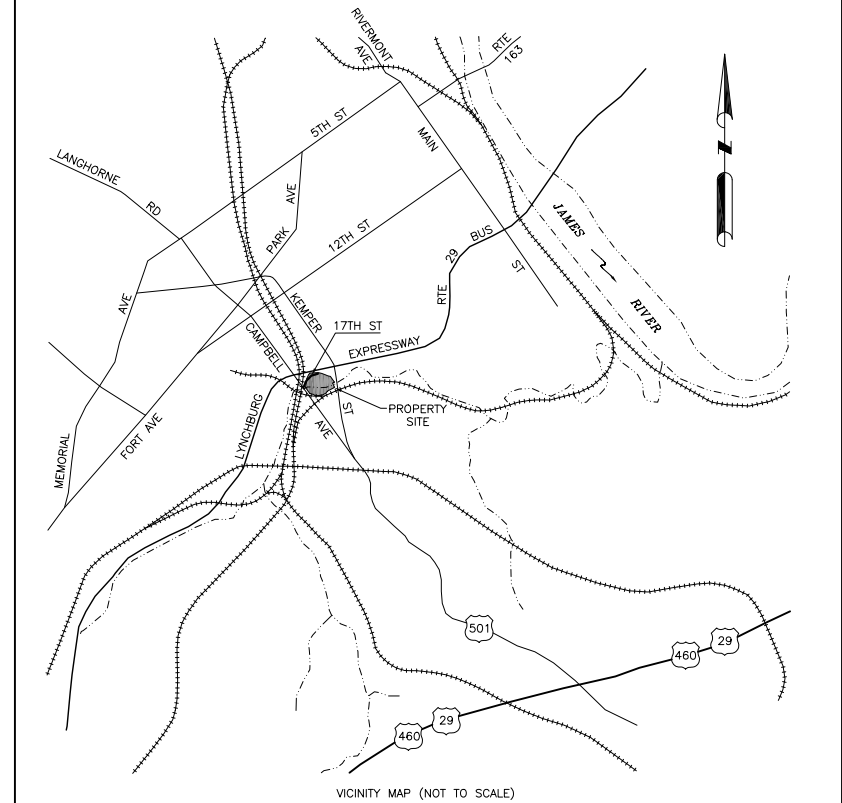
CITY ENGINEER, LYNCHBURG, VA _____ DATE _____

CITY PLANNER, LYNCHBURG, VA _____ DATE _____

CITY MANAGER, LYNCHBURG, VA _____ DATE _____

ALL SUBJECT LOTS ARE CURRENTLY SERVED BY PUBLIC WATER AND SEWER.

PRELIMINARY
FOR REVIEW ONLY
3/17/2017



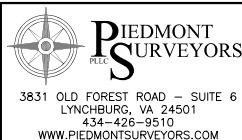
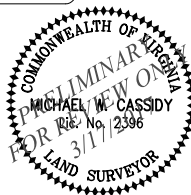
VICINITY MAP (NOT TO SCALE)

ACREAGE TABLE

AREA (A) - (TAX MAP 05001005) +2.113 ACRES
AREA (B) - (PART OF TAX MAP 05001002) +1.844 ACRES
AREA (B1) - (PART OF TAX MAP 05001002) + 0.181 ACRES
AREA (C) - (PART OF TAX MAP 05001007) +0.357 ACRES
AREA (C1) - (PART OF TAX MAP 05001007) +0.316 ACRES
AREA (D1) - (PART OF 17TH STREET EXISTING R/W) +0.394 ACRES
= REVISED TAX MAP #05001005 BEING 5.205 ACRES
(TO BE KNOWN AS SEVEN HILLS FOOD, LOT 1)
(TO BE KNOWN AS #100 ABATTOIR STREET)

AREA INDEX (PRE-SURVEY)

AREA (A) EXISTING TAX MAP # 05001005 - PROPERTY OF SEVEN HILLS FOOD, LLC
AREA (B) PART OF EXISTING TAX MAP #05001002 - PROPERTY OF SEVEN HILLS FOOD, LLC
AREA (B1) PART OF EXISTING TAX MAP #05001002 - PROPERTY OF SEVEN HILLS FOOD, LLC - FORMERLY HOLIDAY STREET
AREA (C) PART OF TAX MAP #05001007 - CITY OF LYNCHBURG
AREA (C1) PART OF TAX MAP #05001007 - CITY OF LYNCHBURG
AREA (D1) EXISTING CITY OF LYNCHBURG R/W KNOWN AS 17TH STREET - TO BE RENAMED ABATTOIR STREET
AREA (D1) EXISTING CITY OF LYNCHBURG R/W KNOWN AS 17TH STREET - TO BE VACATED



PROJECT NO. 2015-739

DRAWING NO. 2015-739-1

DATE 3/17/2017

SCALE 1" = 50'

SHEET 1 OF 2

PLAT SHOWING
DIVISION, RIGHT OF WAY VACATION, AND EASEMENT DEDICATION
FOR PROPERTY OF
SEVEN HILLS FOOD, LLC AND CITY OF LYNCHBURG
CITY OF LYNCHBURG, VIRGINIA

EXISTING TOWER SITE EASEMENT LINE TABLE
LINE BEARING DISTANCE
TS-1 N 54°28'41" E 12.60
TS-2 S 35°33'19" E 50.00
TS-3 S 54°28'41" W 40.00
TS-4 N 35°33'19" W 50.00

- EXISTING VARIABLE WIDTH UTILITY AND ACCESS EASEMENT SERVING TOWER SITE SEE DB 1154 PG 735 SEE INSTR #140000280
- NEW 20' WIDE UTILITY AND ACCESS EASEMENT TO SERVE TOWER SITE
- EXISTING TOWER EASEMENT SEE DB 1154 PG 735 SEE INSTR #140000280

LINE FROM POINTS 'A' THRU 'H' 'A' IS THAT AREA OF CURRENT 17TH STREET TO BE RENAMED ABATTOIR STREET

LINE FROM POINTS 'C' THRU 'F' TO 'I' THRU 'K' ARE NEW CITY OF LYNCHBURG EXPRESSWAY AND CURRENT 17TH STREET

NEW LOT FOR SEVEN HILLS FOOD TO BE KNOWN AS SEVEN HILLS FOOD LOT 1 #100 ABATTOIR STREET

ALL DASHED INTERIOR LINES WITH BEARING AND DISTANCES SHOWN IN (PARENTHESES) ARE HEREBY VACATED

LYNCHBURG EXPRESSWAY - RTE 29 BUS - VARIABLE WIDTH R/W

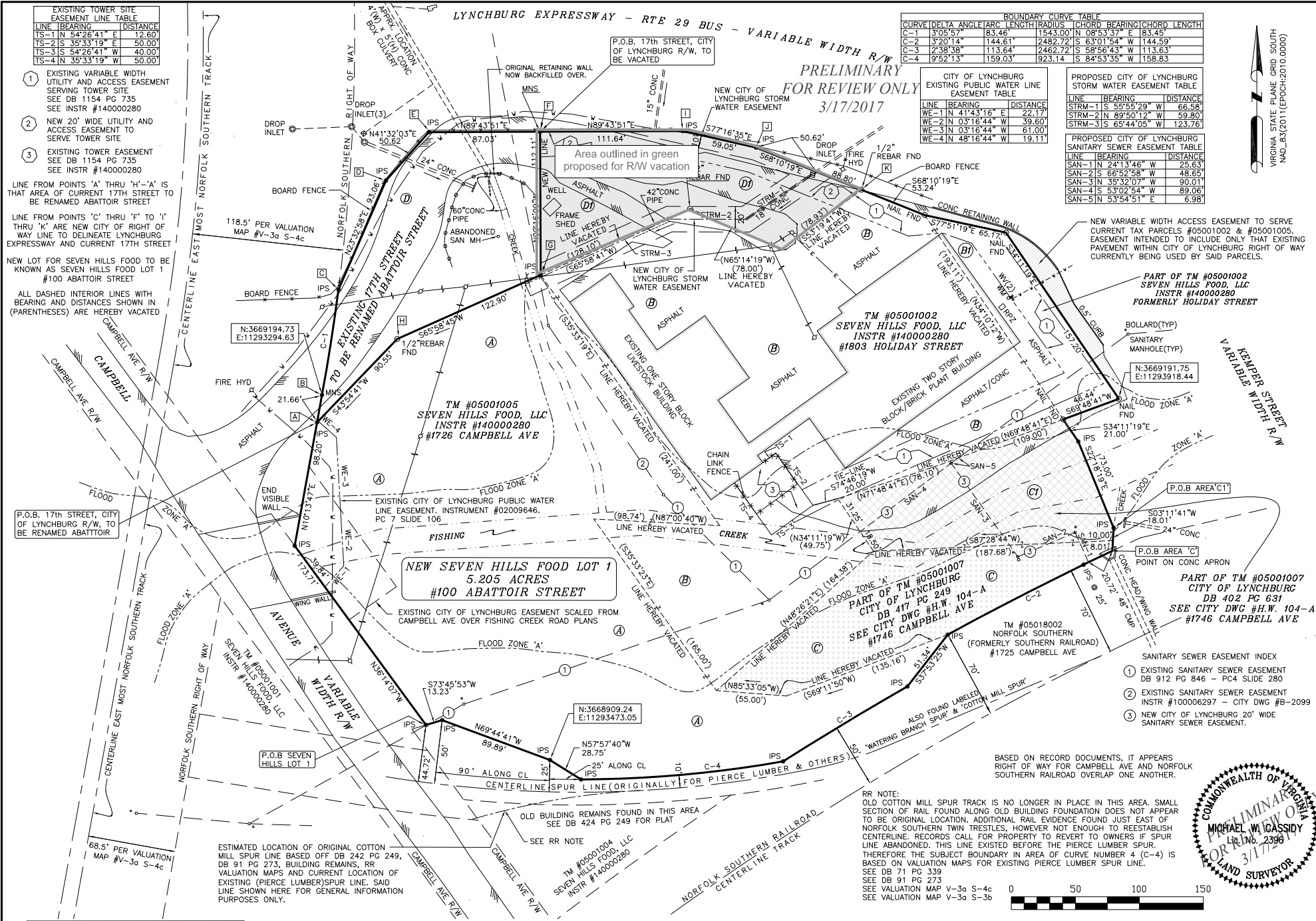
PRELIMINARY
FOR REVIEW ONLY
3/17/2017

CURVE DELTA ANGLE ARC LENGTH RADIUS CHORD BEARING CHORD LENGTH
C-1 9°05'57" 83.46 1543.00 N 08°53'57" E 83.45
C-2 3°20'14" 144.61 2482.72 S 63°01'54" W 144.59
C-3 2°38'38" 113.64 2462.72 S 58°56'43" W 113.63
C-4 9°52'13" 159.03 923.14 S 84°53'35" W 158.83

CITY OF LYNCHBURG EXISTING PUBLIC WATER LINE EASEMENT TABLE
LINE BEARING DISTANCE
WE-1 N 41°43'16" E 22.17
WE-2 N 03°16'44" W 39.60
WE-3 N 03°16'44" W 61.00
WE-4 N 48°16'44" W 19.11

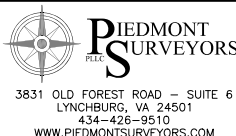
PROPOSED CITY OF LYNCHBURG STORM WATER EASEMENT TABLE
LINE BEARING DISTANCE
STRM-1 S 55°55'29" W 66.58
STRM-2 N 59°50'12" W 59.80
STRM-3 S 69°44'05" W 123.76

PROPOSED CITY OF LYNCHBURG SANITARY SEWER EASEMENT TABLE
LINE BEARING DISTANCE
SAN-1 N 24°13'46" W 25.63
SAN-2 S 66°52'04" W 48.65
SAN-3 N 35°32'07" W 90.01
SAN-4 S 53°02'54" W 89.06
SAN-5 N 53°54'51" E 6.98



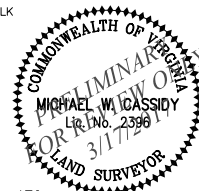
SUBDIVISION PLAT APPROVED:	
CITY ENGINEER, LYNCHBURG, VA	DATE
CITY PLANNER, LYNCHBURG, VA	DATE
CITY MANAGER, LYNCHBURG, VA	DATE

- LEGEND
- IPS • 1/2" REBAR SET (UNLESS NOTED OTHER)
 - MNS • MAGNETIC NAIL SET
 - CORNER FOUND AS NOTED
 - OVERHEAD UTILITY LINES
 - E- UNDERGROUND ELECTRIC
 - GUARD RAIL
 - EDGE OF PAVEMENT



PROJECT NO. 2015-739
DRAWING NO. 2015-739-1
DATE 3/17/2017
SCALE 1" = 50'
SHEET 2 OF 2

PLAT SHOWING
DIVISION, RIGHT OF WAY VACATION, AND EASEMENT DEDICATION
FOR PROPERTY OF
SEVEN HILLS FOOD, LLC AND CITY OF LYNCHBURG
CITY OF LYNCHBURG, VIRGINIA



LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **May 9, 2017**

AGENDA ITEM #:

CONSENT:
ACTION: **X**

REGULAR: **X**
INFORMATION:

WORK SESSION:

CLOSED SESSION:
(Confidential)

ITEM TITLE: Convey and vacate city-owned property at 1746 Campbell Avenue

Strategic Pillar(s) Impacted:

☐ Arts & Culture	☐ Citizen Engagement & Social Capital	☐ Economic Development	☐ Healthy & Active Living
☐ Infrastructure	☒ Land Use	☐ Lifelong Learning	☐ Natural Resources
☐ Neighborhoods	☐ Safe Community	☐ Social Equity	☐ Transportation
			☐ Administrative

RECOMMENDATION: Authorize the City Manager to convey the subject property and vacate public interest.

SUMMARY: The property at 1746 Campbell Avenue was acquired by the City in October 1985 and is bisected by Fishing Creek, with a portion of parking lot encroaching on one side of the property and steep terrain on the other. The parking lot has been used by the occupants of 1803 Holliday Street since at least 1997.

The subject property is bordered by property owned by Seven Hills Food, LLC, the Lynchburg Expressway, and railroad property, and therefore cannot feasibly be used or accessed by any other party than Seven Hills Food, LLC. The property would be conveyed to Seven Hills Food, LLC in exchange for easements as shown on the attached plat.

This property was acquired for the Lynchburg Expressway project, and while it was never formally dedicated as right-of-way, the City should also vacate any public interest in the property.

PRIOR ACTION(S):

March 21, 2017: The Technical Review Committee [TRC] reviewed the proposed conveyance and vacation.

May 9, 2017: The Physical Development Committee will review this item at their meeting.

FISCAL IMPACT: \$3,400 Assessed Value

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

ATTACHMENT(S):

- Resolution to convey property
- Ordinance to vacate public interest
- Plat

REVIEWED BY:

RESOLUTION:

A RESOLUTION TO CONVEY THE PROPERTY LOCATED AT 1746 CAMPBELL AVENUE TO THE SEVEN HILLS FOOD, LLC.

WHEREAS, the City of Lynchburg owns the property located at 1746 Campbell Avenue (Tax Parcel # 05001007) consisting of approximately six hundred seventy-three thousandths (0.673) acres;

WHEREAS, the property was transferred to the City of Lynchburg by Mid State Realty Co. on October 20, 1985; and

WHEREAS, the property contains an encroaching parking lot and the City has no plans for the property; and

WHEREAS, the property is to be transferred to Seven Hills Food, LLC in exchange for the easements described in the attached plat.

NOW, THEREFORE, BE IT RESOLVED that City Council had determined that the City has no need for the land located at 1746 Campbell Avenue (Tax Parcel #05001007) and finds the City's continued ownership of the property is no longer necessary or required for the best interests of the City; and

BE IT FURTHER RESOLVED that the City Council hereby vacates any public purpose in the property located at 1746 Campbell Avenue; approves the conveyance of the property to Seven Hills Food, LLC in exchange for easements; and authorizes the City Manager to execute a deed and any other documents that may be needed to convey said property to Seven Hills Food, LLC.

Introduced:

Adopted:

Certified:

Clerk of Council

UNCODIFIED ORDINANCE:

AN ORDINANCE VACATING PUBLIC INTEREST IN 1746 CAMPBELL AVENUE.

WHEREAS, City Council finds that no public inconvenience will result from vacating the property; and

WHEREAS, City Council has determined that the City has no need for the portion of public right-of-way in question and the City's continued ownership of such public right-of-way is not necessary or required to serve the best interest of the City;

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

LEGAL DESCRIPTION FOR AREA 'C' - PART OF TAX MAP #05001007.

BEGINNING AT A POINT ON CONCRETE APRON FOR A 48 INCH CORROGATED METAL PIPE, SAID POINT BEING AT THE INTERSECTION OF THE NORTHERLY LINE OF NORFOLK SOUTHERN AND THE WESTERLY RIGHT OF WAY OF KEMPER STREET; THENCE ALONG A CURVE TO THE LEFT HAVING A CENTRAL ANGLE OF 03 DEGREES 20 MINUTES 14 SECONDS A LENGTH OF 144.61 FEET A RADIUS OF 2482.72 FEET A CHORD BEARING OF SOUTH 63 DEGREES 01 MINUTES 54 SECONDS WEST AND A CHORD DISTANCE OF 144.59 FEET TO A 1/2 INCH REBAR SET, PASSING A 1/2 INCH REBAR SET AT 25.00' ALONG SAID CURVE; THENCE LEAVING SAID NORFOLK SOUTHERN LINE SOUTH 69 DEGREES 11 MINUTES 50 SECONDS WEST TO A POINT; THENCE NORTH 85 DEGREES 33 MINUTES 05 SECONDS WEST 55.00 FEET TO A POINT; THENCE NORTH 48 DEGREES 26 MINUTES 21 SECONDS EAST 164.38 FEET TO A POINT; THENCE SOUTH 87 DEGREES 28 MINUTES 44 SECONDS EAST 187.68 FEET TO A POINT ON WESTERLY RIGHT OF WAY OF KEMPER STREET; THENCE ALONG SAID RIGHT OF WAY SOUTH 03 DEGREES 11 MINUTES 41 SECONDS WEST 8.01 FEET TO THE POINT OF BEGINNING AND CONTAINING APPROXIMATELY 0.357 ACRES (15,550.92 SQUARE FEET).

LEGAL DESCRIPTION FOR AREA 'C1' - PART OF TAX MAP #05001007.

BEGINNING AT A 1/2 INCH REBAR SET, SAID POINT BEING AT THE WESTERLY RIGHT OF WAY OF KEMPER STREET JUST SOUTH OF FISHING CREEK; THENCE ALONG SAID LINE SOUTH 03 DEGREES 11 MINUTES 41 SECONDS WEST 10.00 FEET TO A POINT; THENCE LEAVING SAID LINE SOUTH 87 DEGREES 28 MINUTES 44 SECONDS WEST 187.68 FEET TO A POINT; THENCE NORTH 34 DEGREES 11 MINUTES 19 SECONDS WEST 49.75 FEET TO A POINT; THENCE NORTH 71 DEGREES 48 MINUTES 41 SECONDS EAST 78.10 FEET TO A POINT; THENCE NORTH 69 DEGREES 48 MINUTES 41 SECONDS EAST 109.00 FEET TO A NAIL FOUND IN PAVEMENT, SAID POINT BEING ON THE WESTERLY RIGHT OF WAY OF KEMPER STREET; THENCE ALONG SAID LINE THE FOLLOWING COURSES, SOUTH 34 DEGREES 11 MINUTES 19 SECONDS EAST 21.00 FEET TO A 1/2 INCH REBAR SET, SOUTH 22 DEGREES 18 MINUTES 19 SECONDS EAST 73.00 FEET, CROSSING FISHING CREEK, TO THE POINT OF BEGINNING AND CONTAINING APPROXIMATELY 0.316 ACRES (13,764.96 SQUARE FEET).

Provided, however, that any easement to locate, relocate, repair, replace, maintain and perpetually operate all utilities currently located therein or needed by the City in the future is hereby reserved unto the City of Lynchburg and the construction of a permanent structure over any utility line without the prior written approval of the City is prohibited.

BE IT FURTHER ORDAINED that the Clerk of Council is hereby authorized and directed to deliver a duly certified copy of this ordinance to the Clerk of the Circuit Court for the City of Lynchburg so that said certified copy of this ordinance may be recorded as deeds are recorded and indexed in the name of the City of Lynchburg, and the City Manager is hereby authorized to sign any documents that may be needed to complete the vacation of the right-of-way and to convey any interest the City of Lynchburg may had in the vacated right of way to Seven Hills Food, LLC

Adopted:

Certified: _____
Clerk of Council

THIS PLAT HAS BEEN PREPARED FROM AN ACTUAL FIELD SURVEY AS OF DATE SHOWN HEREON AND THERE ARE NO VISIBLE EASEMENTS OR ENCROACHMENTS EXCEPT AS SHOWN. SEE NOTE BELOW FOR EXCEPTIONS TO FIELD SURVEY.

THIS PLAT WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT AND THEREFORE DOES NOT NECESSARILY INDICATE ALL ENCUMBRANCES ON THE PROPERTY.

THE OWNERS DO NOT WISH TO PLACE RESTRICTIONS ON SUBDIVISION AT THIS TIME.

SUBJECT PROPERTY(S) ARE CURRENTLY SERVED BY CITY OF LYNCHBURG PUBLIC WATER AND SANITARY SEWER.

THIS SURVEY WAS COMPLETED AT THE REQUEST OF CITY OF LYNCHBURG OFFICE OF ECONOMIC DEVELOPMENT.

THE AREA SHOWN IS LOCATED IN FLOOD HAZARD ZONE 'A' AS INDICATED ON FLOOD INSURANCE RATE MAP BY FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA), COMMUNITY PANEL NUMBER 5100930044D, DATED (REVISED) JUNE 3, 2008. ZONE 'A' IS DEFINED ON SAID MAP AS "NO BASE FLOOD ELEVATIONS DETERMINED". FLOOD ZONE 'A' SHOWN HEREON SCALED FROM SAID FEMA PANEL AND/OR CITY OF LYNCHBURG GIS DATA.

BUILDINGS AND EDGE OF PAVEMENT (EXCEPT AT AREA OF 60" CONCRETE PIPE) TAKEN FROM CITY OF LYNCHBURG GIS OR OTHER RECORD DATA AND ARE NOT PART OF FIELD SURVEY.

THIS SURVEY DOES NOT ADDRESS ALL POSSIBLE UNDERGROUND UTILITIES.

THE DEDICATION OF THE SUBDIVISION SHOWN HEREON IS WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE UNDERSIGNED OWNERS, PROPRIETORS, AND TRUSTEES, IF ANY. THE OWNERS CERTIFY THAT THEY ARE THE FEE SIMPLE OWNERS OF SAID LAND AND ARE LEGALLY ENTITLED TO SUBDIVIDE THE SAME.

CITY MANAGER, LYNCHBURG, VIRGINIA _____ DATE _____

COMMONWEALTH AT LARGE TO WIT:
STATE OF VIRGINIA - CITY/COUNTY OF _____

I, _____ A NOTARY PUBLIC IN AND FOR
THE STATE AFORESAID, DO HEREBY CERTIFY THAT THE OWNER(S) WHOSE NAME IS SIGNED HEREON HAVE
ACKNOWLEDGED THE SAME BEFORE ME THIS _____ DAY OF _____, 2015.

MY COMMISSION EXPIRES _____

NOTARY PUBLIC _____

THE DEDICATION OF THE SUBDIVISION SHOWN HEREON IS WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE UNDERSIGNED OWNERS, PROPRIETORS, AND TRUSTEES, IF ANY. THE OWNERS CERTIFY THAT THEY ARE THE FEE SIMPLE OWNERS OF SAID LAND AND ARE LEGALLY ENTITLED TO SUBDIVIDE THE SAME.

SEVEN HILLS FOOD, LLC _____ DATE _____

COMMONWEALTH AT LARGE TO WIT:
STATE OF VIRGINIA - CITY/COUNTY OF _____

I, _____ A NOTARY PUBLIC IN AND FOR
THE STATE AFORESAID, DO HEREBY CERTIFY THAT THE OWNER(S) WHOSE NAME IS SIGNED HEREON HAVE
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MY COMMISSION EXPIRES _____

NOTARY PUBLIC _____

SOURCE OF TITLE

TM #05001002 & 05001005
SHOWN HEREON AS PARCEL A, B, AND B1
SEVEN HILLS FOOD, LLC
INSTR #140000280

PART OF TM #05001007
SHOWN HEREON AS PARCEL C
CITY OF LYNCHBURG
DB 417 PG 249
SEE CITY DRAWING #H.W. 104-A

PART OF TM #05001007
SHOWN HEREON AS PARCEL C1
CITY OF LYNCHBURG
DB 402 PG 631
SEE CITY DRAWING #H.W. 104-A

SUBDIVISION PLAT APPROVED:

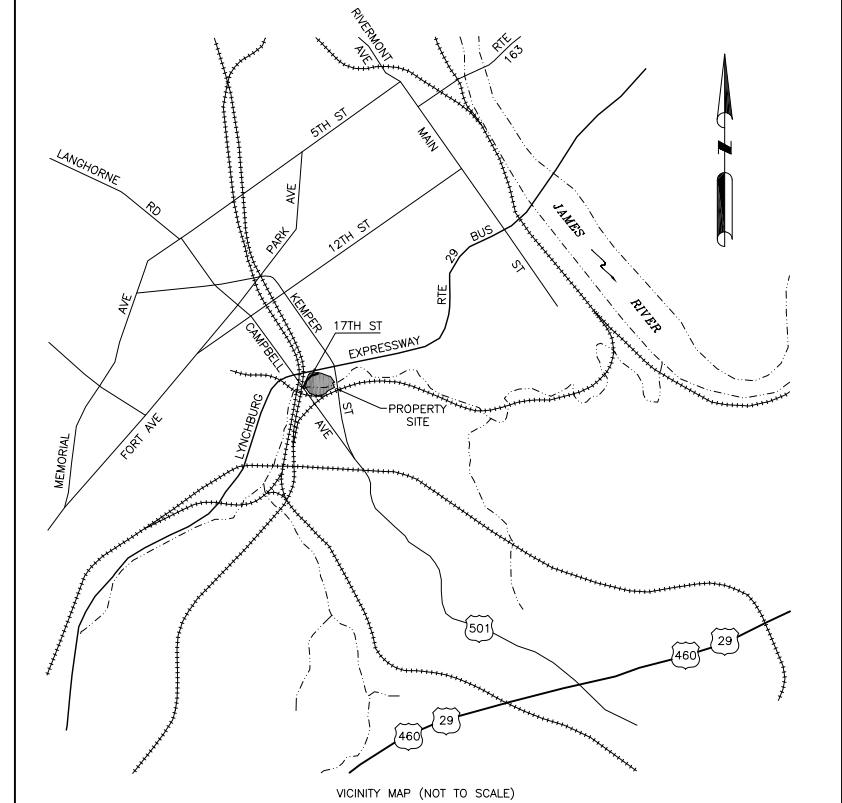
CITY ENGINEER, LYNCHBURG, VA _____ DATE _____

CITY PLANNER, LYNCHBURG, VA _____ DATE _____

CITY MANAGER, LYNCHBURG, VA _____ DATE _____

ALL SUBJECT LOTS ARE CURRENTLY SERVED BY PUBLIC WATER AND SEWER.

PRELIMINARY
FOR REVIEW ONLY
3/17/2017



VICINITY MAP (NOT TO SCALE)

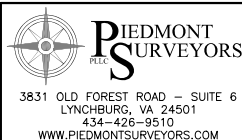
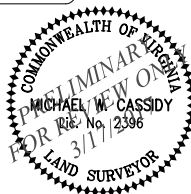
ACREAGE TABLE

AREA (A) - (TAX MAP 05001005) +2.113 ACRES
AREA (B) - (PART OF TAX MAP 05001002) +1.844 ACRES
AREA (B1) - (PART OF TAX MAP 05001002) + 0.181 ACRES
AREA (C) - (PART OF TAX MAP 05001007) +0.357 ACRES
AREA (C1) - (PART OF TAX MAP 05001007) +0.316 ACRES
AREA (D1) - (PART OF 17TH STREET EXISTING R/W) +0.394 ACRES

= REVISED TAX MAP #05001005 BEING 5.205 ACRES
(TO BE KNOWN AS SEVEN HILLS FOOD, LOT 1)
(TO BE KNOWN AS #100 ABATTOIR STREET)

AREA INDEX (PRE-SURVEY)

AREA (A) EXISTING TAX MAP # 05001005 - PROPERTY OF SEVEN HILLS FOOD, LLC
AREA (B) PART OF EXISTING TAX MAP #05001002 - PROPERTY OF SEVEN HILLS FOOD, LLC
AREA (B1) PART OF EXISTING TAX MAP #05001002 - PROPERTY OF SEVEN HILLS FOOD, LLC - FORMERLY HOLIDAY STREET
AREA (C) PART OF TAX MAP #05001007 - CITY OF LYNCHBURG
AREA (C1) PART OF TAX MAP #05001007 - CITY OF LYNCHBURG
AREA (D1) EXISTING CITY OF LYNCHBURG R/W KNOWN AS 17TH STREET - TO BE RENAMED ABATTOIR STREET
AREA (D1) EXISTING CITY OF LYNCHBURG R/W KNOWN AS 17TH STREET - TO BE VACATED



PROJECT NO. 2015-739

DRAWING NO. 2015-739-1

DATE 3/17/2017

SCALE 1" = 50'

SHEET 1 OF 2

PLAT SHOWING
DIVISION, RIGHT OF WAY VACATION, AND EASEMENT DEDICATION
FOR PROPERTY OF
SEVEN HILLS FOOD, LLC AND CITY OF LYNCHBURG
CITY OF LYNCHBURG, VIRGINIA

EXISTING TOWER SITE EASEMENT LINE TABLE
LINE BEARING DISTANCE
TS-1 N 54°28'41" E 12.60
TS-2 S 35°33'19" E 50.00
TS-3 S 54°28'41" W 40.00
TS-4 N 35°33'19" W 50.00

- EXISTING VARIABLE WIDTH UTILITY AND ACCESS EASEMENT SERVING TOWER SITE SEE DB 1154 PG 735 SEE INSTR #140000280
- NEW 20' WIDE UTILITY AND ACCESS EASEMENT TO SERVE TOWER SITE
- EXISTING TOWER EASEMENT SEE DB 1154 PG 735 SEE INSTR #140000280

LINE FROM POINTS 'A' THRU 'H' 'A' IS THAT AREA OF CURRENT 17TH STREET TO BE RENAMED ABATTOIR STREET

LINE FROM POINTS 'C' THRU 'F' TO 'I' THRU 'K' ARE NEW CITY OF LYNCHBURG EXPRESSWAY AND CURRENT 17TH STREET

NEW LOT FOR SEVEN HILLS FOOD TO BE KNOWN AS SEVEN HILLS FOOD LOT 1 #100 ABATTOIR STREET

ALL DASHED INTERIOR LINES WITH BEARING AND DISTANCES SHOWN IN (PARENTHESES) ARE HEREBY VACATED

LYNCHBURG EXPRESSWAY - RTE 29 BUS - VARIABLE WIDTH R/W

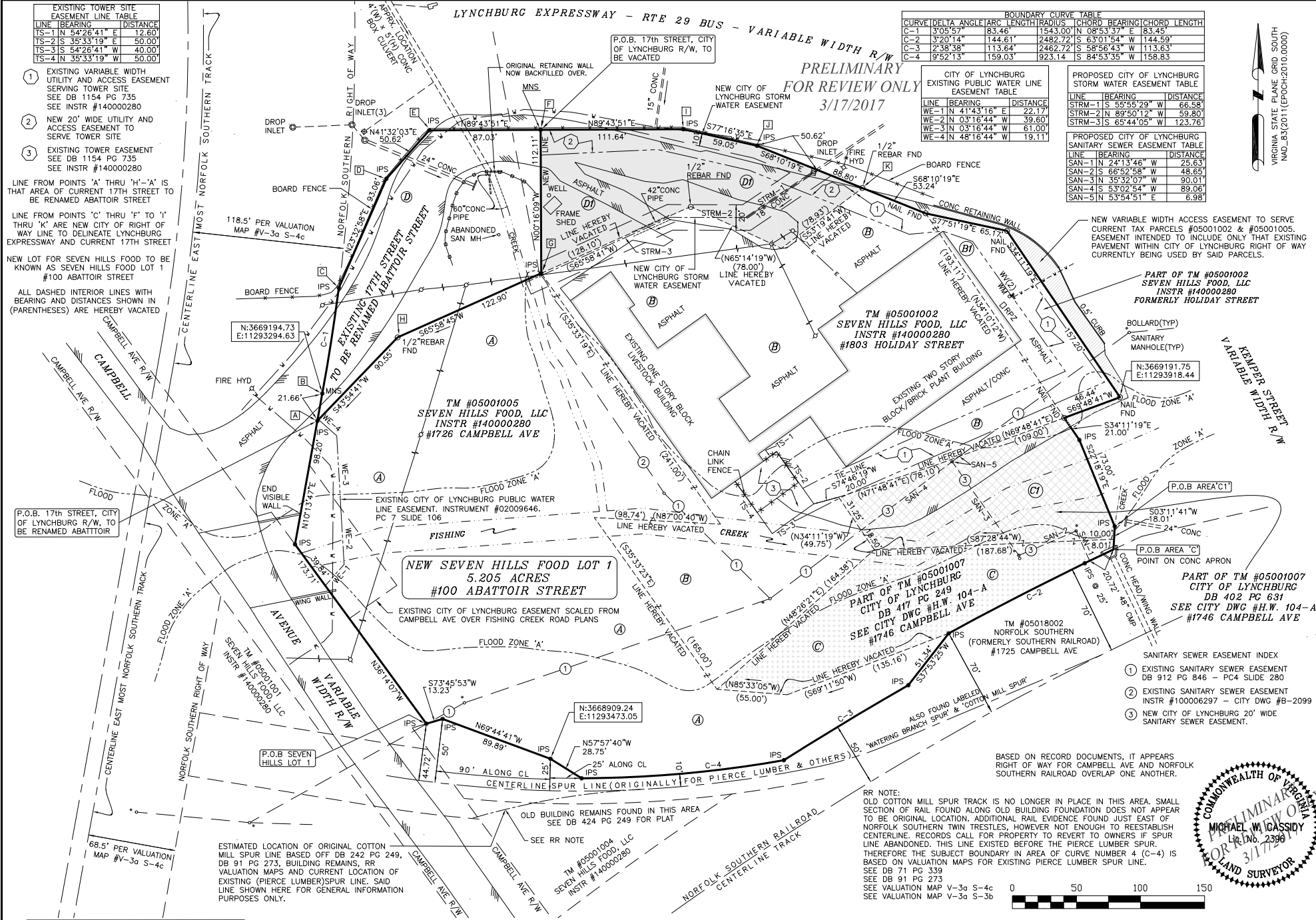
PRELIMINARY
FOR REVIEW ONLY
3/17/2017

CURVE DELTA ANGLE ARC LENGTH RADIUS CHORD BEARING CHORD LENGTH
C-1 9°05'57" 83.46 1543.00 N 08°53'57" E 83.45
C-2 3°20'14" 144.61 2482.72 S 63°01'54" W 144.59
C-3 2°38'38" 113.64 2462.72 S 58°56'43" W 113.63
C-4 9°52'13" 159.03 923.14 S 84°53'35" W 158.83

CITY OF LYNCHBURG EXISTING PUBLIC WATER LINE EASEMENT TABLE
LINE BEARING DISTANCE
WE-1 N 41°43'16" E 22.17
WE-2 N 03°16'44" W 39.60
WE-3 N 03°16'44" W 61.00
WE-4 N 48°16'44" W 19.11

PROPOSED CITY OF LYNCHBURG STORM WATER EASEMENT TABLE
LINE BEARING DISTANCE
STRM-1 S 55°55'29" W 66.58
STRM-2 N 89°50'12" W 59.80
STRM-3 S 69°44'05" W 123.76

PROPOSED CITY OF LYNCHBURG SANITARY SEWER EASEMENT TABLE
LINE BEARING DISTANCE
SAN-1 N 24°13'46" W 25.63
SAN-2 S 66°52'04" W 48.65
SAN-3 N 35°32'07" W 90.01
SAN-4 S 53°02'54" W 89.06
SAN-5 N 53°54'51" E 6.98



NEW SEVEN HILLS FOOD LOT 1
5.205 ACRES
#100 ABATTOIR STREET

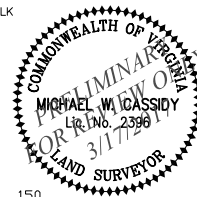
PART OF TM #05001007
CITY OF LYNCHBURG
DB 417 PG 249
SEE CITY DWG #H.W. 104-A
#1746 CAMPBELL AVE

PART OF TM #05001007
CITY OF LYNCHBURG
DB 402 PG 631
SEE CITY DWG #H.W. 104-A
#1746 CAMPBELL AVE

- SANITARY SEWER EASEMENT INDEX**
- EXISTING SANITARY SEWER EASEMENT DB 912 PG 846 - PC4 SLIDE 280
 - EXISTING SANITARY SEWER EASEMENT INSTR #100006297 - CITY DWG #B-2099
 - NEW CITY OF LYNCHBURG 20' WIDE SANITARY SEWER EASEMENT.

BASED ON RECORD DOCUMENTS, IT APPEARS RIGHT OF WAY FOR CAMPBELL AVE AND NORFOLK SOUTHERN RAILROAD OVERLAP ONE ANOTHER.

RR NOTE:
OLD COTTON MILL SPUR TRACK IS NO LONGER IN PLACE IN THIS AREA. SMALL SECTION OF RAIL FOUND ALONG OLD BUILDING FOUNDATION DOES NOT APPEAR TO BE ORIGINAL LOCATION. ADDITIONAL RAIL EVIDENCE FOUND JUST EAST OF NORFOLK SOUTHERN TWIN TRESTLES, HOWEVER NOT ENOUGH TO REESTABLISH CENTERLINE. RECORDS CALL FOR PROPERTY TO REVERT TO OWNERS IF SPUR LINE ABANDONED. THIS LINE EXISTED BEFORE THE PIERCE LUMBER SPUR. THEREFORE THE SUBJECT BOUNDARY IN AREA OF CURVE NUMBER 4 (C-4) IS BASED ON VALUATION MAPS FOR EXISTING PIERCE LUMBER SPUR LINE.
SEE DB 71 PG 339
SEE DB 91 PG 273
SEE VALUATION MAP V-3a S-4c
SEE VALUATION MAP V-3a S-3b



SUBDIVISION PLAT APPROVED:	
CITY ENGINEER, LYNCHBURG, VA	DATE
CITY PLANNER, LYNCHBURG, VA	DATE
CITY MANAGER, LYNCHBURG, VA	DATE

- LEGEND**
- IPS • 1/2" REBAR SET (UNLESS NOTED OTHER)
 - MNS • MAGNETIC NAIL SET
 - CORNER FOUND AS NOTED
 - OVERHEAD UTILITY LINES
 - E- UNDERGROUND ELECTRIC
 - GUARD RAIL
 - EDGE OF PAVEMENT

PIEDMONT SURVEYORS
3831 OLD FOREST ROAD - SUITE 6
LYNCHBURG, VA 24501
434-426-9510
WWW.PIEDMONTSURVEYORS.COM

PROJECT NO. 2015-739
DRAWING NO. 2015-739-1
DATE 3/17/2017
SCALE 1" = 50'
SHEET 2 OF 2

PLAT SHOWING
DIVISION, RIGHT OF WAY VACATION, AND EASEMENT DEDICATION
FOR PROPERTY OF
SEVEN HILLS FOOD, LLC AND CITY OF LYNCHBURG
CITY OF LYNCHBURG, VIRGINIA

May 9, 2017

TO: The Honorable City Council

FROM: Bonnie Svrcek, City Manager

DATE: May 5, 2017

SUBJECT: Revised FY 2018 – 2022 “On Time/Bond Funded” Capital Improvement Program (CIP)

The *FY 2018 Proposed Manager’s Budget* included \$650,000 in new revenue to assist in beginning to close the funding gap for long term financing for major capital projects. On April 28th, City Council approved an increase in the Lodging Tax rate from 5.5% to 6.5% including the \$1.00/room per night. This increase in the tax rate is projected to generate \$375,000 in additional revenue rather than the \$692,000 which was proposed based on an increase in the tax rate from 5.5% to 7.5% plus the \$1.00 per room per night.

Following conversations with the City’s financial advisors, Davenport & Company, it was determined that the revised financing strategy would require us to build a reserve of \$1.375 million over the next three years to fund the debt for the five year capital improvement plan beginning with the \$375,000 in FY 2018 and \$500,000 each year in FY 2019 and FY 2020. With these resources, capital projects in the amount of \$100.0 million can be financed over the FY 2018 – FY 2022 CIP period.

The *FY 2018 Proposed Manager’s Budget* included \$144.2 million in “on-time/bond financing” for the FY 2018 –FY 2022 CIP period. Based on City Council’s action regarding available revenues, staff has revised the “on-time/bond financed” component of the FY 2018 – FY 2022 CIP totaling \$98.5 million. The revised long term financed FY 2018 - FY 2022 CIP is attached for your review and consideration. Staff considered the following criteria in re-prioritizing projects:

- Safety concern
- Regulatory mandate
- Traffic congestion
- Leveraging of resources (CDBG, VDOT, etc.)
- Cost-benefit of doing the project sooner rather than later

Also attached is a Summary of Unfunded Projects that had been included in the *Proposed FY 2018 – 2022 CIP*. Nearly \$7.0 million in potential VDOT Revenue Sharing, projected private contributions and VDOT Transportation Alternatives funding will not be leveraged due to the lack of funding available from the City.

Thank you.

Attachments: FY 2018 – FY 2022 Revised “On-time/Bond Funded” CIP Projects
FY 2018 – FY 2022 Summary of Unfunded “On-time/Bond Funded” CIP Projects

c: Leadership Team , Starlette Early, Megan Palmer, Jared Pingley, Lee Newland,
Scott Brabrand, Ben Copeland

Schools	FUNDING SOURCE	Manager's		Manager's		Manager's		Manager's		Manager's		Manager's	
		Proposed FY 2018	Revised FY 2018	Proposed FY 2019	Revised FY 2019	Proposed FY 2020	Revised FY 2020	Proposed FY 2021	Revised FY 2021	Proposed FY 2022	Revised FY 2022	Proposed Grand Total	Revised Grand Total
Sandusky Elementary School Replacement	On-Time Financing	\$1,500,000	\$0	\$20,000,000	\$1,500,000	\$0	\$20,000,000	\$0	\$0	\$0	\$0	\$21,500,000	\$21,500,000
Linkhorne Elementary School Renovation	On-Time Financing	0	0	0	0	500,000	0	8,800,000	0	0	500,000	9,300,000	500,000
Paul Munro Elementary School Renovation	On-Time Financing	0	0	0	0	0	0	400,000	0	7,600,000	0	8,000,000	0
Elementary School Gym Additions	On-Time Financing	0	0	1,500,000	1,500,000	1,000,000	1,000,000	0	0	0	0	2,500,000	2,500,000
New Transportation Building	On-Time Financing	0	0	0	0	0	0	0	0	2,800,000	0	2,800,000	0
Major Building Repairs - Schools													
School Administration Building - HVAC UPGRADE	On-Time Financing	900,000	900,000	0	0	0	0	0	0	0	0	900,000	900,000
Roof Replacement - Schools													
Linkhorne Middle School	On-Time Financing	1,180,000	1,180,000	0	0	0	0	0	0	0	0	1,180,000	1,180,000
Heritage Elementary School	On-Time Financing	0	0	720,000	720,000	0	0	0	0	0	0	720,000	720,000
Linkhorne Elementary School	On-Time Financing	0	0	300,000	300,000	0	0	0	0	0	0	300,000	300,000
Paul Munro Elementary School	On-Time Financing	0	0	500,000	500,000	0	0	0	0	0	0	500,000	500,000
Dearington Elementary School	On-Time Financing	0	0	0	0	185,000	185,000	0	0	0	0	185,000	185,000
R. S. Payne Elementary School	On-Time Financing	0	0	0	0	400,000	400,000	0	0	0	0	400,000	400,000
EC Glass (Main Gym & Locker Rooms)	On-Time Financing	0	0	0	0	325,000	325,000	0	0	0	0	325,000	325,000
Dunbar Middle School (West - low roof)	On-Time Financing	0	0	0	0	0	0	130,000	130,000	0	0	130,000	130,000
Sheffield Elementary School (2001 Addition)	On-Time Financing	0	0	0	0	0	0	95,000	95,000	0	0	95,000	95,000
TOTAL ON-TIME FINANCING		\$3,580,000	\$2,080,000	\$23,020,000	\$4,520,000	\$2,410,000	\$21,910,000	\$9,425,000	\$225,000	\$10,400,000	\$500,000	\$48,835,000	\$29,235,000

CITY CAPITAL PROJECTS FUND		Manager's Proposed FY 2018	Revised FY 2018	Manager's Proposed FY 2019	Revised FY 2019	Manager's Proposed FY 2020	Revised FY 2020	Manager's Proposed FY 2021	Revised FY 2021	Manager's Proposed FY 2022	Revised FY 2022	Manager's Proposed Grand Total	Revised Grand Total
Buildings													
Public Library - Interior lighting improvements for energy efficiency	On-Time Financing	\$0	\$97,440	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$97,440
Public Library - Replace wall covering	On-Time Financing	0	80,270	0	0	0	0	0	0	0	0	0	80,270
Public Library - Space reconfiguration and infrastructure upgrade	On-Time Financing	0	325,000	0	0	0	0	0	0	0	0	0	325,000
Public Safety Complex - New Project	On-Time Financing	1,500,000	1,500,000	1,500,000	1,500,000	45,400,000	45,400,000	0	0	0	0	48,400,000	48,400,000
TOTAL ON-TIME FINANCING		\$1,500,000	\$2,002,710	\$1,500,000	\$1,500,000	\$45,400,000	\$45,400,000	\$0	\$0	\$0	\$0	\$48,400,000	\$48,902,710
Transportation													
Rt 501/221 One Way Pair - T0272	On-Time Financing	\$1,500,000	\$1,500,000	\$2,000,000	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,500,000	\$3,500,000
	Smart Scale	0	0	0	0	20,000,000	20,000,000	0	0	0	0	20,000,000	20,000,000
College Lake Dam Improvements -T0252	On-Time Financing	1,125,000	500,000	7,500,000	0	0	0	0	0	0	0	8,625,000	500,000
	State Revenue Sharing	1,125,000	0	7,500,000	0	0	0	0	0	0	0	8,625,000	0
Pedestrian Improvements Old Forest Road – New Project	On-Time Financing	500,000	0	500,000	0	0	0	0	0	0	0	1,000,000	0
Fifth Street Streetscape Phase III - T0254 (Council Decision March 14, 2017)	On-Time Financing	750,000	863,969	0	0	0	0	0	0	0	0	750,000	863,969
	Community Development Block C	250,000	136,031	0	0	0	0	0	0	0	0	250,000	136,031
	State Revenue Sharing	1,000,000	1,000,000	0	0	0	0	0	0	0	0	1,000,000	1,000,000
Breezewood Drive Widening – New Project	On-Time Financing	0	0	0	0	0	0	4,675,000	0	0	0	4,675,000	0
	State Revenue Sharing	0	0	0	0	0	0	2,825,000	0	0	0	2,825,000	0
Indian Hill Bridge - New Project	On-Time Financing	0	3,500,000	0	0	0	0	1,750,000	0	0	0	1,750,000	3,500,000
	State Revenue Sharing	0	0	0	0	0	0	1,750,000	0	0	0	1,750,000	0
Link Road Bridge - TB039	On-Time Financing	762,500	0	1,000,000	1,000,000	0	0	0	0	0	0	1,762,500	1,000,000
	State Revenue Sharing	762,500	0	1,000,000	1,000,000	0	0	0	0	0	0	1,762,500	1,000,000
Timberlake Road Bridge, West Bound - New Project	On-Time Financing	0	0	0	0	0	0	0	0	1,800,000	250,000	1,800,000	250,000
Fifth Street – Taylor Street to Railroad Bridge Reconstruction- Phase IV – New Project	On-Time Financing	0	0	0	0	600,000	0	3,400,000	0	0	0	4,000,000	0
Bedford Avenue Bridge - New Project	On-Time Financing	0	0	0	0	0	0	0	0	4,000,000	500,000	4,000,000	500,000
Nationwide Drive Roundabout – New Project	State Revenue Sharing	0	0	250,000	0	0	0	0	0	0	0	250,000	0
	On-Time Financing	0	0	250,000	0	0	0	0	0	0	0	250,000	0
Nationwide Drive Sidewalk – New Project	Private Contribution	0	0	110,000	0	0	0	0	0	0	0	110,000	0
	Transportation Alternatives	0	0	280,000	0	0	0	0	0	0	0	280,000	0
	On-Time Financing	0	0	110,000	0	0	0	0	0	0	0	110,000	0
Timberlake Road at Leesville Road - Turn Lanes - New Project	On-Time Financing	0	0	0	0	0	0	800,000	800,000	0	0	800,000	800,000
	State Revenue Sharing	0	0	0	0	0	0	800,000	800,000	0	0	800,000	800,000
Graves Mill Adaptive Signal System - New Project	On-Time Financing	0	0	0	0	100,000	100,000	0	0	0	0	100,000	100,000
	Highway Safety Improvement Prc	0	0	0	0	400,000	400,000	0	0	0	0	400,000	400,000
Wards Ferry Road at Atlanta Avenue - New Project	On-Time Financing	0	0	0	0	0	0	500,000	0	0	0	500,000	0
	State Revenue Sharing	0	0	0	0	0	0	500,000	0	0	0	500,000	0
Lynchburg College Roundabout – T0221	On-Time Financing	0	0	0	0	0	0	1,500,000	0	0	0	1,500,000	0
	State Revenue Sharing	0	0	0	0	0	0	1,500,000	0	0	0	1,500,000	0
John Capron Road – EX018	On-Time Financing	0	0	0	0	0	0	1,250,000	0	0	0	1,250,000	0
	State Revenue Sharing	0	0	0	0	0	0	1,250,000	0	0	0	1,250,000	0
Wards Ferry Road at Harvard Street Roundabout – New Project	On-Time Financing	0	0	0	0	0	0	0	0	200,000	0	200,000	0
Florida Avenue Sidewalk – New Project	On-Time Financing	0	0	0	0	0	0	0	0	395,000	0	395,000	0
	Transportation Alternatives	0	0	0	0	0	0	0	0	280,000	0	280,000	0

CITY CAPITAL PROJECTS FUND		Manager's		Manager's		Manager's		Manager's		Manager's		Manager's	
Transportation <i>(continued)</i>		Proposed	Revised	Proposed	Revised	Proposed	Revised	Proposed	Revised	Proposed	Revised	Proposed	Revised
		FY 2018	FY 2018	FY 2019	FY 2019	FY 2020	FY 2020	FY 2021	FY 2021	FY 2022	FY 2022	Grand Total	Grand Total
Culvert Replacement Program -T0258	On-Time Financing	\$80,000	\$80,000	\$600,000	\$600,000	\$65,000	\$65,000	\$600,000	\$600,000	\$65,000	\$65,000	\$1,410,000	\$1,410,000
Retaining Wall Replacement/Repair Program - T0260	On-Time Financing	50,000	50,000	400,000	400,000	50,000	50,000	400,000	400,000	50,000	50,000	950,000	950,000
Traffic Signal Replacement/Repair Program -T0263	On-Time Financing	235,000	235,000	245,000	245,000	250,000	250,000	250,000	250,000	250,000	250,000	1,230,000	1,230,000
TOTAL ON-TIME FINANCING		\$5,002,500	\$6,728,969	\$12,605,000	\$4,245,000	\$1,065,000	\$465,000	\$15,125,000	\$2,050,000	\$6,760,000	\$1,115,000	\$40,557,500	\$14,603,969
TOTAL SMART SCALE		0	0	0	0	20,000,000	20,000,000	0	0	0	0	20,000,000	20,000,000
TOTAL STATE REVENUE SHARING		2,887,500	1,000,000	8,750,000	1,000,000	0	0	8,625,000	800,000	0	0	20,262,500	2,800,000
TOTAL COMMUNITY DEVELOPMENT BLOCK GRANT		250,000	136,031	0	0	0	0	0	0	0	0	250,000	136,031
TOTAL HIGHWAY SAFETY IMPROVEMENT PROGRAM		0	0	0	0	400,000	400,000	0	0	0	0	400,000	400,000
TOTAL PRIVATE CONTRIBUTIONS		0	0	110,000	0	0	0	0	0	0	0	110,000	0
TOTAL TRANSPORTATION ALTERNATIVES		0	0	280,000	0	0	0	0	0	280,000	0	560,000	0
GRAND TOTAL TRANSPORTATION		\$8,140,000	\$7,865,000	\$21,745,000	\$5,245,000	\$21,465,000	\$20,865,000	\$23,750,000	\$2,850,000	\$7,040,000	\$1,115,000	\$82,140,000	\$37,940,000
Economic Development													
Streetscape Improvements Downtown - ED004	On-Time Financing	\$500,000	\$500,000	\$1,500,000	\$1,500,000	\$300,000	\$300,000	\$1,675,000	\$1,675,000	\$350,000	\$350,000	\$4,325,000	\$4,325,000
	Community Development Block Grant	0	0	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	1,000,000	1,000,000
	State Revenue Sharing	0	0	1,250,000	1,250,000	0	0	1,375,000	1,375,000	0	0	2,625,000	2,625,000
TOTAL ON-TIME FINANCING		\$500,000	\$500,000	\$1,500,000	\$1,500,000	\$300,000	\$300,000	\$1,675,000	\$1,675,000	\$350,000	\$350,000	\$4,325,000	\$4,325,000
TOTAL COMMUNITY DEVELOPMENT BLOCK GRANT		0	0	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	1,000,000	1,000,000
TOTAL STATE REVENUE SHARING		0	0	1,250,000	1,250,000	0	0	1,375,000	1,375,000	0	0	2,625,000	2,625,000
GRAND TOTAL ECONOMIC DEVELOPMENT		\$500,000	\$500,000	\$3,000,000	\$3,000,000	\$550,000	\$550,000	\$3,300,000	\$3,300,000	\$600,000	\$600,000	\$7,950,000	\$7,950,000
Parks and Recreation													
Bikeway Bridge To Linkhorne Renovations - P0120	On-Time Financing	\$320,000	\$320,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$320,000	\$320,000
	Transportation Alternatives	280,000	280,000	0	0	0	0	0	0	0	0	280,000	280,000
Riverside Park Overlook Stabilization - P0140		0	0	1,140,000	1,140,000	0	0	0	0	0	0	1,140,000	1,140,000
TOTAL ON-TIME FINANCING		\$320,000	\$320,000	\$1,140,000	\$1,140,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,460,000	\$1,460,000
TOTAL TRANSPORTATION ALTERNATIVES		280,000	280,000	0	0	0	0	0	0	0	0	280,000	280,000
GRAND TOTAL PARKS AND RECREATION		\$600,000	\$600,000	\$1,140,000	\$1,140,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,740,000	\$1,740,000
GRAND TOTAL ON-TIME FINANCING		\$10,902,500	\$11,631,679	\$39,765,000	\$12,905,000	\$49,175,000	\$68,075,000	\$26,225,000	\$3,950,000	\$17,510,000	\$1,965,000	\$143,577,500	\$98,526,679
GRAND TOTAL SMART SCALE		0	0	0	0	20,000,000	20,000,000	0	0	0	0	20,000,000	20,000,000
GRAND TOTAL STATE REVENUE SHARING		2,887,500	1,000,000	10,000,000	2,250,000	0	0	10,000,000	2,175,000	0	0	22,887,500	5,425,000
GRAND TOTAL COMMUNITY DEVELOPMENT BLOCK GRANT		250,000	136,031	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	1,250,000	1,136,031
GRAND TOTAL HIGHWAY SAFETY IMPROVEMENT PROGRAM		0	0	0	0	400,000	400,000	0	0	0	0	400,000	400,000
GRAND TOTAL PRIVATE CONTRIBUTIONS		0	0	110,000	0	0	0	0	0	0	0	110,000	0
GRAND TOTAL TRANSPORTATION ALTERNATIVES		280,000	280,000	280,000	0	0	0	0	0	280,000	0	840,000	280,000
GRAND TOTAL		\$14,320,000	\$13,047,710	\$50,405,000	\$15,405,000	\$69,825,000	\$88,725,000	\$36,475,000	\$6,375,000	\$18,040,000	\$2,215,000	\$189,065,000	\$125,767,710

Schools	FUNDING SOURCE	Manager's Proposed FY 2018	Revised FY 2018	Manager's Proposed FY 2019	Revised FY 2019	Manager's Proposed FY 2020	Revised FY 2020	Manager's Proposed FY 2021	Revised FY 2021	Manager's Proposed FY 2022	Revised FY 2022	Manager's Proposed Grand Total	Revised Grand Total
Paul Munro Elementary School Renovation	On-Time Financing	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$7,600,000	\$0	\$8,000,000	\$0
New Transportation Building	On-Time Financing	0	0	0	0	0	0	0	0	2,800,000	0	2,800,000	0
	TOTAL ON-TIME FINANCING	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$10,400,000	\$0	\$10,800,000	\$0
Transportation													
Pedestrian Improvements Old Forest Road - New Project	On-Time Financing	\$500,000	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0
Breezewood Drive Widening - New Project	On-Time Financing	0	0	0	0	0	0	4,675,000	0	0	0	4,675,000	0
	State Revenue Sharing	0	0	0	0	0	0	2,825,000	0	0	0	2,825,000	0
Fifth Street - Taylor Street to Railroad Bridge Reconstruction Phase IV - New Project	On-Time Financing	0	0	0	0	600,000	0	3,400,000	0	0	0	4,000,000	0
Nationwide Drive Roundabout - New Project	State Revenue Sharing	0	0	250,000	0	0	0	0	0	0	0	250,000	0
	On-Time Financing	0	0	250,000	0	0	0	0	0	0	0	250,000	0
Nationwide Drive Sidewalk - New Project	Private Contribution	0	0	110,000	0	0	0	0	0	0	0	110,000	0
	Transportation Alternatives	0	0	280,000	0	0	0	0	0	0	0	280,000	0
	On-Time Financing	0	0	110,000	0	0	0	0	0	0	0	110,000	0
Wards Ferry Road at Atlanta Avenue - New Project	On-Time Financing	0	0	0	0	0	0	500,000	0	0	0	500,000	0
	State Revenue Sharing	0	0	0	0	0	0	500,000	0	0	0	500,000	0
Lynchburg College Roundabout - T0221	On-Time Financing	0	0	0	0	0	0	1,500,000	0	0	0	1,500,000	0
	State Revenue Sharing	0	0	0	0	0	0	1,500,000	0	0	0	1,500,000	0
John Capron Road - EX018	On-Time Financing	0	0	0	0	0	0	1,250,000	0	0	0	1,250,000	0
	State Revenue Sharing	0	0	0	0	0	0	1,250,000	0	0	0	1,250,000	0
Wards Ferry Road at Harvard Street Roundabout - New Project	On-Time Financing	0	0	0	0	0	0	0	0	200,000	0	200,000	0
Florida Avenue Sidewalk - New Project	On-Time Financing	0	0	0	0	0	0	0	0	395,000	0	395,000	0
	Transportation Alternatives	0	0	0	0	0	0	0	0	280,000	0	280,000	0
	TOTAL ON-TIME FINANCING	\$500,000	\$0	\$860,000	\$0	\$600,000	\$0	\$11,325,000	\$0	\$595,000	\$0	\$13,880,000	\$0
	TOTAL STATE REVENUE SHARING	0	0	250,000	0	0	0	6,075,000	0	0	0	6,325,000	0
	TOTAL PRIVATE CONTRIBUTIONS	0	0	110,000	0	0	0	0	0	0	0	110,000	0
	TOTAL TRANSPORTATION ALTERNATIVES	0	0	280,000	0	0	0	0	0	280,000	0	560,000	0
		\$500,000	\$0	\$1,500,000	\$0	\$600,000	\$0	\$17,400,000	\$0	\$875,000	\$0	\$20,875,000	\$0
	GRAND TOTAL ON-TIME FINANCING	\$500,000	\$0	\$860,000	\$0	\$600,000	\$0	\$11,725,000	\$0	\$10,995,000	\$0	\$24,680,000	\$0
	GRAND TOTAL STATE REVENUE SHARING	0	0	250,000	0	0	0	6,075,000	0	0	0	6,325,000	0
	GRAND TOTAL PRIVATE CONTRIBUTIONS	0	0	110,000	0	0	0	0	0	0	0	110,000	0
	GRAND TOTAL TRANSPORTATION ALTERNATIVES	0	0	280,000	0	0	0	0	0	280,000	0	560,000	0
		\$500,000	\$0	\$1,500,000	\$0	\$600,000	\$0	\$17,800,000	\$0	\$11,275,000	\$0	\$31,675,000	\$0

March 28, 2017

403

// A regular meeting of the Council of the City of Lynchburg was held on the 28th day of March, 2017, at 4:00 P.M. in the Council Chamber, City Hall, Joan Foster, President, presiding. The following Members were present:

Present: Dolan, Helgeson, Nelson, Perrow, Tweedy, Wilder, Foster

7

Absent:

0

// Kevin Camm, Extension Agent and Unit Coordinator for Cooperative Extension introduced Liza Dodson the Healthy Food Retail Coordinator for this area. Ms. Dodson provided a presentation to Council regarding the initiative on Healthy Food Retail in this area.

The presentation covered the following topics:

- Land Grant University
- Virginia Cooperative Extension (Virginia Tech (VT) and Virginia State University VSU)
- SNAP
- Family Nutrition Program (SNAP-Ed & EFNEP)
- Household food environment
- Food Desert Taskforce (2014)
- Rural vs. urban food access

The FNP Healthy Food Retail Strategic Plan was discussed which include:

- Short Term – Build Demand
 - o Where are limited resource families buying food?
 - o Build upon existing FNP programming (cooking demonstrations, recipes, nutrition education, etc.) to expand into retail settings
 - o Partner with local and chain stores to highlight existing healthy options for consumers
 - o Facilitate community organizing around food access (Stock Healthy, Shop Healthy)
- Long Term – Increase Supply
- Overview of Oasis history and current project
- James Wallace of Virginia Community Capital: Grocery store start-up processes and the Oasis vision
- A grocery store as economic development
- Next Steps: Forward strategies and framework for a Plan

// Superintendent of Schools, Dr. Scott Brabrand provided a presentation regarding the FY 2018 Budget for Lynchburg City Schools (LCS). Dr. Brabrand gave an overview of the Schools Budget which included:

- Addressing Our Challenges
 - o Attracting and Retaining High Quality Personnel
 - o Enhancing Targeted Instructional Support Increasing Student
 - o Opportunities By Name and By Need
 - o Operational Cost Increases

- What's New This Year?
 - o LCS requested City increase to School Budget is \$3.7 million
 - o State Budget increase is \$1.1 million
 - o City Manager proposal gives LCS an additional \$1.2 million
 - o \$1.4 million of LCS requests remain unfunded
 - o Additional State and Local dollars only cover mandatory requests
 - o State provides money for 2% raise effective February 15, 2018 for State-supported positions

// Director of Water Resources Department Tim Mitchell provided the Water Resources FY 2018 Rate Study and Annual Report. Mr. Mitchell gave an overview of the following:

- Brief History (Over 200 Years of Excellence and Innovation)
- Continuing a Legacy (Water Resources consistently recognized for quality)
- Accomplishments (Drinking Water, Wastewater Treatment, Sewer and Storm Line Maintenance, Stormwater, Mapping the Municipal Separate Storm Sewer System)
- Major Concerns (Water System Renewal) Sewer System Condition and Capacity, Storm System Condition)
- Budget and Rates (Water Fund Revenues, Water Fund Expenses, Sewer Fund Revenues, Sewer Fund Expenses, Stormwater Fund Revenues, Stormwater Fund Expenses and Rate Comparisons

Mr. Mitchell went on to address:

- Proposed 5.1 Increase - \$2.55/hcf to \$2.68/hcf
- Impact to household using 7 hundred cubic feet (hcf)/month (about 5,2000 gallons) = \$0.91 per month
- Average household use in Lynchburg is actually even less at about 3,8000 gallons per month

He went on explain why a rate increase is needed.

- Primary driver is loss of revenue from Bedford County (\$469,998) and impact to debt coverage
- With Rate Increase Debt Coverage = 1.17 (Council policy = 1.20 minimum) – with rate increase – back above minimum the following year
- Without Rate Increase Debt Coverage = 1.07 stays below 1.20 for at least the next five years

In conclusion Mr. Mitchell stated an excerpt from the Saga of a City, published in 1936 by the Lynchburg Sesquicentennial Association,

“Lynchburg’s most important community achievement is the thoroughly modern system which distributes to every part of the City an abundance of pure, healthful water at low cost to the residents. Lynchburg does not enjoy this utility by any piece of good luck, but rather because of one hundred years of thought and work and determination.”

// During roll call Council Member Wilder mentioned how well the City staff and the Community Code Compliance Team worked together during a recent walkthrough in the neighborhood of Daniel's Hill. He also stated that on Saturday, April 1, 2017 at 11:00 a.m. residents will be meeting at the Daniel's Hill Center to pickup trash in the neighborhood, and would love for people to come out and help.

// City Manager Bonnie Svrcek announced that on next Tuesday, April 4, 2017 Council will continue the walk/through of the General Fund starting with Public Works and reviewing Other Funds. On April 11, 2017 Council will begin with the FY 2018 Budget – Capital Improvement Program (CIP).

// City Council recessed the meeting at 6:22 p.m.

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

The following Members were present:

Present: Dolan, Helgeson, Nelson, Perrow, Tweedy, Wilder, Foster 7

Absent: 0

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

// Copies of the minutes of the March 14, 2017 meeting, having been previously furnished Council, reading was dispensed with, and on motion of Council Member Nelson seconded by Council Member Wilder.

Council Member Perrow abstained from voting because he was not present at the March 14, 2017 Council meeting. Council by the following recorded vote approved the minutes as amended:

Ayes: Dolan, Helgeson, Nelson, Tweedy, Wilder, Foster 6

Noes: 0

Abstain: Perrow 1

// In the matter of Lynchburg Community Action Group, a public hearing was held regarding City Council Report #6 regarding authorizing the City Manager to execute a lease agreement with the Lynchburg Community Action Group (LYNCAG) for the White Rock School property at 400 Buena Vista Street allowing LYNAG to use the property as a Head Start Center. City Attorney Walter Erwin provided a summary of the request, stating that LYNAG had leased the property for a number of years. LYNAG would like to apply for a grant to replace the windows in the building, but in order to be eligible for the grant it needs an updated lease and LYNAG has requested a new lease from the City. There was no one else present who wished to speak to this item, and the public hearing was closed. On motion of Council Member Nelson, seconded by Council Member Perrow, Council by the following recorded vote adopted Resolution #R-17-023, as presented, to execute a lease agreement with the Lynchburg Community Action Group (LYNCAG) for the White Rock School property at 400 Buena Vista Street allowing LYNAG to use the property as a Head Start Center:

Ayes: Dolan, Helgeson, Nelson, Perrow, Tweedy, Wilder, Foster 7

Noes: 0

// In the matter of City Council, Mr. Rodney Taylor, representing a group of downtown merchants and stakeholders, spoke before Council regarding the implementation of two-way traffic on Main Street and Church Street.

// In the matter of Emergency Services, City Council Report #8 was considered. On motion of Council Member Helgeson, seconded by Council Member Nelson, Council by the following recorded vote introduced and laid over to a later meeting for final action Resolution #R-17-024, as presented, to amend the FY 2017 City/Federal/State Aid Fund budget appropriate \$2,000 with resources from the Virginia

Wireless E-911 Services Board FY 2017 Public Safety Answering Point (PSAP) Education Grant Program for reimbursement of training expenses:

Ayes: Dolan, Helgeson, Nelson, Perrow, Tweedy, Wilder, Foster

7

Noes:

0

// In the matter of Public Works, City Council Report #9 was considered.

// City Manager Bonnie Svrcek stated that on February 28, 2017 she responded to a request from several Council Members on two-way traffic. The report explained how the City began consideration of the implementation of two-way traffic downtown and asks for a discussion and guidance from Council on the two-way traffic management initiative. Ms. Svrcek went on to say the concept of converting Main and Church Streets downtown to two-way traffic emerged from the adoption of the Downtown and Riverfront Master Plan in 2001, which recommended two-way traffic as a means to slow traffic and increase exposure to businesses. Ms. Svrcek stated since that time, there have been City Council briefings, public meetings, several studies and more than 30 one-on-one meetings with downtown stakeholders concerning the City's downtown utility and streetscape project as well as the implementation of two-way traffic. Downtown has changed since the adoption of the Master Plan. City Manager recommends that City Council adopt a resolution supporting the implementation of two-way traffic. During Council discussion Council Members made remarks and concern on the conversion of two-way traffic on Main and Church Streets. Council Member Nelson stated that he would like to postpone consideration of the resolution on the implementation of two-way traffic until a public hearing could be scheduled in April. Council Member Nelson went on to say that he wanted to hear from citizens who support the conversion of two-way traffic out of fairness. Council Member Nelson made a motion that Council postpone making any decision tonight on two-way traffic and promptly schedule a public hearing for April 11 and at the conclusion of that meeting City Council will definitely decide on this issue. Council Member Helgeson seconded that motion for further discussion. Council Member Helgeson stated he is a former resident of Church Street and also had his business on Church Street. In May of 2004 the City hired a consultant to study the possible conversion of Main and Church Streets to two-way traffic. He stated "let's not change the things we don't have to, fix the bridges, repair leaking roofs but don't change the things we don't have to". Council Member Helgeson went on to say that he objected to two-way traffic in 2004, and still objects to it today. Council Member Helgeson stated, I seconded Council Member Nelson motion to have a public hearing but if the will of Council is to say no, that would be my preference. I seconded the motion so that we could have the debate and discussion. Council Member Perrow stated he had concerns about loading and unloading zones and he did not like the idea of loading zones that would take up significant portions of store frontage during busy times of days. According to the two-way traffic conversion implementation plan, there would be one loading zone per block. Council Member Perrow went on to say what he was hearing from merchants is if two-way traffic does not work. Council Member Perrow wanted to move forward and vote tonight to reject this idea on the two-way traffic. But if Council were to have a public hearing and hear all sides and let the public understand why Council is going against 15 years of policy it would be very beneficial. Council Member Perrow stated he would be supporting Council Member Nelson's motion, about slowing traffic down and looking to find ways the two-way traffic would work on even streets. Council Member Dolan stated she was in favor of moving forward and that City Council

should be sensitive of the needs of businesses with all the construction and parking that is going on downtown and that will continue for some time. Council Member Dolan's suggestion was to move on. Council Member Wilder stated that he understood the concerns of downtown businesses and the challenges to businesses in the face of city construction projects. Council Member Wilder went on to say that he would be in favor of holding an open forum to listen to all citizens pros and cons. Vice Mayor Tweedy stated that as leaders we are to make decisions. She said she agrees with Council Member Dolan and was ready to move forward. We have heard from either side of businesses that want the two-way traffic and some don't. Vice Mayor Tweedy made a substitute motion to deny the resolution and hold no public hearing. Vice Mayor Tweedy went on to say she did not think a public hearing, after so many years of listening and meeting would be needed any further. Council Member Perrow asked what the circulation piece looks like, because we do have two-way traffic at the end of Main Street, it works for hotels and businesses. Vice Mayor Tweedy stated she would like to know what the circulation piece would do for the development of the Academy and the Virginian Hotel in that area. Vice Mayor Tweedy made a substitute motion that Council would vote tonight not to have a public hearing and deny the resolution. Council Member Helgeson seconded the substitute motion to deny the resolution. Vice Mayor Tweedy went on to say, she would like information to come back to Council to see what the circulation looks like on the numbered streets and the opposite end of downtown. Council Member Helgeson stated it is good to take action and action that he said has well served it's course. Council Member Helgeson stated he would not like businesses to go back to work and then come back for another public hearing. Council Member Nelson stated he would vote against having a substitute motion and stay with the proposal to have a public hearing. Mayor Foster stated she would be voting in favor of Vice Mayor Tweedy's substitute motion. Mayor Foster called for a vote on Vice Mayor Tweedy's substitute motion to replace Council Member Nelson's motion. Council by the following recorded vote approved the substitute motion:

Ayes: Dolan, Helgeson, Tweedy, Foster 4

Noes: Nelson, Perrow, Wilder 3

Vice Mayor Tweedy made a motion to deny the two-way traffic and the motion was seconded by Council Member Helgeson. Council Member Perrow asked staff to schedule this at a work session in the future on the impact of the two-way traffic and the plans for slowing down traffic on Main and Church Streets. Council Member Nelson made several suggestions regarding traffic and on having the numbered streets reviewed in getting around downtown. With the decision made tonight, Council will be able to save some Capital Improvement funds and focus on other priorities that need to be funded. Council by the following recorded vote agreed to deny the implementation of two-way traffic:

Ayes: Dolan, Helgeson, Nelson, Perrow, Tweedy, Wilder, Foster 7

Noes: 0

// The meeting was adjourned at 8:30 P.M.

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **May 9, 2017**

AGENDA ITEM #: **4**

CONSENT:
ACTION: **X**

REGULAR: **X**
INFORMATION:

WORK SESSION:

CLOSED SESSION:
(Confidential)

ITEM TITLE: Public Hearing - School Board Appointments

Strategic Pillar(s) Impacted:

☐ Arts & Culture	☒ Citizen Engagement & Social Capital	☐ Economic Development	☐ Healthy & Active Living
☐ Infrastructure	☐ Land Use	☐ Lifelong Learning	☐ Natural Resources
☐ Neighborhoods	☐ Safe Community	☐ Social Equity	☐ Transportation
			☒ Administrative

RECOMMENDATION: Conduct a public hearing to receive citizen input regarding appointments (or reappointments) to vacancies that will exist June 30, 2017, in School Board districts I, II and III.

SUMMARY:

The Code of Virginia stipulates that Council may appoint only those nominees or applicants whose names have been considered at a public hearing. Following the public hearing City Council may either conclude the public hearing or continue to the next meeting to allow more time for citizen input. The City Code requires that these appointments be made during the month of June; therefore, no action may be taken on this matter except at the June 13 or June 27 meetings.

Attached is a list indicating which current members are eligible for reappointment and who is willing to continue to serve. The names of the volunteers whose applications have been received to date are also included.

PRIOR ACTION(S): None

FISCAL IMPACT: None

CONTACT(S): Valeria P. Chambers – 455-3995

ATTACHMENT(S): School Board Appointment List

REVIEWED BY: bms

075K

School Board Appointment List
May 9, 2017

Current School Board Members to be Reappointed/Replaced

Dr. Regina Dolan-Sewell, School District 1 (Not eligible to serve again)
Dr. Kimberly A. Sinha, School District 2 (Willing to serve again)
Rev. James E. Coleman, School District 3 (Willing to serve again)

Current Volunteers

School District 1

Mr. Robert O. Brennan
Ms. Belle Evans
Ms. Anne B. Ferrell
Mr. Andrew E. Taylor

School District 2

Mr. Lewis Lee, Jr.
Mr. Bonnie L. Parker III

School District 3

Mr. Braxton W. Carter
Mr. Atul Gupta
Ms. Gloria C. Preston

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **May 9, 2017**

AGENDA ITEM #: **5**

CONSENT:
ACTION: **X**

REGULAR: **X**
INFORMATION:

WORK SESSION:

CLOSED SESSION:
(Confidential)

ITEM TITLE: Rezoning: R-4, High Density Residential District to B-4, Urban Commercial District – 509 Harrison Street and 512 Federal Street

Strategic Pillar(s) Impacted:

☐ Arts & Culture	☐ Citizen Engagement & Social Capital	☐ Economic Development	☐ Healthy & Active Living
☐ Infrastructure	☒ Land Use	☐ Lifelong Learning	☐ Natural Resources
☒ Neighborhoods	☐ Safe Community	☐ Social Equity	☒ Transportation
			☐ Administrative

RECOMMENDATION: Approval of the rezoning petition.

SUMMARY: Burkhardtts, LLC and Henry D. Brown are petitioning to rezone approximately three hundred and twenty-six thousandths (0.326) acres at 509 Harrison Street and 512 Federal Street from R-4, High Density Residential District to B-4, Urban Commercial District to allow the construction of a parking lot.

The proposed rezoning would serve several adjacent businesses in a key area of the 5th Street corridor and encourage revitalization of the block.

PRIOR ACTION(S):

April 26, 2017: The Planning Division recommended approval of the rezoning petition.
The Planning Commission recommended approval (6-0 with one absent, Rogers) of the petition

FISCAL IMPACT: N/A

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

ATTACHMENT(S):

- Ordinance
- Planning Commission Minutes – April 26, 2017
- Planning Commission Packet – April 26, 2017
 - o Planning Commission Report
 - o Zoning Map with Adjoining Property Owners
 - o Future Land Use Map
 - o Watershed Map
 - o Planimetric and Topographic Map
 - o Concept Plan
 - o Property Photograph
 - o Speaker Signup Sheet

REVIEWED BY: bms

UNCODIFIED ORDINANCE:

AN ORDINANCE CHANGING A CERTAIN AREA LOCATED AT 509 HARRISON STREET AND 512 FEDERAL STREET FROM R-4, HIGH DENSITY RESIDENTIAL DISTRICT TO B-4, URBAN COMMERCIAL DISTRICT.

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 section shall read as follows:

Section 35.2-54. _____. Change of a certain area located at 509 Harrison Street and 512 Federal Street from R-4, High Density Residential District to B-4, Urban Commercial District.

The area embraced within the following boundaries:

Description of 509 Harrison Street:

Beginning at the point on the southwest side of Harrison Street 112 1/2 feet from the intersection of Sixth Street and Harrison Streets, and running thence with the southwest line of Harrison Street 65 feet in the direction of Fifth Street to the property now or formerly owned by E. Schewel: thence at right angles to Harrison Street 132 feet in the direction of Federal Street: thence at right angles 65 feet in the direction of Sixth Street; and thence at right angles 132 feet to Harrison Street, at the point of beginning.

Description of 512 Federal Street:

Beginning on said line of Federal Street at a point 122.5 feet northwest of its intersection within the northwest line of Sixth Street and running thence with said line of Federal street 42.5 feet towards Fifth Street thence N. 59 degrees 23' E. 132 feet towards Harrison Street; thence S. 31 degrees E. 42.5 feet towards Sixth Street and thence s. 59 degrees 23' w. 132 feet to the point of beginning, said Lot being described as Lot No. 1 on a plat August 3, 1944 by Adrian Overstreet, SCS, and recorded in the corporation court in the City of Lynchburg, Virginia in Deed Book 234, page 403.

...is hereby changed from R-4, High Density Residential District to B-4, Urban Commercial District.

Adopted:

Certified:

Clerk of Council

073K

MINUTES OF THE APRIL 26, 2017 PLANNING COMMISSION MEETING (MINUTES HAVE NOT BEEN APPROVED):

Ms. Rachel Frischeisen provided a summary of the report for the commissioners. The subject property includes two (2) tracts, 509 Harrison Street and 512 Federal Street. The two properties comprise three hundred and twenty-six thousandths (0.326) of an acre to be rezoned. These properties are currently zoned R-4, High Density Residential and are proposed for rezoning to B-4, Urban Commercial to allow the construction of a parking lot.

The *Comprehensive Plan* recommends a Neighborhood Commercial use for 509 Harrison Street and a Traditional Residential use for 512 Federal Street. Both properties are located in the Fifth Street Revitalization Corridor overlay district. The construction of a parking area in this location is supported by the Fifth Street Corridor Master Plan.

Much of the retail section of Fifth Street was developed when travel by car was not so prevalent. Many neighborhood residents walked to the stores. Consequently, little off-street parking was provided. When the on-street spaces were removed, this left many businesses with little or no nearby parking. Lack of parking contributed to the decline of Fifth Street and hinders its revitalization today. Although the on-street spaces have been put back in place, 5th Street continues to grow and will need additional parking to facilitate that growth.

TRC reviewed the petition on February 14, 2017 and had few comments of concern, all of which will be addressed by the petitioner prior to site plan approval. The Planning Division recommends approval of the petition.

Mr. Jamey White of White Engineering & Design and Mr. John Parr of Burkhardts, LLC were present to represent the petitioner. Mr. White explained that there is shared parking in this block. The developer owns a number of units along Fifth Street and has plans to develop additional buildings near the roundabout. The developer is also looking to purchase properties across the street. The parcels will be developed as a mixture of commercial and residential. The parking lot will add 59 parking spaces to the area, which is necessary as there is very little parking available to the public. Some of the parking spaces will be for the developed business and residences but they also look to lease some of the parking spaces to other businesses in the area. There will be decorative fencing and shrubbery planted to help hide the parking lot from the residential properties.

Chair Perault asked if there was anyone who wished to speak in favor of the petition. No one came forward. He asked if there was anyone who wished to speak in opposition of the petition. No one came forward. He closed the public hearing portion of the petition.

Commissioner Marion asked if the entire lot of 512 Federal Street was being rezoned or just the portion needed for the parking lot. Ms. Frischeisen indicated that they had discussed this with the petitioner and it was decided that it would be best to rezone the entire parcel. There is no plan to remove the house at this time. Commissioner Marion asked for clarification that the parcel could be used for either residential or commercial purposes and Ms. Frischeisen indicated that is correct.

Commissioner Lowe asked if this will be paid parking. Mr. Parr said it will be private parking to support their buildings mainly and their future development. There will be some parking available for other businesses but it will mainly serve the 700 block of Fifth Street. Chair Perault noted that with these additional 59 spaces available, the on street parking on Fifth Street should be freed up for customers to use and that should help the parking situation on Fifth Street a great deal.

Commissioner Marion thinks the proposal is great and is so glad they are planning the additional parking. Chair Perault noted that there is really no other way to get these undeveloped properties viable.

Commissioner Perault wished to note that he was glad to see the report mention that the *Future Land Use Map (FLUM)* does not match this petition. He would agree with that statement. He feels that whenever the *FLUM* supports a petition, we tend to overemphasize it. Whenever the *FLUM* does not support a petition, we tend to minimize it. He thinks it is important to point it out either way in the report.

Commissioner Marion made the following motion, which was seconded by Commissioner Lowe:

"That the Planning Commission recommends to City Council approval of the petition of Lynchburg Jefferson Street, LLC, and Henry D. Brown to rezone approximately three hundred and twenty-six thousandths (0.326) acres at 509 Harrison Street and 512 Federal Street from R-4, High Density Residential District to B-4, Urban Commercial District."

AYES:	Bowden, Johnson, Light, Lowe, Marion, Perault and Rogers	7
NOES:		0
ABSTENTIONS:		0
ABSENT:		0

The Department of Community Development

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

To: Planning Commission
From: Planning Division
Date: April 26, 2017
Re: **Rezoning: R-4, High Density Residential to B-4, Urban Commercial –
509 Harrison Street and 512 Federal Street**

I. PETITIONER

John Parr, Lynchburg Jefferson Street, LLC, P.O. Box 1175, Lynchburg, Virginia 24505
Henry D. Brown, IV, 1105 Jackson Street, Lynchburg, Virginia 24504
Representative: Mr. Jamey White, White Engineering & Design, 21 Timber Oak Court, Suite B-3, Lynchburg, Virginia 24502

II. LOCATION

The subject property includes two (2) tracts: 509 Harrison Street, containing one-hundred ninety-seven hundredths (0.197) of an acre and 512 Federal Street, containing one-hundred twenty-nine hundredths (0.129) of an acre for a total of approximately three hundred and twenty-six thousandths (0.326) acres to be rezoned.

Property Owner: 509 Harrison Street - John Parr, Lynchburg Jefferson Street, LLC, PO Box 1175, Lynchburg, Virginia 24505
512 Federal Street - Henry D. Brown, IV, 1105 Jackson Street, Lynchburg, Virginia 24504

III. PURPOSE

The purpose of the petition is to rezone the property from R-4, High Density Residential to B-4, Urban Commercial to allow the construction of a parking lot.

IV. SUMMARY

- The *Comprehensive Plan* recommends a Neighborhood Commercial use for 509 Harrison Street and a Traditional Residential use for 512 Federal Street.
- The construction of a parking area in this location is supported by the Fifth Street Corridor Master Plan.
- Both properties are located in the Fifth Street Revitalization Corridor overlay district.

The Planning Division recommends approval of the rezoning petition.

V. FINDINGS OF FACT

1. **Comprehensive Plan.** The *Future Land Use Map (FLUM)* from the Comprehensive Plan 2013-2030 recommends a Neighborhood Commercial use for 509 Harrison Street. These areas are intended to consist primarily of office, retail, personal service and restaurant uses that area 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. *(p.75)*

The *FLUM* recommends a Traditional Residential use for 512 Federal Street. These areas are applied to the City's older neighborhoods, generally built before World War II and before the City was zoned. Most of these neighborhoods are identified as Neighborhood Conservation

Areas on the *Plan Framework Map* and are planned for further study, for appropriate zoning changes, public investment and community building efforts. *(p.75)*

While the *FLUM* does not align with the proposed zoning, the *FLUM* is not intended to be parcel specific and in many cases will not match individual uses in an urban environment such as downtown.

The Fifth Street Area is listed as a Neighborhood Conservation Area in the *Comprehensive Plan*. Although rich in historic and cultural fabric, these mature neighborhoods face challenges of reinvestment and rehabilitation. Encouraging public and private investment in these sensitive areas is key to revitalization. *(pp. 65-66)*

The Fifth Street Corridor Master Plan was adopted in 2006 and serves as the guide for development and redevelopment in the area. The plan supports parking areas behind buildings fronting Fifth Street as is proposed by the rezoning.

2. **Zoning.** The subject property was annexed into the City in 1852. The existing R-4, High Density Residential Zoning was established in 1978.
3. **Proffers.** N/A
4. **Board of Zoning Appeals (BZA).** The Zoning Official 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 11, 1983, City Council approved the CUP petition of B.E. Eicke for a Recreation Center at 615 Federal Street.
 - On May 8, 1990, City Council approved the CUP petition of R.E. Sherman for a bed and breakfast at 405 Madison Street.
 - On April 23, 2003, City Council approved the petition of Central City Homes for a rezoning from R-2, Single-Family Residential District, to R-4C, Multi-family Residential District (Conditional) to allow the use of an existing structure for three (3) apartment units at 717 Madison Street.
 - On December 11, 2007, City Council adopted the Fifth Street Revitalization Corridor Overlay District, which updated the zoning of the entire area (generally located two (2) blocks on either side of the Fifth Street Corridor, extending from Church Street to the Martin Luther King, Jr. Memorial Bridge)
 - On February 23, 2016, City Council adopted the 2016 Zoning Ordinance, which updated all Riverfront Business Districts in the area to B-4, Urban Commercial District.
6. **Site Description.** The property proposed for rezoning includes 509 Harrison Street, which contains one-hundred ninety-seven hundredths (0.197) of an acre and is currently vacant. The proposed rezoning also includes 512 Federal Street, which contains one-hundred twenty-nine hundredths (0.129). The existing two-story, wood-sided home was constructed in 1893 and will continue to be used as a residence. 512 Federal Street is being rezoned to accommodate a small portion of the drive aisle of the parking lot at the back of the property.

The properties are bound to the north by vacant lots and commercial buildings, to the east across Harrison Street by a mix of commercial and residential uses, to the south by single-family

homes and to the west across Federal Street by the Centra Community Access Clinic (currently under construction).

7. **Proposed Use of Property.** If the petition is approved, a parking lot would be constructed on 509 Harrison Street with part of the drive aisle being built on 512 Federal Street. The proposed parking area would support the redevelopment of buildings in the 700 Block of Fifth Street and the future construction of an infill building at 712 Fifth Street.
8. **Traffic, Parking and Public Transit.**

The City's Transportation Engineer had no comments of concern related to the rezoning. The proposed parking lot would be accessed from Harrison Street.

The property is served by Greater Lynchburg Transit Company Routes 1A and 1B along Fifth Street with a stop at Madison Street which is within five-hundred feet.
9. **Stormwater Management.** An Erosion and Sediment Plan will be required prior to final site plan approval if disturbed areas exceed thresholds. The proposed parking lot is located within the City's Combined Sewer Overflow (CSO) area and is therefore exempt from stormwater quality and quantity standards.
10. **Emergency Services:** The City's Fire Marshal commented on maintaining the fire truck turnaround radius, which will be addressed at final site plan review. The City's Police Department had no comments of concern related to the rezoning.
11. **Impact.** The proposed rezoning from R-4, High Density Residential, to B-4 Urban Commercial District, will facilitate the construction of a parking area to serve the redevelopment of buildings located in the 700 Block of 5th Street and a future infill building to be located at 712 Fifth Street. The proposed parking area is in keeping with the City's Comprehensive Plan and the Fifth Street Corridor Master Plan.
12. **Technical Review Committee.** The Technical Review Committee (TRC) reviewed the rezoning on February 14, 2017. Comments have or will be addressed by the petitioner prior to final site plan approval.

VI. PLANNING DIVISION RECOMMENDATION

Based on the preceding Findings of Fact, the Planning Commission recommends to City Council approval of the petition of Lynchburg Jefferson Street, LLC, and Henry D. Brown to rezone approximately three hundred and twenty-six thousandths (0.326) acres at 509 Harrison Street and 512 Federal Street from R-4, High Density Residential District to B-4, Urban Commercial District.

This matter is respectfully offered for your consideration.



William T. Martin, AICP
City Planner

pc: Ms. Bonnie M. Svrcek, City Manager
Mr. Charles Hartgrove, Deputy City Manager
Mr. Walter C. Erwin, City Attorney
Mr. Kent L. White, Director of Community Development
Mr. J. Lee Newland, City Engineer
Ms. Cynthia Kozerow, Lynchburg Police Department
Battalion Chief Thomas Goode, Fire Marshal
Ms. Maggie Cossman, Transportation Engineer
Mr. Doug Saunders, Building Official
Mr. Kevin Henry, Zoning Administrator
Mr. Jamey White, Representative
Mr. Henry D. Brown, Petitioner
Mr. John Parr, Petitioner

VII. ATTACHMENTS

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

Zoning Map

HARRISON STREET PARKING LOT

Zoning Request

Burkhardt's LLC



PROPERTY INFORMATION

PARCEL ID	ADDRESS
02423007	509 HARRISON ST
02423014	512 FEDERAL ST

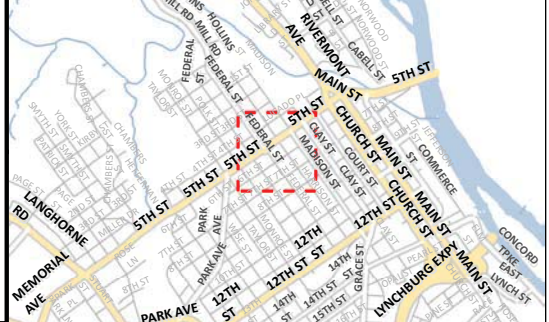
LEGEND

Subject Property

215' Buffer

B-1	I-1	R-4
B-2	I-2	R-5
B-3	I-3	R-C
B-4	R-1	IN-1
B-5	R-2	IN-2
B-6	R-3	

OVERVIEW MAP



MAP SCALE: 1" = 4,000' DATE PRINTED: 4/17/2017

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Parcel ID	Address	Owner
02423006	507 HARRISON ST	B & B LAND DEVELOPMENT CORP
02427001	600 HARRISON ST	BARTON, JAMES E & TOLISE M
02427020	602 HARRISON ST	BARTON, JAMES E SR & TOLISE M
02423014	512 FEDERAL ST	BROWN, HENRY D IV
02423019	708 5TH ST	BURKHARDTS LLC
02423002	712 5TH ST	BURKHARDTS LLC
02423004	702 5TH ST	BURKHARDTS LLC
02423003	710 5TH ST	BURKHARDTS LLC
02423018	706 5TH ST	CARTER, JEAN E
02424001	800 5TH ST	CENTRA HEALTH INC
02423005	700 5TH ST	COBB, ERNEST R JR
02423010	523 HARRISON ST	COLLEGE HILL HOMES LP
02422009	515 MADISON ST	COLLEGE HILL HOMES LP
02423008	517 HARRISON ST	COLLEGE HILL HOMES LP
02423009	519 HARRISON ST	COLLEGE HILL HOMES LP
02422008	511 MADISON ST	COLLEGE HILL HOMES LP
02422021	607 6TH ST	COLLEGE HILL HOMES LP
02422010	517 MADISON ST	COLLEGE HILL HOMES LP
02426001	600 FEDERAL ST	DAVIS, ROY TRS
02410007	711 5TH ST	ECONOMIC DEVELOPMENT AUTHORITY
02422015	522 HARRISON ST	FORE, WALTER M JR & JULIA B
02422018	506 HARRISON ST	GREATER LYNCHBURG HABITAT FOR
02422019	504 HARRISON ST	GREATER LYNCHBURG HABITAT FOR
02426002	601 HARRISON ST	GUEVARA, JAMES L
02422017	508 HARRISON ST	HUBBARD, AHMARD & RYAN
02427002	610 6TH ST	HUBBARD, MARY EVELYN JANE
02423015	510 FEDERAL ST	JACKSON, TERESA
02423012	520 FEDERAL ST	JACKSON, TERESA
02423011	524 FEDERAL ST	JACKSON, TERESA
02423017	504 FEDERAL ST	JACKSON, TERESA
02423013	516 FEDERAL ST	JACKSON, TERESA
02422005	606 5TH ST	JERICO BAPTIST MISSIONARY
02422004	610 5TH ST	JERICO BAPTIST MISSIONARY CHAPEL TR
02422007	507 MADISON ST	JERICO BAPTIST MISSIONARY CHURCH TR
02410012	701 5TH ST	JOSHUAS HOUSE LLC
02410005	703 5TH ST	JOSHUAS HOUSE LLC
02422001	620 5TH ST	LYNCHBURG COMMUNITY ACTION GROUP INC
02422020	502 HARRISON ST	LYNCHBURG COMMUNITY ACTION GROUP INC
02423007	509 HARRISON ST	LYNCHBURG JEFFERSON STREET LLC
02425002	603 FEDERAL ST	PRESTON, LORETTA M &
02426011	614 FEDERAL ST	STAR OF THE WEST MASONIC LODGE #24
02422002	614 5TH ST	WILSON, LOUIS E
02422003	612 5TH ST	WILSON, LOUIS R
02422014	609 6TH ST	WOOLFOLK, CHARLES L
02422022	611 6TH ST	WOOLFOLK, CHARLES L

FLUM Map

HARRISON STREET PARKING LOT

Zoning Request

Burkhardt's LLC



PROPERTY INFORMATION

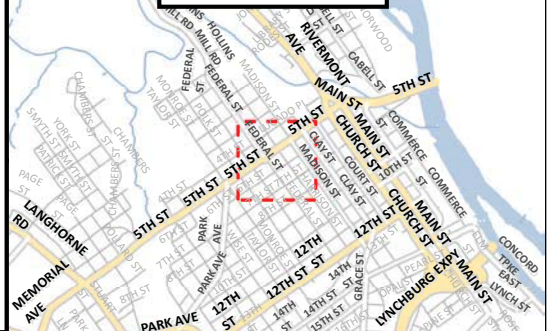
PARCEL ID	ADDRESS
02423007	509 HARRISON ST
02423014	512 FEDERAL ST

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" to 4,000' DATE PRINTED: 4/17/2017

OVERVIEW MAP



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Watershed Map

HARRISON STREET PARKING LOT

Zoning Request

Burkhardt's LLC



PROPERTY INFORMATION

PARCEL ID ADDRESS

02423007 509 HARRISON ST
02423014 512 FEDERAL ST

LEGEND

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

MAP SCALE: 1" = 33,333' DATE PRINTED: 4/17/2017

OVERVIEW MAP



Opossum Creek-James River

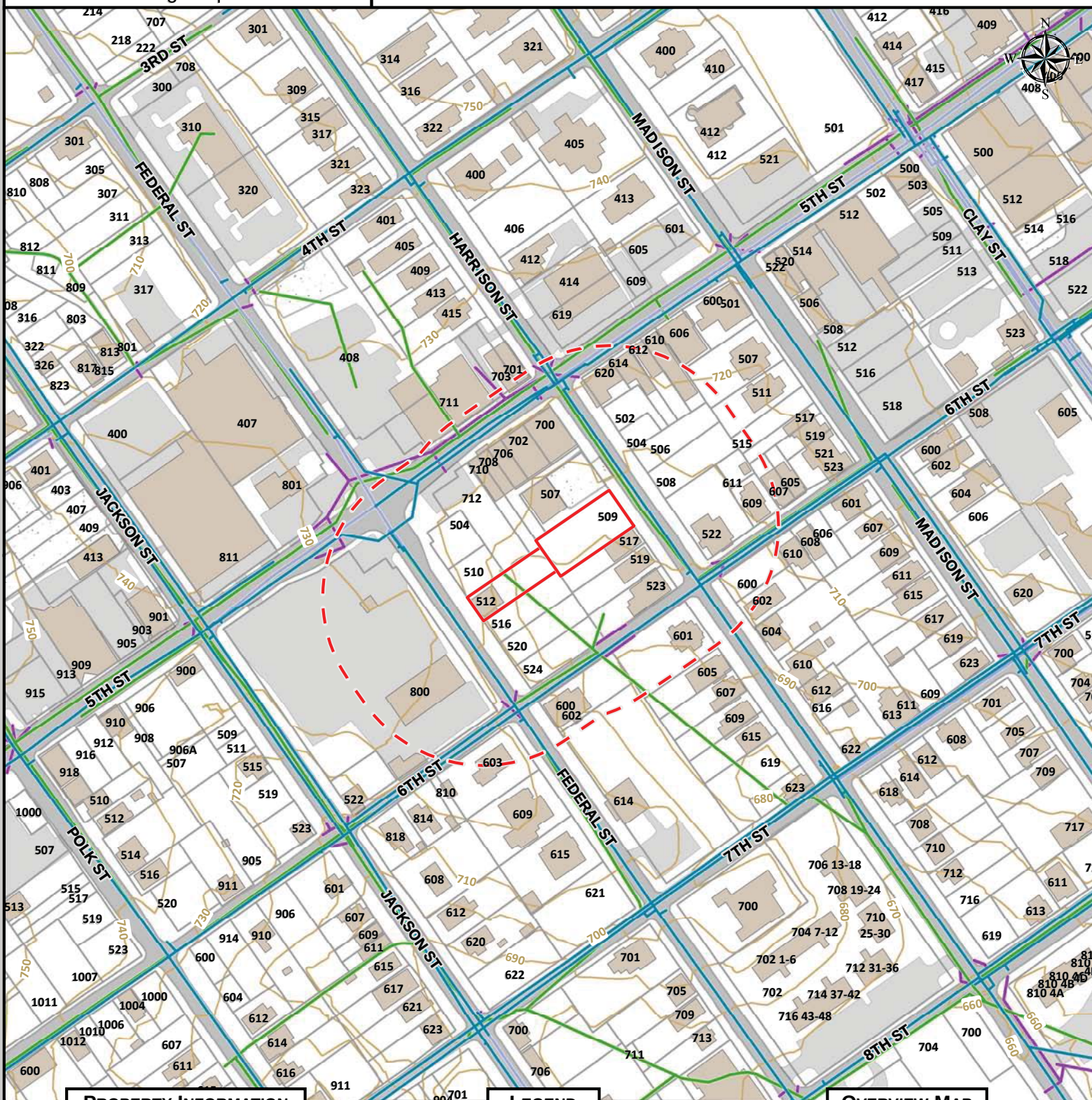
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Planimetric and Topographic Map

HARRISON STREET PARKING LOT

Zoning Request

Burkhardts LLC



PROPERTY INFORMATION

PARCEL ID

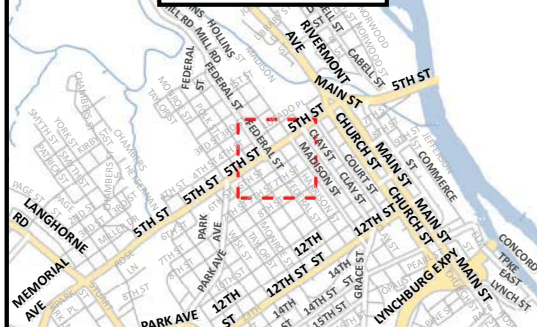
ADDRESS

02423007	509 HARRISON ST
02423014	512 FEDERAL ST

LEGEND

		Active	Proposed	Abandoned
Utilities	Water			
	Sanitary			
	Storm			
Planimetrics		Paved	Unpaved	Other
	Structure			
	Roadway			
	Parking			
	Sidewalk			
	Driveway			
Topography		10'	10' Obs	
	Contour			

OVERVIEW MAP



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509 Harrison Street/512 Federal Street
Rezoning from R-3 to B-4
April 26, 2017

PLEASE PRINT

[illegible]

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **May 9, 2017**

AGENDA ITEM #: **6**

CONSENT:
ACTION: **X**

REGULAR: **X**
INFORMATION:

WORK SESSION:

CLOSED SESSION:
(Confidential)

ITEM TITLE: *Future Land Use Map (FLUM)* Amendment: Medium Density Residential to High Density Residential

Rezoning: Reserve at Burton Creek – R-3, Medium Density Residential to R-4C, High Density Residential (Conditional) – 1806, 1816, 1836, 1840 & 1842 Wards Ferry Road

Strategic Pillar(s) Impacted:

☐ Arts & Culture	☐ Citizen Engagement & Social Capital	☐ Economic Development	☐ Healthy & Active Living
☐ Infrastructure	☒ Land Use	☐ Lifelong Learning	☐ Natural Resources
☒ Neighborhoods	☐ Safe Community	☐ Social Equity	☒ Transportation
			☐ Administrative

RECOMMENDATION: Approval of the *FLUM* Amendment and rezoning petition.

SUMMARY: Jamestown Development Group is petitioning to amend the *Future Land Use Map (FLUM)* from Medium Density Residential to High Density Residential and to rezone approximately seven and ninety-four hundredths (7.94) acres at 1806, 1816, 1836, 1840 & 1842 Wards Ferry Road from R-3, Medium Density Residential to R-4C, High Density Residential (Conditional) to allow the construction of a seventy (70) unit apartment complex.

The proffered site plan would limit the unit density to 8.2 units per acre, which is below the 10.89 units per acre allowed by the existing R-3, Medium Density Residential District and the 12 units per acre recommended by the *FLUM*. The proposed unit density would be in keeping with recommendations of the *Wards Ferry Road Corridor Study* as adopted by Council on January 14, 2014.

The proffer statement submitted by the petitioner indicates that the proffer would benefit the development by limiting the development density which in turn would provide for the safety of Wards Ferry Road and the residents of the proposed development.

PRIOR ACTION(S):

March 22, 2017: The Planning Division recommended approval of the FLUM and rezoning petitions.
The Planning Commission recommended approval (5-1, with 1 member absent, Light) of the *FLUM* Amendment and rezoning petitions.

FISCAL IMPACT: N/A

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

ATTACHMENT(S):

- Resolution
- Ordinance
- Planning Commission Minutes – March 22, 2017
- Planning Commission Packet – March 22, 2017
 - o Planning Commission Report
 - o Zoning Map with Adjoining Property Owners
 - o Future Land Use Map
 - o Watershed Map
 - o Planimetric and Topographic Map
 - o Narrative
 - o Concept Plan
 - o Traffic Study (separate attachment due to file size)
 - o Property Photograph
 - o Speaker Signup Sheet

REVIEWED BY: bms

RESOLUTION

A RESOLUTION AMENDING THE FUTURE LAND USE MAP OF THE COMPREHENSIVE PLAN 2013-2030 FOR A CERTAIN AREA LOCATED AT 1806, 1816, 1836, 1840, AND 1842 WARDS FERRY ROAD FROM MEDIUM DENSITY RESIDENTIAL TO HIGH DENSITY RESIDENTIAL.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF LYNCHBURG that the petition of Jamestown Development Group to amend the Future Land Use Map of the Comprehensive Plan 2013-2030 from Medium Density Residential to High Density Residential for a certain area located at 1806, 1816, 1836, 1840 and 1842 Wards Ferry Road from Medium Density Residential to High Density Residential is hereby approved.

Adopted:

Certified: _____
Clerk of Council

064K

UNCODIFIED ORDINANCE:

AN ORDINANCE CHANGING A CERTAIN AREA LOCATED AT 1806, 1816, 1836, 1840 AND 1842 WARDS FERRY ROAD FROM R-3 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 section shall read as follows:

Section 35.2-54. _____. Change of a certain area located at 1806, 1816, 1836, 1840 and 1842 Wards Ferry Road from R-3, Medium Density Residential District to R-4C, High Density Residential (Conditional).

The area embraced within the following boundaries:

Description of City of Lynchburg Parcel Id's 24714010, 24701008, 24701014, 24701015 and a portion of a 20' road as shown on a plat recorded at plat cabinet 8 slide 336:

BEGINNING at a point; said point being on Wards Ferry Road in the City of Lynchburg and corner to city tax parcels 24701010 and 24714005, thence with a curve, said curve turning to the left through $84^{\circ} 47' 03''$, having a radius of 25.00 feet, and whose long chord bears $N 25^{\circ} 46' 33'' E$ for a distance of 33.71 feet to the beginning of a curve, said curve turning to the right through an angle of $17^{\circ} 36' 34''$, having a radius of 285.43 feet, and whose long chord bears $N 07^{\circ} 48' 57'' W$ for a distance of 87.38 feet to a point of intersection with a line. Thence, $N 89^{\circ} 00' 39'' W$ for a distance of 153.51 feet to a point on a line. Thence, $S 22^{\circ} 26' 16'' W$ for a distance of 81.09 feet to a point on a line. Thence, $N 76^{\circ} 17' 41'' W$ for a distance of 62.65 feet to a point on a line. Thence, $N 28^{\circ} 37' 45'' E$ for a distance of 110.64 feet to a point on a line. Thence, $N 80^{\circ} 02' 06'' W$ for a distance of 151.32 feet to a point on a line. Thence, $N 27^{\circ} 23' 55'' E$ for a distance of 171.60 feet to a point on a line. Thence, $N 65^{\circ} 33' 16'' W$ for a distance of 100.37 feet to a point on a line. Thence, $N 60^{\circ} 14' 23'' W$ for a distance of 36.13 feet to a point on a line. Thence, $N 59^{\circ} 41' 16'' W$ for a distance of 101.23 feet to a point on a line. Thence, $N 20^{\circ} 53' 05'' E$ for a distance of 86.45 feet to a point on a line. Thence, $N 73^{\circ} 58' 35'' E$ for a distance of 96.00 feet to a point on a line. Thence, $S 20^{\circ} 33' 50'' E$ for a distance of 40.45 feet to a point on a line. Thence, $N 19^{\circ} 01' 42'' E$ for a distance of 341.00 feet to a point on a line. Thence, $S 61^{\circ} 32' 18'' E$ for a distance of 519.00 feet to a point on a line. Thence, $S 57^{\circ} 33' 18'' E$ for a distance of 100.24 feet to a point on a line. Thence, $S 61^{\circ} 35' 18'' E$ for a distance of 21.12 feet to a point on a line. Thence, $S 23^{\circ} 43' 42'' W$ for a distance of 287.37 feet to a point on a line. Thence, $S 61^{\circ} 28' 41'' W$ for a distance of 30.29 feet to a point on a line. Thence, $S 25^{\circ} 24' 03'' W$ for a distance of 63.40 feet to a point on a line. Thence, $S 84^{\circ} 56' 10'' W$ for a distance of 105.75 feet to the beginning of a curve, Said curve turning to the left through $31^{\circ} 27' 52''$, having a radius of 235.43 feet, and whose long chord bears $S 01^{\circ} 35' 52'' W$ for a distance of 127.67 feet to the beginning of a curve. Said curve turning to the left through an angle of $97^{\circ} 41' 34''$, having a radius of 25.00 feet, and whose long chord bears $S 62^{\circ} 58' 35'' E$ for a distance of 37.65 feet. Thence $S 68^{\circ} 10' 22'' W$ a distance of 100.61 feet to the POINT OF BEGINNING; containing 7.95 acres, more or less.

...is hereby changed from R-3, Medium Density Residential District to R-4C, High Density Residential (Conditional), subject to the following voluntarily submitted in writing by the petitioner, Jamestown Development Group, to wit:

1. The site shall be built in substantial conformance to the site plan submitted for the rezoning by Perkins & Orrison, Inc., entitled "Rezoning plan for 1816 Wards Ferry Road, the Reserve at Burton Creek", dated January 31, 2017.

Adopted:

Certified:

Clerk of Council

065K

MINUTES OF THE MARCH 22, 2017 PLANNING COMMISSION MEETING (MINUTES HAVE BEEN APPROVED):

a. Petition of Jamestown Development Group to amend the Future Land Use Map (FLUM) of the City's Comprehensive Plan 2013-2030 from Medium Density Residential to High Density Residential and to rezone approximately seven and ninety-four hundredths (7.94) acres at 1806, 1816, 1836, 1840 and 1842 Wards Ferry Road from R-3, Medium Density Two-Family District to R-4C, High Density Residential District (Conditional) to allow the construction of a seventy (70)-unit apartment complex with associated parking.

Mr. Tom Martin summarized the report for the commissioners. The property is currently zoned R-3, Medium Density Residential, as well as most of the other properties in the area. The property is also recommended for Medium Density Residential uses on the *Future Land Use Map (FUM)*. The properties being proposed for rezoning are comprised of seven tracts totaling approximately 7.94 acres. The assessor's records list the owner as unknown for 1806 Wards Ferry Road. However, the attorney for the petitioner has researched this and determined that ownership interest lies with Charles Holloway, Sr. and Sandra W. Holloway. The Holloways own other properties in the area and have signed the rezoning petition.

The petition is to rezone the properties to R-4, High Density Residential in order to construct 70 apartment units at a density of 8.2 units per acre. The requested density is below the 10.89 units per acre which is currently permitted by right in an R-3 district and below the 12 units per acre that is recommended on the City's *FLUM*. While the density is lower than that recommended by the zoning and the *FLUM*, it is introducing a new housing type into the area. R-3 zoning allows single-family homes, duplexes and townhomes.

The properties were included in the Wards Ferry Road Corridor Study adopted by City Council on January 14, 2014. The study examined the existing zonings and *FLUM* uses along the corridor in order to predict traffic volumes that would maintain and preserve the existing capacity of the two lane road. The study looked at the possibility of widening Wards Ferry Road to four lanes and determined that it was unfeasible due to the amount of right-of-way take that would have to occur and the number of buildings that would be affected. The study specifically states that forecasts would have to be revised if land use policies allowing additional density were put into place. This petition is actually proposing to develop the properties at a density lower than the one considered by the Wards Ferry Road Corridor study. In terms of traffic, the proposed development would be less of an impact than what is currently permitted.

The petitioner submitted a traffic study that indicates that both the existing entrances on Wards Ferry Road would function at an acceptable level of service. The submitted concept plan shows 232 off street parking spaces, which is in excess of the required one space per unit. The property is also served by GLTC Route 6 and has a stop approximately 180 feet from the development. Stormwater management would be addressed by using various bioretention facilities.

The petitioner did submit a voluntary proffer that states that the property will be developed in substantial compliance with this site plan. The proffer statement, which is required under state code, indicates that the submitted proffer provides a material benefit to the development in limiting the need for additional improvements to Wards Ferry Road and providing for the safety of the residents of the development.

The petition was reviewed by the City's Technical Review Committee on February 14, 2017. Comments have or will be addressed prior to final site plan approval. The Planning Division recommends approval of the petition.

Mr. Norm Walton of Perkins and Orrison was present to represent the petition. The proposal is for 70 units of student housing. They are apartments but will look like townhouses (elevations were provided). There will be no individual units for sale. There will be a community building and swimming pool. A bus stop within the development to transport Liberty University students is also being proposed. A full access entrance via the Woodmen of the World property has been negotiated. The entrance on Wards Ferry Road will be right in/right out only.

The traffic study showed that the development will generate 548 trips a day. The entrance across from the Church of the Nazarene will function as it is shown on the site plan. It will not require a right turn lane. The Woodmen of the World entrance would require a right turn lane, as well as a left turn lane. The left turn lane will require some improvements to Wards Ferry Road. There is also questionable sight distance here, so there may be a vertical alignment adjustment needed. The traffic study stated that there were minimal impacts as far as the level of service.

Crossing the property is an eight-inch sewer line. There is a ten-inch water line. Mr. Walton reiterated Mr. Martin's statement that the proposed density of this development is less than what is allowed by right in an R-3 zoning. The submitted proffer ensures that the density cannot go any higher than the 70 units shown on the concept plan.

Mr. Kenny Bowen of Jamestown Development came forward and explained the provided photographs that show a similar development in coastal Carolina. Jamestown Development has been involved with several similar projects in other localities where major colleges are located.

Chair Perault asked for anyone who wished to speak in favor of the petition. Mr. Charles Holloway came forward. He said he lives in the area and thinks this looks like a good project and will be a good fit for the area.

Chair Perault asked for anyone who wished to speak in opposition of the petition. Mr. William Walker, the owner of John Stewart Walker, came forward. Mr. Walker owns College Park Townhomes, which is about a quarter of a mile from this entrance. He has forty units there. His concern is with the traffic and he is out there two to three times a week. He appreciates what the traffic study says but you have to be there to understand the traffic. When his units were built many years ago, there was very little traffic on Wards Ferry Road. Now people use it as a cut through from Timberlake Road to Wards Road. He questions putting the traffic of seventy more units on this road. His tenants are always complaining about the traffic. He also pointed out that at the main entrance, the elevation comes up. He can picture cars stopping there and creating a safety situation. He has experienced many accidents at the entrance to his complex. Mr. Walker does not think this is good planning and feels it is a squeezed in project.

Chair Perault asked Mr. Walton to come back and address the traffic comments. He said that he can appreciate Mr. Walker's comments but do not feel that they are squeezing in this development. He reiterated that the density of this development will be lower than what is allowed by right. Seventy units on almost eight acres is 8.82 units per acre as opposed to 10.89, which would be allowed by right. Based on the projections from the traffic study, Mr. Walton feels they are reducing the number of trips that could be generated from site by well over 100 daily trips.

Mr. Walton pointed out that this area is becoming a student housing corridor. There are several developments within the proximity of this development that are trending toward student housing. They feel that this development is a good fit. They hope to see the City implement some of the measures called for in the Wards Ferry Road Corridor Study. There will be a traffic circle constructed at Harvard Street, which which will be a traffic calming measure.

Chair Perault closed the public hearing portion of the petition but did recognize Mr. Holloway for a final comment. Mr. Holloway noted that the City has bought part of his property up the road so they can add in an additional lane. There will be five lanes coming in, two for turning. His thought is that will help to eliminate some of the congestion. He has lived in this area for 45 years and he has a business on Wards Ferry Road as well. He is excited about the new road that is coming up and the traffic that will be able to move quickly and more readily up and down Wards Ferry Road.

Commissioner Johnson wanted to know if the Wards Ferry Road Corridor Study had measured how many cars go up and down Wards Ferry road every day. Mr. Martin said they took the traffic counts and projected out to 2025. It looked at the existing zoning in the area and the proposed *FLUM* uses. That is why the densities are so important to this petition. The study said that if the City goes beyond what is recommended in the *FLUM* or the existing zoning, you are going to force yourself to widen Wards Ferry Road. The study then looked at ways to improve the safety and make it a more multimodal corridor. It looked at putting turn lanes in at key locations, a roundabout at Wards Ferry Road and Harvard Street and a shared multiuse path for bicycles and pedestrians.

Mr. Martin commented that if this petition had suggested increasing the density beyond the 12 units per acre, it would have had a very different recommendation. He acknowledged that the study is based on projections and mathematics but that is the best way you can do these traffic analyses. In his opinion, this is a key intersection on Wards Ferry Road with all these parcels having frontage. This petition was actually submitted in 2015 and the holdup was that City staff was concerned with this entrance in relation to the entrance to the church because they were offset. They went to the church and could not get the church to realign its entrance. That is how they came to work with the Woodmen of the World and get the main entrance located there. Mr. Martin's point is that if these parcels were developed by right and subdivided, the City would have no way to require that the main entrance not be where it is currently located. This is a better traffic situation than if it were developed by right, in his opinion.

Chair Perault asked for clarification that the entrance on to Wards Ferry Road is the right in/right out one. Mr. Martins said that is correct. Chair Perault asked how that is implemented. Mr. Martin said that is what is called a "pork chop." It prevents left turning movements because there will be a raised concrete island.

Commissioner Johnson asked Mr. Walton if the agreement with Woodmen of the World has been fully negotiated or if it is just a verbal agreement at this point. Mr. Walton indicated on the concept plan that a portion of Woodmen of the World's property will be purchased. Woodmen of the World prefers to own its entrance and there will be an ingress/egress easement. The contract has been approved locally and corporately but is contingent on a successful rezoning. Mr. Walton indicated that the left turn lane into this entrance will have to be constructed.

Commissioner Marion asked about the vertical alignment that he had mentioned previously. Mr. Walton indicated that they will lower a section of Wards Ferry Road. They would reconstruct a couple hundred feet of Wards Ferry Road to eliminate a little hump in the road.

Commissioner Lowe asked for clarification that there will be a Liberty University bus stop in the development. Mr. Walton indicated that they are not sure of the exact location yet but that is being worked out with Liberty as well as planning for the best location on the site.

Commissioner Marion asked Mr. Martin if there is anything the City can do to dissuade people from using Wards Ferry Road as a cut through. Mr. Martin noted that traffic is like water. It is going to follow the path of least resistance. Planning has been preaching this to Planning Commission and City Council for a long time. That is why connectivity is so important. When you do not allow connectivity of all the

streets, you are forcing traffic on to the main corridors. Mr. Martin would encourage the commissioners to continue to require good connectivity in development.

Commissioner Marion asked if there are traffic calming measures planned besides the traffic circle at Harvard Street. Mr. Martin is not sure you would want a traffic calming measure on a main thoroughfare like Wards Ferry Road. The key is to pay particular attention to the projected future land uses and not go beyond those densities and to encourage the implementation of the measures that were identified by the corridor study. Mr. Martin also pointed out that the development is proposing bus service to the development, which is a very important item. Mass transit, connectivity and multimodal forms of transportation all combine to relieve traffic congestion.

Commissioner Bowden asked if there was anything that could be done outside of the measures recommended short of widening the road. He points this out because the more stuff you put on Wards Road, the more traffic you are forcing down Wards Ferry Road. Mr. Martin does not think it can be widened. Mr. Martin noted that most of the land on Wards Road is already developed. There are a few opportunities for in fill but he thinks you will ultimately see redevelopment. Mr. Martin pointed out that we cannot build ourselves out of the traffic issues.

Commissioner Marion asked if this will be the last development like this on Wards Ferry Road. Mr. Martin said that staff will look at what the *FLUM* recommends for each property. If the developer tries to go beyond the proposed density, staff would not be recommending approval.

Chair Perault asked about the *FLUM* and mentioned they have had petitions come before them previously where the request to rezone did not match the *FLUM*. We have not amended the *FLUM*; we have just justified why it does not match. Chair Perault asked why they should be considering both. Mr. Martin said basically it is a nice neat package but in this instance, if you chose not to approve the *FLUM* amendment because it would raise the projection of the number of units so much higher, that is a very valid reason for not amending the *FLUM*. You could still recommend approval of the rezoning based on the lower density. The *FLUM* amendment allows for apartment instead of townhomes. Chair Perault agrees it should be both or neither, he was just curious as to why we were doing it in this instance when we have not always done so in the past.

Commissioner Johnson said she was trying to figure out why staff feels there will be fewer occupants with these apartment as opposed to townhouses. They will pack the students in, in her opinion. It could be four cars per unit as opposed to two, if townhouses were occupied by a family. Mr. Martin explained that by right it could develop as single-family homes or duplexes up to 10.89 units per acre. Clustering is also allowed now, so a developer could get that density in there. If they wanted to do townhomes, they would have to get a conditional use permit. They could ask for up to 12 units per acre and Mr. Martin thinks it would be hard to deny that request based on past studies and the *FLUM* and the existing zoning. In this proposal, they are saying they want to change the housing type to apartments but in turn, we will lower the density below what is permitted by right and what is recommended on the City's *FLUM*. That is what makes it attractive for the City to rezone it understanding that traffic is a concern and more density creates more traffic. Any decrease in traffic would theoretically have less of an impact on the roadway. Mr. Martin also pointed out that the occupancy limit for any dwelling unit in the City is three unrelated people, so they cannot put four occupants into an apartment, as Commissioner Johnson had suggested.

Commissioner Bowden asked if rezoning this property could create any problems down the road with a more dense development. Mr. Martin said they are limited to the seventy units proffered on their site plan. Another proposal for rezoning in the future would require another public hearing process.

Chair Perault noted that most of their petitions involve an increase in traffic and a decrease in the level of service. He has been criticized for emphasizing that too much. To be fair, he feels they are overemphasizing the fact that this is potentially improving traffic. The bigger picture for him is that when

he looks at the description of the *FLUM* designation for Medium Density Residential, it ends with “where neighborhoods already exist, infill development should be at a compatible density and housing type.” When you look at the existing neighborhood, he does not see this development fitting in at all. There are some duplexes but surrounding this is nothing but single-family homes. To him, this does not fit the spirit or the wording of the *FLUM*. For these reasons, this proposal is difficult for him to support.

Commissioner Lowe said he thought back to when they rezoned the property off Old Forest Road for Rush Homes. They had similar discussions about the number of units going there and by right what they could put in versus what they were asking, which was less. Which poison do you want to take? For him, this is great because it is less than what could go in by right and they cannot come back in three years and ask for more. He agrees that the housing type does not match the surrounding neighborhood. If you look at where it is situated and the vegetation, he feels you are going to be hard pressed to see it from the road. He can't stop the future from happening but he can choose to see how he would like it to happen and minimize the impact. Is he overly enthralled about it? No. But then again, if he had to choose one or the other, he is more inclined to go with this development. He does not think all the occupants will have cars. Some will be using the bus. We have to manage the acreage we have left in the City and we have to be the best stewards for it.

Commissioner Marion would disagree that this development is unlike anything else on Wards Ferry Road. There are many apartments right around the corner from it and across from Heritage High School. She thinks the apartments are the right use because of the lower density and because of the bus service. She thinks the students will use it. It is not that easy to park on Liberty's campus so it is probably quicker to get there by bus.

Commissioner Rogers looks at the map. There is Watergate, which has close to seventy units. Then there is Aaron Place and across Aaron Place all the way up to the units that sit in front of these properties that are all probably a lot of student housing and duplexes. To him, this proposed development looks similar until you get to Mr. Walker's property, which is very dense. There are forty units on a small piece of property. It is not until you get farther up Wards Ferry Road that you start to see some single-family homes and smaller apartment complexes. He is a big proponent of the bus and this will have both a GLTC and a Liberty University bus stop. He would support this project because of the cap on the density.

Commissioner Lowe made the following motion, which was seconded by Commissioner Rogers:

“That the Planning Commission recommends to City Council approval of the petition of Jamestown Development Group to amend the Future Land Use Map at 1806, 1816, 1836, 1840, and 1842 Wards Ferry Road from Medium Density Residential to High Density Residential and recommends to City Council approval of the petition of Jamestown Development Group to rezone approximately seven and ninety-four hundredths (7.94) acres located at 1806, 1816, 1836, 1840, and 1842 Wards Ferry Road from R-3, Medium Density Residential to R-4C, High Density Residential subject to the voluntarily submitted proffer.

The motion passed by the following vote:

AYES:	Bowden, Johnson, Lowe, Marion and Rogers	5
NOES:	Perault	1
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: March 22, 2017
Re: **Future Land Use Map Amendment: Medium Density Residential to High Density Residential**
Rezoning: 1806, 1816, 1836, 1840, 1842 Wards Ferry Road –R-3, Medium Density Residential District to R-4, High Density Residential District

I. PETITIONER

Jamestown Development Group, 206-A Packets Court, Williamsburg, Virginia 23185
Representative: Mr. Norman Walton, P.E., Perkins & Orrison, Inc., 27 Greenhill Drive, Lynchburg, Virginia 24551

II. LOCATION

The subject property includes five (5) tracts of approximately seven and ninety-four hundredths (7.94) acres located at 1806, 1816, 1836, 1840, and 1842 Wards Ferry Road.

Property Owners: Cook Management Co., LLC, 3541 Fort Avenue, Lynchburg, Virginia 24502

Charlie W. Holloway, 1834 Wards Ferry Road, Lynchburg, Virginia, 24502

Charlie W. and Sandra W. Holloway, 1834 Wards Ferry Road, Lynchburg, Virginia, 24502

The property at 1806 Wards Ferry Road is indicated in City Assessor records as “Owner Unknown”. A letter submitted by the petitioner’s attorney, Mr. Hugh J. M. Jones, III, P.C. indicates that the interest in this property belongs to Charlie W. Holloway, Sr. and Sandra Wade Holloway. All property owners have signed the rezoning petition.

III. PURPOSE

The purpose of the petition is to amend the *Future Land Use Map (FLUM)* and rezone the property to allow the construction of a seventy (70) unit apartment complex with associated parking, clubhouse, and recreational amenities.

IV. SUMMARY

- The existing R-3, Medium Density, Residential District allows up to 10.89 dwelling units per acre.
- The *Comprehensive Plan 2013-2030’s Future Land Use Map (FLUM)* recommends a Medium Density Residential 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 proffered site plan indicates a density of 8.2 units per acre, which is below the current number of units allowed by right and the number of units recommended by the *FLUM*.
- The rezoning and FLUM amendment is required to allow apartments rather than single-family homes, duplexes or townhomes.

- The *Wards Ferry Road Corridor Study* examined existing and forecasted traffic volumes on Wards Ferry Road. The study makes recommendations to maintain and preserve capacity on Wards Ferry Road so that a two-lane facility can adequately service traffic volumes.

The Planning Division recommends approval of the FLUM amendment and the rezoning petitions.

V. FINDINGS OF FACT

1. **Comprehensive Plan.** The *Future Land Use Map (FLUM)* from the Comprehensive Plan 2013-2030 recommends a Medium Density Residential use for the area. Medium Density Residential areas are 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. (p72)

The petitioners have requested to amend the FLUM from Medium to High Density Residential. High Density Residential areas are typically comprised of high density townhouses or apartments with densities of 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. (p75)

The petitioner has proffered the concept plan, which indicates that the density for the proposed development will be eight and eighty-two hundredths (8.82) dwelling units per acre. This is below the ten and eighty-nine hundredths (10.89) units per acre that is allowed by the current Medium Density Residential designation.

The *Wards Ferry Road Corridor Study* was adopted by City Council on January 14, 2014. The study examined existing and projected traffic volumes. The study examined existing zoning and proposed future land uses in order to maintain and preserve capacity on Wards Ferry Road so that a two-lane facility can adequately service traffic volumes. A widening of Wards Ferry Road is not feasible due to the amount of right-of-way that would be required and the impact that may occur to existing structures. The study specifically recommends that study forecasts would need to be revised if land use development policies in the corridor are modified to accommodate an increase in dwelling units. (p. 37)

While the proposed zoning and land use classification are necessary for the proposed unit type (apartments), the proffered site plan indicates a net unit density that is below the current density proposed by the FLUM and the existing allowable units under the R-3, Medium Density Residential District.

2. **Zoning.** The subject property was annexed into the City in 1976. The existing R-3, Heavy Industrial District was established in 1979 through the adoption of the Timberlake Road Study.
3. **Proffers.** The petitioner has voluntarily submitted the following proffers:
 1. The site shall be built in substantial conformance to the site plan submitted for the rezoning by Perkins & Orrison, Inc., entitled “Rezoning plan for 1816 Wards Ferry Rd., the Reserve at Burton Creek”, dated January 31, 2017.

As required by § 15.2-2303.4 of the Code of Virginia, the petitioner and owners have submitted the following proffer statement:

“The density of the proposed development is limited to 0.88 dwellings per acre or 8.82 boarding units per acre due to this proffer. The density allowed with R-4 zoning is 7.26 dwellings per acre and 21.78 boarding units per acre. Also, the Future Land Use Map (FLUM) amendment will allow up to 30 boarding units per acre. The current zoning, which is R-3, allows for 5.45 dwellings per acre and 10.89 boarding units per acre.

This proffer, by limiting the density of the development, limits the need for road improvements for Wards Ferry Road. The plan also shows new entrances on Wards Ferry Road, with turning lanes and appropriate entrance design to reduce the impacts of the development to the traveling public. These enhancements are made with the understanding of the Wards Ferry Road Corridor Study, and with the traffic study produced for this project.

The proposed plan, therefore limits the development density to a number of units that is less than the allowable number of units with the current zoning (R-3). This fact provides for a benefit of overall safety of the Wards Ferry Road corridor and residents of the proposed development by reducing number of vehicular trips that potentially would access and utilize Wards Ferry Road.”

4. **Board of Zoning Appeals (BZA).** The Zoning Official 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 May 22, 1979, City Council adopted the Timberlake Road Study and Proposed Zoning, which rezoned a large number of properties throughout the corridor, including the subject properties.
 - On April 8, 1986, City Council approved the petition of George C. Walker and William M. Walker to rezone one and a sixty-seven hundredths (1.67) acres from R-3, Medium Density Residential to R-4C, Multi-family Residential to allow the construction of twelve (12) additional apartment units at 1711 Wards Ferry Road.
 - On February 14, 1989, City Council approved the petition of Water Gate Partners for a conditional use permit (CUP) for the construction of one-hundred and eight (108) townhomes in an R-3, Medium Density Residential district at 110 Aaron Place.
 - On January 14, 1992, City Council approved the petition of Central Virginia Development Company to rezone approximately two and one-half (2.5) acres from R-1, Low Density Residential to R-3, Medium Density Residential and twenty-five (25) acres from R-1, Low Density Residential to R-3C, Medium Density Residential (Conditional) to allow for a residential development (which did not occur) at 1737 Wards Ferry Road.
 - On October 10, 1995, City Council approved the petition of Salvatore Vitale to rezone one and four tenths (1.4) acres to allow the construction of a restaurant at 7001 Timberlake Road.
 - On August 11, 1998, City Council approved the petition of Marshall Lodge #39 for a CUP to allow for the construction of a masonic lodge in an R-3, Medium Density Residential district at 1730 Wards Ferry Road

- On October 28, 2003, City Council approved the petition of Mark & Joyce Hartless for a CUP for the construction of at forty-seven (47) townhomes in an R-3, Medium Density Residential district at 2004 Wards Ferry Road.
 - On July 13, 2004, City Council approved the petition of Lynchburg Church of the Nazarene for a CUP for a multi-ministry building and parking in an R-3, Medium Density Residential district at 1737 Wards Ferry Road.
 - On September 12, 2006, City Council approved the petition of Bragg Builders, Inc., to rezone seven and ninety-one hundredths (7.91) acres from I-2, Light Industrial to R-4C, Medium-High Density Residential to allow the construction of one-hundred and three (103) townhouse units at 1600 Wards Ferry Road.
 - On January 12, 2010, City Council approved the petition of Lynchburg Church of the Nazarene for a CUP for a consolidated sign plan in an R-3, Medium Density Residential district at 1737 Wards Ferry Road.
 - On January 14, 2014, City Council adopted the Wards Ferry Road Corridor Study.
 - On October 13, 2015, City Council adopted the Atlanta Avenue Corridor Study.
6. **Site Description.** The property proposed for rezoning includes five (5) tracts of approximately seven and ninety-four hundredths (7.94) acres located at 1806, 1816, 1836, 1840, and 1842 Wards Ferry Road. All of these properties are currently vacant.

The property is bordered to the north by the Lynchburg expressway, to the South by Wards Ferry Road and Lynchburg Church of the Nazarene, to the east by Woodmen of the World and residential uses, and to the west by residential uses.

7. **Proposed Use of Property.** If the petition is approved, the property will be developed with a seventy (70) unit apartment complex, associated parking, clubhouse, and recreational amenities.

8. **Traffic, Parking and Public Transit.**

A traffic study was submitted and reviewed by the City's Transportation Engineer. The recommendations of the traffic study have been incorporated on the submitted site plan. As recommended by the Wards Ferry Road Corridor Study, the proposed development does not exceed densities currently proposed by the *FLUM* or permitted by right. The submitted traffic study indicates that both entrances and Wards Ferry Road will operate and acceptable Levels of Service (LOS).

The seventy (70) units would require a total of seventy (70) off-street parking spaces. The submitted concept plan indicates that a total of two hundred and thirty-two (232) parking spaces are to be provided.

Greater Lynchburg Transit Company (GLTC) Route 6 Loop would serve the proposed development. A transit stop is located on the opposite side of Wards Ferry Road approximately one hundred eighty (180) feet from the development.

9. **Stormwater Management.** An Erosion and Sediment / Stormwater Management Plan will be required prior to final site plan approval. The submitted concept plan indicates stormwater management will be addressed by the use of bio-retention areas distributed on the site.

10. **Emergency Services:** The City's Fire Marshal and Police Department comments have or will be addressed prior to final site plan approval.
11. **Impact.** The property is currently zoned R-3, Medium Density Residential and recommended for Medium Density Residential uses on the *FLUM*. Primary impact associated with the development is related to traffic. As recommended by the Wards Ferry Road Corridor Study, the proffered site plan would keep unit densities below those currently permitted by right or recommended on the *FLUM*.

The proposed FLUM Amendment and rezoning would facilitate the construction of an apartment complex which is a different housing type than currently allowed (single-family homes, duplexes or townhomes), but will keep densities below currently permitted thresholds. The proposal would actually be an improvement over by-right development patterns in that the existing access point to Wards Ferry Road will be made right-in, right-out (existing property frontage is not optimum for a full access point) and a new access point will be improved and shared with Woodman of the World located at 1800 Wards Ferry Road.
12. **Technical Review Committee.** The Technical Review Committee (TRC) reviewed the *FLUM* amendment and rezoning on February 14, 2017. Comments have or will be addressed by the petitioner prior to final site plan approval.

VI. PLANNING DIVISION RECOMMENDATION

Based on the preceding Findings of Fact, the Planning Commission recommends to City Council approval of the petition of Jamestown Development Group to amend the Future Land Use Map at 1806, 1816, 1836, 1840, and 1842 Wards Ferry Road from Medium Density Residential to High Density Residential.

Based on the preceding Findings of Fact and Proffer Statement, the Planning Commission recommends to City Council approval of the petition of Jamestown Development Group to rezone approximately seven and ninety-four hundredths (7.94) acres located at 1806, 1816, 1836, 1840, and 1842 Wards Ferry Road from R-3, Medium Density Residential to R-4C, High Density Residential subject to the voluntarily submitted proffer.

This matter is respectfully offered for your consideration.



William T. Martin, AICP
City Planner

pc: Ms. Bonnie M. Svrcek, City Manager
Mr. Charles Hartgrove, Deputy City Manager
Mr. Walter C. Erwin, City Attorney
Mr. Kent L. White, Director of Community Development
Mr. J. Lee Newland, City Engineer

Ms. Cynthia Kozerow, Lynchburg Police Department
Battalion Chief Thomas Goode, Fire Marshal
Ms. Maggie Cossman, Transportation Engineer
Mr. Doug Saunders, Building Official
Mr. Kevin Henry, Zoning Administrator
Mr. Norm Walton, Representative
Jamestown Development Group, Petitioner
Cook Management Company, Property Owner
Charlie W. & Sandra Holloway, Property Owners

VII. ATTACHMENTS

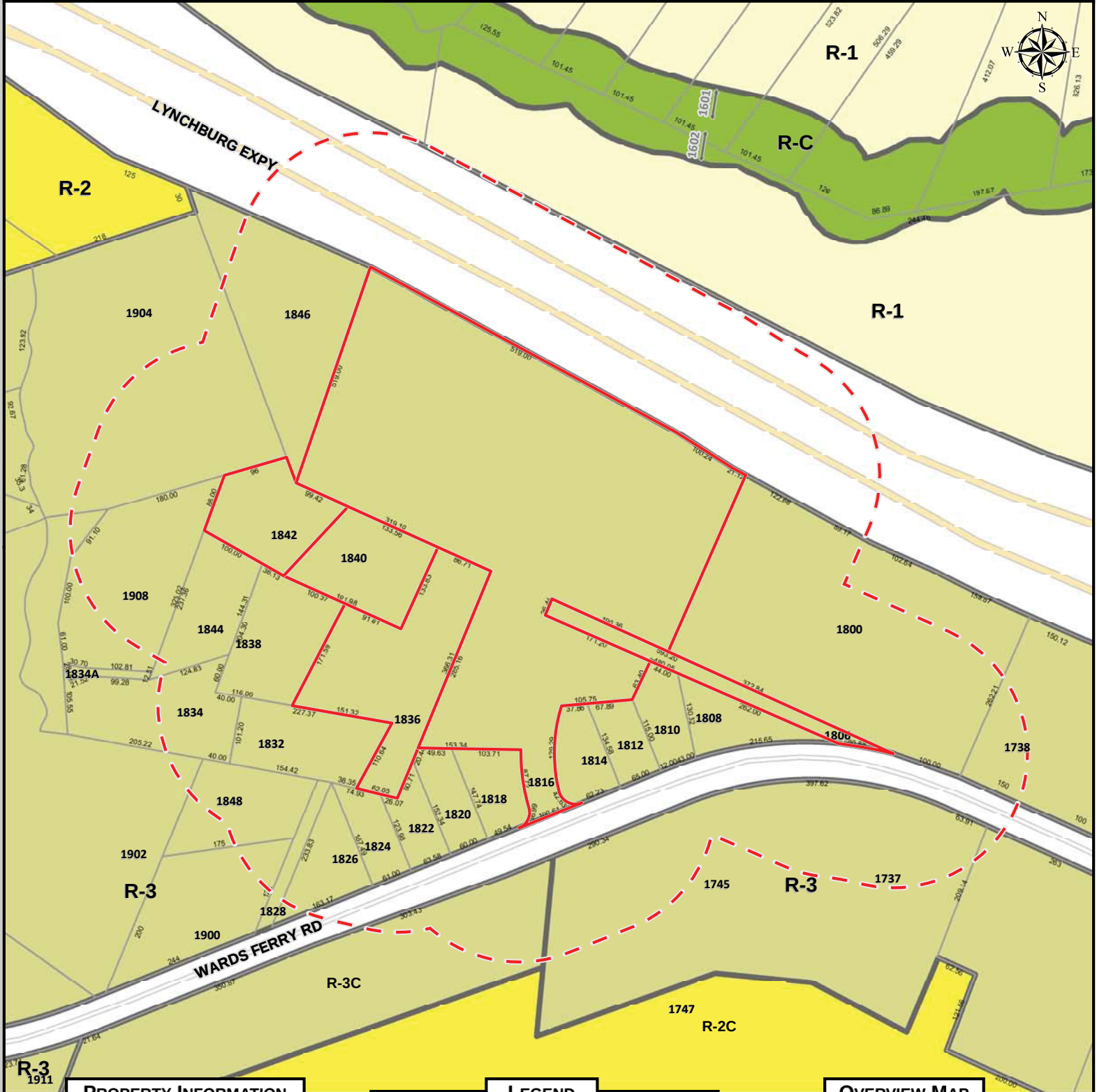
- 1. Zoning Map with Adjoining Owners List**
- 2. Future Land Use Map**
- 3. Watershed Map**
- 4. Planimetric and Topographic Map**
- 5. Narrative**
- 6. Concept Plan**
- 7. Traffic Study**
- 8. Property Photograph**

Zoning Map

THE RESERVE AT BURTON CREEK

Zoning & FLUM Request

Jamestown Development Group



PROPERTY INFORMATION

PARCEL ID	ADDRESS
24701701	1806 WARDS FERRY RD
24701015	1842 WARDS FERRY RD
24701014	1840 WARDS FERRY RD
24701008	1836 WARDS FERRY RD
24714010	1816 WARDS FERRY RD

LEGEND

B-1

I-1

R-4

B-2

I-2

R-5

B-3

I-3

R-C

B-4

R-1

IN-1

B-5

R-2

IN-2

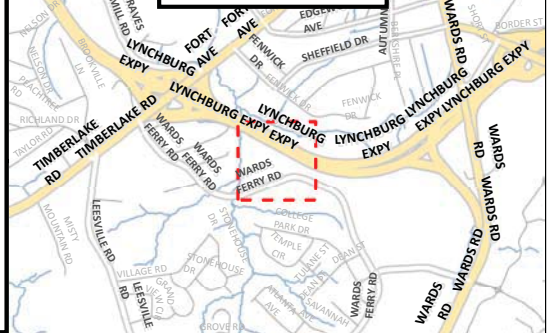
B-6

R-3

Subject Property

200' Buffer

OVERVIEW MAP



MAP SCALE: 1" to 200' DATE PRINTED: 3/3/2017

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.

Parcel ID	Address	Owner
24701019	1902 WARDS FERRY RD	ANDERSON, LUCY F
24704013	1737 WARDS FERRY RD	CHURCH OF THE NAZARENE
24607001	1405 FENWICK DR	CITY OF LYNCHBURG
24714010	1816 WARDS FERRY RD	COOK MANAGEMENT CO LLC
24701016	1844 WARDS FERRY RD	HOLLOWAY, CHARLIE & SANDRA
24701008	1836 WARDS FERRY RD	HOLLOWAY, CHARLIE W
24701010	1900 WARDS FERRY RD	HOLLOWAY, CHARLIE W
24701013	1838 WARDS FERRY RD	HOLLOWAY, CHARLIE W
24701018	1834 WARDS FERRY RD	HOLLOWAY, CHARLIE W & SANDRA W
24701014	1840 WARDS FERRY RD	HOLLOWAY, CHARLIE W SR & SANDRA W
24701015	1842 WARDS FERRY RD	HOLLOWAY, CHARLIE W SR & SANDRA W
24701012	1832 WARDS FERRY RD	HOLLOWAY, SANDRA M & WADE, RALPH
24701002	1738 WARDS FERRY RD	JARRELL, BURLEON M & DEBORAH L T
24704014	1733 WARDS FERRY RD	MAHONE, TINA W & TYREE, DORIS C &
24714006	1820 WARDS FERRY RD	PHILLIPS, JON B
24701030	1904 WARDS FERRY RD	SIMONSEN, ERIC S
24701031	1846 WARDS FERRY RD	SIMONSEN, ERIC S
24502005	6260 FORT AVE	SMITH, CHRISTOPHER & LENAYA
24701017	1908 WARDS FERRY RD	TUNE, CATHERINE V
24714009	1826 WARDS FERRY RD	TYLER, ROBERT E & WHITACRE, JANET K
24714007	1822 WARDS FERRY RD	UPDIKE, SAMUEL B
24701011	1848 WARDS FERRY RD	WALLER, JANIE ESTATE
24714001	1808 WARDS FERRY RD	WHITE OAK WARDS LP
24714002	1810 WARDS FERRY RD	WHITE OAK WARDS LP
24714003	1812 WARDS FERRY RD	WHITE OAK WARDS LP
24714004	1814 WARDS FERRY RD	WHITE OAK WARDS LP
24714005	1818 WARDS FERRY RD	WHITE OAK WARDS LP
24714008	1824 WARDS FERRY RD	WHITE OAK WARDS LP
24701004	1800 WARDS FERRY RD	WOODMAN OF THE WORLD CAMP NO 7

FLUM Map

THE RESERVE AT BURTON CREEK

Zoning & FLUM Request

Jamestown Development Group



LYNCHBURG EXPY

1904

1846

1842

1840

1908

1844

1838

1834A

1834

1832

1836

1902

1848

1826

1824

1822

1820

1818

1900

1828

WARDS FERRY RD

1911

1800

1814

1812

1810

1808

1806

1738

1745

1737

1747

PROPERTY INFORMATION

PARCEL ID

ADDRESS

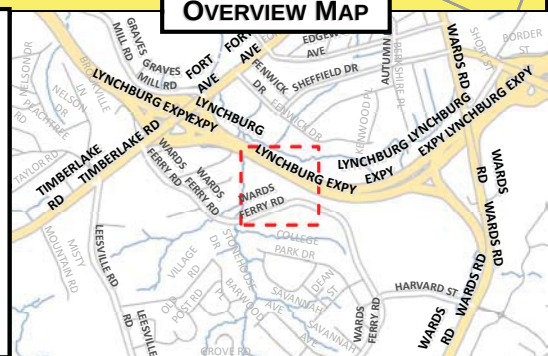
24701701 1806 WARDS FERRY RD
24701015 1842 WARDS FERRY RD
24701014 1840 WARDS FERRY RD
24701008 1836 WARDS FERRY RD
24714010 1816 WARDS FERRY RD

LEGEND

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

MAP SCALE: 1" to 200' DATE PRINTED: 3/3/2017

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.

Watershed Map

Zoning & FLUM Request

THE RESERVE AT BURTON CREEK

Jamestown Development Group



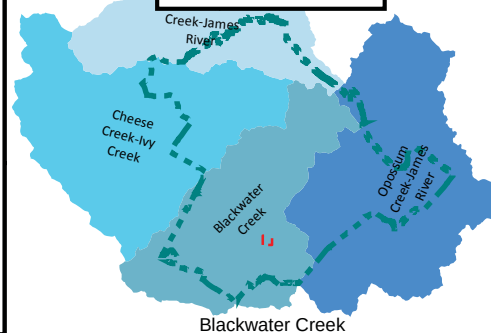
PROPERTY INFORMATION

PARCEL ID	ADDRESS
24701701	1806 WARDS FERRY RD
24701015	1842 WARDS FERRY RD
24701014	1840 WARDS FERRY RD
24701008	1836 WARDS FERRY RD
24714010	1816 WARDS FERRY RD

LEGEND

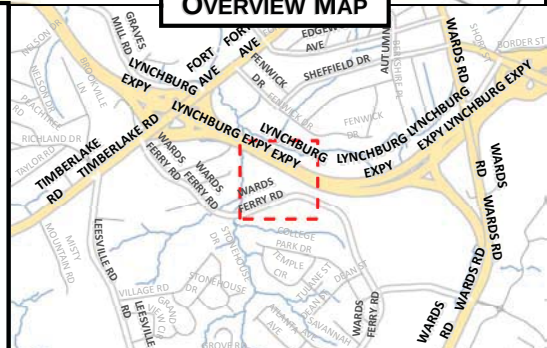
- Subject Property
- Base Flood Elevation
- Floodway
- Floodzone
- River / Lake / Stream

OVERVIEW MAP



MAP SCALE: 1" to 200' DATE PRINTED: 3/3/2017

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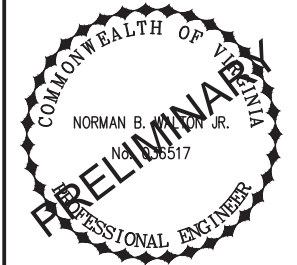
NOTES:

1. TOTAL LAND DISTURBANCE IS ANTICIPATED TO BE 7.81 AC
2. THERE IS NO FILL IN ANY FLOODPLAIN OR FLOODWAY
3. THE SITE IS ANTICIPATED TO BALANCE ONSITE. NO OFFSITE AREAS ARE PLANNED TO BE DISTURBED WITH THIS CONSTRUCTION.



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PHONE: 434-525-5985 FAX: 434-525-5986



JOB:

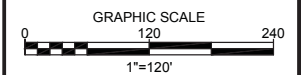
REZONING PLAN FOR
1816 WARDS FERRY RD
THE RESERVE AT
BURTON CREEK
LYNCHBURG, VA

CLIENT:

JAMESTOWN DEVELOPMENT
GROUP LLC

1	03/01/17	PER CITY COMMENTS
MARK	DATE	DESCRIPTION
ISSUE:	01/31/17	
CONTOUR INTERVAL:	2'	
DRAWN BY:	MJD	
CHECKED BY:	NBW	

GRADING PLAN

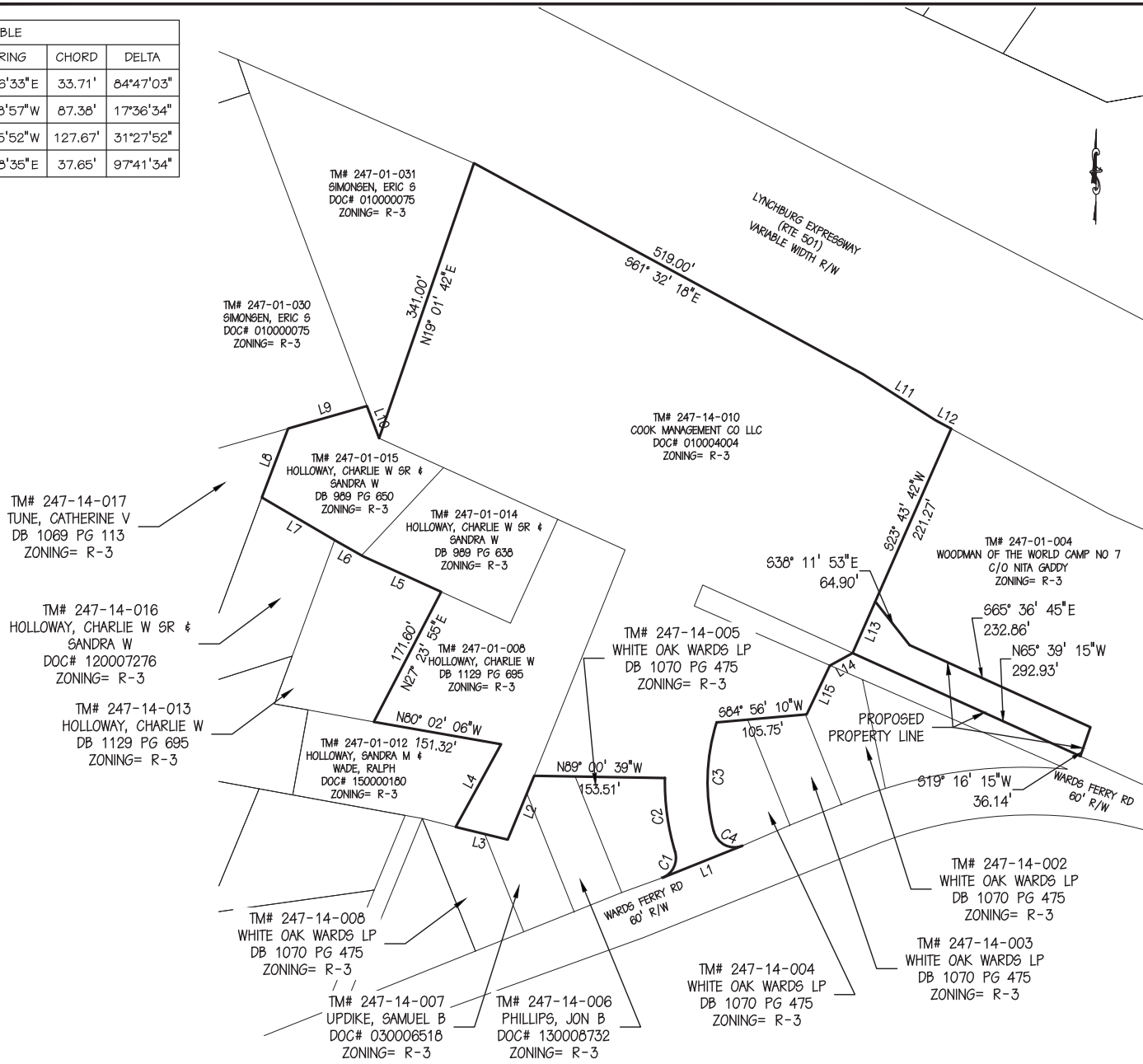


JOB NO 15184 SHEET NO 2 OF 5

P:\2015\15184-WARDS FERRY TOWNHOMES\DWG-C-RZ-15184.dwg 2/28/2017 2:47 PM

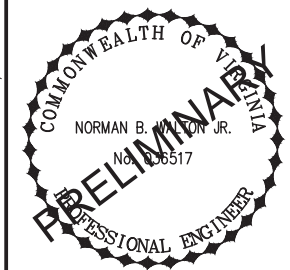
CURVE TABLE					
CURVE	LENGTH	RADIUS	BEARING	CHORD	DELTA
C1	36.99'	25.00'	N25°46'33"E	33.71'	84°47'03"
C2	87.72'	285.43'	N07°48'57"W	87.38'	17°36'34"
C3	129.29'	235.43'	S01°35'52"W	127.67'	31°27'52"
C4	42.63'	25.00'	S62°58'35"E	37.65'	97°41'34"

LINE TABLE		
LINE	BEARING	LENGTH
L1	S68°10'22"W	100.61'
L2	S22°26'16"W	81.09'
L3	N76°17'41"W	62.65'
L4	N28°37'45"E	110.64'
L5	N65°33'16"W	100.37'
L6	N60°14'23"W	36.13'
L7	N59°41'16"W	101.23'
L8	N20°53'05"E	86.45'
L9	N73°58'35"E	96.00'
L10	S20°33'50"E	40.45'
L11	S57°33'18"E	100.24'
L12	S61°35'18"E	21.12'
L13	S23°43'42"W	66.10'
L14	S61°28'41"W	30.29'
L15	S25°24'03"W	63.40'



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JOB:

**REZONING PLAN FOR
1816 WARDS FERRY RD
THE RESERVE AT
BURTON CREEK
LYNCHBURG, VA**

CLIENT:

**JAMESTOWN DEVELOPMENT
GROUP LLC**

MARK	DATE	DESCRIPTION
1	03/01/17	PER CITY COMMENTS

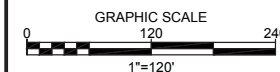
ISSUE: 01/31/17

CONTOUR INTERVAL: 2'

DRAWN BY: MJD

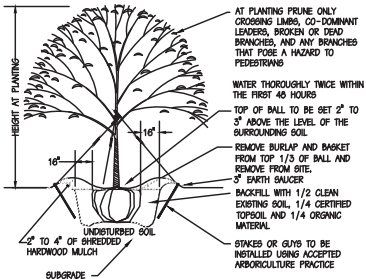
CHECKED BY: NBW

BOUNDARY

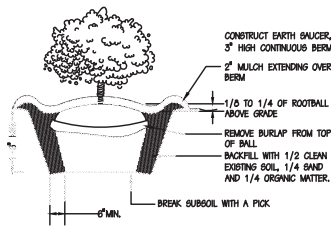


JOB NO 15184 SHEET NO 3 OF 5

LANDSCAPE LEGEND						
	SYM	QUANTITY	BOTANIC NAME	COMMON NAME	PLANTING SIZE	ULT. SIZE
A		38	CERCIS CANADENSIS VAR. TEXENSIS 'OKLAHOMA'	"OKLAHOMA REDBUD"	1.5"-1.75" CALIPER B&B	20'X20'
C		5	BETULA PLATYPHYLLA	"JAPANESE WHITE BIRCH"	10'-12' B&B	40'X25'
D		59	LAGERSTROEMIA L. BILOXI	CREPEMYRTLE	8'-10' B&B	20'X20'
E		152	SPIRAEA JAPONICA	'LITTLE PRINCESS'	36" CONTAINER	2.5'X3'
F		139	ILEX CRENATA 'SOFT TOUCH'	'SOFT TOUCH' COMPACT HOLLY	18"-24" CONTAINER	2.5'X3'
G		273	ILEX CRENATA 'SKY PENCIL'	"JAPANESE HOLLY"	18"-24" CONTAINER	2'X3'
H		274	ABELIA X GRANDIFLORA 'LITTLE RICHARD'	"LITTLE RICHARD" ABELIA	18" CONTAINER	3'X3'



TREE PLANTING DETAIL
DECIDUOUS TREE
NO SCALE



SHRUB PLANTING DETAIL
NO SCALE

SEC. 35.1-25.1.7. PARKING AREA LANDSCAPING.

PARKING AREAS ARE SUBJECT TO THE FOLLOWING LANDSCAPING STANDARDS:

(B) PARKING AREAS WITH MORE THAN TWO HUNDRED (200) PARKING SPACES.

- (1) ONE (1) SHADE TYPE TREE FOR EVERY EIGHT (8) PARKING SPACES, PLANTED WITHIN LANDSCAPE ISLANDS, REASONABLY DISPERSED WITHIN THE PARKING AREA SO THAT NO MORE THAN FIFTEEN (15) TO TWENTY (20) PARKING SPACES EXIST BETWEEN LANDSCAPE ISLANDS.
- (2) ONE (1) MEDIUM SHRUB FOR EVERY ONE (1) PARKING SPACE SHALL BE PLANTED WITHIN LANDSCAPE ISLANDS CONTAINING REQUIRED TREES.

232 PARKING SPACES = 29 SHADE TREE AND 232 MEDIUM SHRUBS REQUIRED / 38 SHADE TREES AND 291 MEDIUM SHRUBS PROVIDED

(E) PARKING AREA SCREENING.

- (1) IN ALL INSTANCES WHERE PARKING AREAS ARE ADJACENT TO PUBLIC OR PRIVATE STREETS, A SCREEN WITH A MINIMUM HEIGHT OF THREE (3) FEET AT TIME OF INSTALLATION SHALL BE PROVIDED ALONG THE ENTIRE LENGTH OF THE PARKING AREA EXCLUSIVE OF DRIVEWAYS AND ENTRANCES. THE MINIMUM PLANTING WIDTH FOR THE SCREEN SHALL BE SIX (6) FEET.

(2) FOR THE PURPOSES OF THIS SECTION, ANY OF THE FOLLOWING COMBINATION OF LANDSCAPING AND BERMS MAY BE USED TO FULFILL THIS REQUIREMENT:

(A) ONE (1) LARGE SHRUB PER THREE (3) FEET OF STREET FRONTAGE.

± 450 FEET OF STREET FRONTAGE (RTE 501)= 150 LARGE SHRUBS REQUIRED / THERE IS AN EXISTING TREE LINE THAT SHALL ACT AS SCREENING FROM RTE 501

SEC. 35.1-25.1.8. STREET TREES FOR MULTI-FAMILY, COMMERCIAL, INSTITUTIONAL AND INDUSTRIAL DISTRICTS.

(A) FOR ALL MULTI-FAMILY, COMMERCIAL, INSTITUTIONAL AND INDUSTRIAL DEVELOPMENTS, STREET TREES ARE REQUIRED AT THE RATE OF ONE (1) SHADE TREE FOR EACH FORTY (40) FEET OF STREET FRONTAGE OR IN THE CASE WHERE OVERHEAD UTILITY LINES PROHIBIT THE PLANTING OF SHADE TREES ONE (1) ORNAMENTAL TREE FOR EACH TWENTY (20) FEET OF STREET FRONTAGE.

± 450 FEET OF STREET FRONTAGE (RTE 501) = 9 SHADE TREES REQUIRED / THERE IS AN EXISTING TREE LINE THAT SHALL ACT AS SCREENING FROM RTE 501

(B) REQUIRED STREET TREES SHALL BE PLANTED ALONG THE PROPERTY LINE THAT FRONTS THE STREET AND SHALL NOT BE PLANTED WITHIN THE PUBLIC RIGHT-OF-WAY OR WITHIN ANY UTILITY EASEMENTS.

(C) STREET TREES WITHIN THE SITE DISTANCE TRIANGLE MAY BE RAISED TO ALLOW FOR VISIBILITY. (ORD. OF 6-13-06, #0-06-070; ORD. NO. 0-13-034, 3-12-13)

SEC. 35.1-25.1.9. FOUNDATION PLANTINGS.

(A) ALL SIDES OF MULTI-FAMILY, COMMERCIAL, INSTITUTIONAL OR INDUSTRIAL BUILDINGS, WHICH FRONT ON A PUBLIC OR PRIVATE STREET OR ARE VISIBLE FROM AN ADJACENT RESIDENTIAL DISTRICT, SHALL BE LANDSCAPED WITH FOUNDATION PLANTINGS AS FOLLOWS:

- (1) ONE (1) ORNAMENTAL TREE PER FIFTY (50) LINEAR FEET OF BUILDING, AND
- (2) ONE (1) LARGE SHRUB PER TEN (10) LINEAR FEET OF BUILDING, OR
- (3) ONE (1) MEDIUM SHRUB AND ONE (1) SMALL SHRUB PER TEN (10) LINEAR FEET OF BUILDING, OR
- (4) THREE (3) SMALL SHRUBS PER TEN (10) LINEAR FEET OF BUILDING, OR
- (5) ANY COMBINATION OF 2, 3 OR 4 ABOVE.

(B) FOUNDATION PLANTINGS MAY BE PLACED IN COLLECTIVE GROUPINGS ALONG THE PERIMETER OF THE BUILDING FOR WHICH REQUIRED.

± 2,752 LINEAR FEET OF BUILDING = 56 ORNAMENTAL TREES, 273 MEDIUM SHRUBS, AND 273 SMALL SHRUBS REQUIRED / 59 ORNAMENTAL TREES, 274 MEDIUM SHRUBS, AND 273 SMALL SHRUBS PROVIDED



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JOB:

REZONING PLAN FOR
1816 WARDS FERRY RD
THE RESERVE AT
BURTON CREEK
LYNCHBURG, VA

CLIENT:

JAMESTOWN DEVELOPMENT
GROUP LLC

1	03/01/17	PER CITY COMMENTS
MARK	DATE	DESCRIPTION
ISSUE:	01/31/17	
CONTOUR INTERVAL:	2'	
DRAWN BY:	MJD	
CHECKED BY:	NBW	

LANDSCAPE DETAILS

JOB NO 15184 SHEET NO 5 OF 5

Lexington

Wes Perkins, LS
Russ Orrison, PE, LS

Pierson Hotchkiss, LS
Gavin Worley, PE

**Lynchburg**

Kenneth Knott, LS
Norman Walton, PE

Aaron Dooley, LS

January 31, 2017

Tom Martin
City of Lynchburg
900 Church Street
Lynchburg, VA 24502

RE: Rezoning Narrative for TM#'s 247-14-010, 247-01-014, 247-01-015, 247-01-008,
247-01-701 from R-3 to R-4

Dear Mr. Martin,

On behalf of Jamestown Development Group, LLC, we are submitting a request to rezone the above referenced property from R-3 (Medium Density Two-Family) to R-4 (Medium-High Density Multi-Family) to allow the property to be used as an apartment complex. The FLUM will also need to be revised from Medium Density Residential to High Density Residential.

The future land use map currently shows Medium Density Residential land use for this area, which the Comprehensive Plan defines as having a maximum density of 12 units per acre. The current zoning is R-3 Medium Density Two-Family, which allows duplexes by-right, at a density of 10.89 units per acre. The development as proposed has a density of 8.82 units per acre, 26 % lower than the limit for Medium Density Residential. So, while our use is classified as High Density Residential, the proposed density is significantly less than the allowable density in the Medium Density Residential land use category.

The ITE Trip Generation manual shows that the peak hour trip generation for a single family home is 1.02 trips per dwelling unit, while the peak hour trip generation for an apartment is .67 trips per dwelling unit. Using the by-right density of 10.89 units per acre would yield 10.89 units/acre x 7.94 acres x 1.02 = 88.2 trips for the peak hour, and using our proposed density of apartments yields 70 units x .67 = 46.9 trips per hour. The proposed peak hour traffic volume, then, is only $46.9/88.2 = 53\%$ of the peak traffic volume that would be generated by the by-right use at the allowable density. With traffic being one of the principle concerns along Wards Ferry Road, and with the Zoning Ordinance and Future Land Use Map supporting by-right trip generation of almost double what the proposed development proposes, the approval of this plan will lock in a traffic increase of much less than the authors of the Ordinance determined to be appropriate by-right for this parcel.

17 W. Nelson Street · P.O. Box 1567
Lexington, Virginia 24450

27 Green Hill Drive
Forest, Virginia 24551

540-464-9001 Fax: 540-464-5009

434-525-5985 Fax: 434-525-5986

Email: pno@perkins-orrison.com

Along Wards Ferry Road there is a mix of residential uses including apartments, townhomes, single-family residential and duplexes. The Aaron Commons and Fountain Gate townhome complexes are just to the west of our proposed development. The College Park Townhouses development is an apartment complex, with the buildings constructed as townhomes, just to the east of this development.

The design of the units will be similar in concept to the College Park Townhouses development, with the units looking like town homes, but the entire project will be owned by Jamestown Development Group, LLC, and the individual units will be leased, with students being the primary or sole market. Architectural elevations and photographs of similar structures are included with this submission.

The entrance that is directly onto Wards Ferry Road will be a right-in right-out entrance. We have contacted Woodman of the World, and they are in agreement with the entrance as shown on this plan. This entrance would be a shared use entrance, with the project actually purchasing a portion of the Woodman of the World property for use of the entrance. The traffic study has been updated to reflect the entrance design change.

Should you have any questions regarding this information, please let me know.

Sincerely,



Norman B. Walton, Jr., P.E.

Perkins & Orrison, Inc.



March 22, 2017

PLEASE PRINT

[illegible]

MEMORANDUM

TO: NORMAN WALTON, PE

FROM: BILL WUENSCH, P.E., PTOE

ORGANIZATION: PERKINS & ORRISON, INC.

DATE: DECEMBER 30, 2016

PHONE NUMBER:

SENDER'S REFERENCE NUMBER:

RE: WARDS FERRY ROAD DEVELOPMENT TRAFFIC STUDY

YOUR REFERENCE NUMBER:

☐ URGENT☒ FOR YOUR USE☐ PLEASE COMMENT☐ PLEASE REPLY☐ PLEASE RECYCLE

Wards Ferry Road Development Traffic Study

1. Introduction

The purpose of this memorandum is to provide a summary of the traffic impact study for the proposed Wards Ferry Road development.

The proposed Wards Ferry Road development will be located north on Wards Ferry Road, approximately 0.5 mile east to Adams Drive and 0.6 mile northwest to Harvard Street. The development is assumed as one phase of build-out to be completed in 2018. **Figure 1** and **Figure 2** illustrate the site vicinity and its location.

The proposed Wards Ferry Road development consists of approximately 70 student apartment units. **Figure 3** illustrates the proposed concept plan. In the build-out year 2018, the entrances to the proposed development will include the Site Entrance 1, a right in/out entrance just east to the church's entrance and the Site Entrance 2, a full entrance at the existing Woodman of the World property entrance.

The study intersections, which include the church entrance and the two site entrances as illustrated in **Figure 4**, were examined in this memorandum.

In this memorandum, following analyses are included:

- Trip generation analysis for the proposed development;
- Turn lane analysis in the build-out year 2018 for the proposed development; and
- Traffic operation analysis at the study intersection in the existing, 2018 no build, and 2018 build conditions.

2. Existing Conditions

Existing Traffic Volumes

Year 2013 peak hour traffic volumes at the intersection of Wards Ferry Road and Adams Drive and at the intersection of Wards Ferry Road and Harvard Street were obtained from *Wards Ferry Road Corridor Study (2013, URS)*, as attached in **Appendix A**.

This analysis factored these traffic volumes up with a 1% per year growth rate (as applied in *Wards Ferry Road Corridor Study*), computed the existing peak hour traffic volumes on Wards Ferry Road just east to Adams Drive and just north to Harvard Street, and applied the larger numbers in the two groups (to be conservative) as the existing peak hour traffic volumes on Wards Ferry Road at the study intersections.

To compute the turning movements to/from the church, this analysis used the Institute of Transportation Engineers (ITE) Trip Generation Manual 9th Edition. **Table 1** summarizes the land use descriptions, ITE land use code, size and anticipated trips. Per VDOT traffic study guidelines, no internal capture or pass-by rate was assumed.

Table 1 Trip Generation (Church)

				AM		PM	
Use Description	ITE	Qty (sq. ft.)	Daily	in	out	in	out
Church	560	36,000	328	12	8	10	10
total			328	20		20	

The existing site trips at the existing Woodman of the World property entrance were assumed as 5 inbound trips and 5 outbound trips in the peak hours.

The estimated church-generated trips and the assumed Woodman of the World property trips shown above were distributed and assigned to the study intersections per the existing traffic pattern.

Figure 5 illustrates the resulting existing peak hour traffic volumes.

Existing Traffic Operations

Synchro and SimTraffic (version 9) were used to analyze the existing conditions and the analysis results are included in **Appendix B** (Synchro results) and **Appendix C** (SimTraffic results), and summarized in **Table 2**.

Table 2 Existing Level of Service, Delay, and Queue Summary

Approach	Movement	AM			PM		
		Delay (s)	LOS	Queue (ft)	Delay (s)	LOS	Queue (ft)
1. Wards Ferry/Church							
Wards Ferry EB	Through/Right	0.0	A	0	0.0	A	0
Wards Ferry WB	Left	7.8	A	27	8.8	A	21
Wards Ferry WB	Through	0.0	A	0	0.0	A	0
Church NB	Left	13.2	B	31	23.8	C	31
Church NB	Right	9.7	A	28	12.6	B	34
Intersection		0.3	A		0.2	A	
3. Wards Ferry/Site Entrance 2							
Wards Ferry EB	Left/Through	0.1	A	5	0.0	A	57
Wards Ferry WB	Through/Right	0.0	A	0	0.0	A	0
Site Entrance 2 SB	Left/Right	11.3	B	30	19.2	C	32
Intersection		0.1	A		0.1	A	

As shown in Table 2, all movements at the study intersections operate at LOS C or better in the existing conditions (with movements on Wards Ferry Road operating at LOS A), and the existing turn lanes can accommodate the existing queues.

3. 2018 No Build Conditions

2018 No Build Traffic Volumes

A 1% per year growth rate (as shown in *Wards Ferry Road Corridor Study*) was applied to factor the existing peak hour traffic volumes up to the 2018 no build peak hour traffic volumes.

Figure 6 illustrates the resulting 2018 no build peak hour traffic volumes.

2018 No Build Traffic Operations

Synchro and SimTraffic (version 9) were used to analyze the 2018 no build conditions and the analysis results are included in **Appendix B** (Synchro results) and **Appendix C** (SimTraffic results), and summarized in **Table 3**.

Table 3 2018 No Build Level of Service, Delay, and Queue Summary

Approach	Movement	AM			PM		
		Delay (s)	LOS	Queue (ft)	Delay (s)	LOS	Queue (ft)
1. Wards Ferry/Church							
Wards Ferry EB	Through/Right	0.0	A	0	0.0	A	0
Wards Ferry WB	Left	7.8	A	27	8.9	A	21
Wards Ferry WB	Through	0.0	A	0	0.0	A	0
Church NB	Left	13.3	B	30	24.5	C	31
Church NB	Right	9.8	A	31	12.8	B	34
Intersection		0.3	A		0.2	A	
3. Wards Ferry/Site Entrance 2							
Wards Ferry EB	Left/Through	0.1	A	12	0.0	A	57
Wards Ferry WB	Through/Right	0.0	A	0	0.0	A	0
Site Entrance 2 SB	Left/Right	11.4	B	30	19.6	C	32
Intersection		0.1	A		0.1	A	

As shown in Table 3, all movements at the study intersection will operate at LOS C or better in 2018 no build conditions (with movements on Wards Ferry Road operating at LOS A), and the existing turn lanes can accommodate the 2018 no build queues.

4. Trip Generation, Distribution, and Assignment

The proposed Wards Ferry Road development is analyzed as one phase of build-out to be completed in 2018 and includes approximately 70 student apartment units. The proposed site plan is shown in Figure 3.

Trip Generation

In this memorandum, the Institute of Transportation Engineers (ITE) Trip Generation Manual 9th Edition was used to determine the traffic volumes generated by the proposed student apartment development with the land use code 220 for apartment. **Table 4** shows the land use descriptions, ITE land use code, size and anticipated trips. Per VDOT traffic study guidelines, no internal capture or pass-by rate was assumed.

Table 4 Trip Generation (ITE Trip Generation Manual 9th Edition)

Use Description	ITE	Qty	Daily	AM		PM	
				in	out	in	out
Apartment	220	70	548	8	30	36	20
total			548	38		56	

Approximately 548 new daily trips, 38 new morning peak hour trips, and 56 new afternoon peak hour trips were estimated for the proposed student apartment development.

Trip Distribution and Assignment

Inspection of the existing traffic pattern at the study intersection indicates a distribution of 45% to the east and 55% to the west in the morning peak hour and 52% to the east and 48% to the west in the afternoon peak hour. However, since the proposed development is expected to be student apartments,

this memorandum projects that 75% of the traffic will be to/from the direction of Liberty University and the remaining 25% to/from the direction of Timberlake Road.

The estimated site-generated trips shown above were distributed and assigned to the roadway network. Site trip distributions and site trip assignments are as shown in **Figure 7** and **Figure 8**.

5. 2018 Build Conditions

Traffic Volumes

The site trips as shown in Figure 8 were added to the 2018 no build peak hour traffic volumes as shown in Figure 6 resulting the 2018 build peak hour traffic volumes. **Figure 9** illustrates the resulting 2018 build peak hour traffic volumes.

Turn Lane Analysis

VDOT turn lane warrants were evaluated for eastbound right turn lane and the westbound left turn lane at Wards Ferry Road/Church, westbound right turn lane at Wards Ferry Road/Site Entrance 1, and westbound right turn lane and eastbound left turn lane at Wards Ferry Road/Site Entrance 2.

The results, as summarized in **Table 5**, indicate that no right turn taper/storage lane is warranted for eastbound right turn at Wards Ferry Road/Church, westbound right turn at Wards Ferry Road/Site Entrance 1, or westbound right turn at Wards Ferry Road/Site Entrance 2; however, a 75 feet left turn storage lane is warranted for both westbound left turn at Wards Ferry Road/Church and eastbound left turn at Wards Ferry Road/Site Entrance 2 in the existing, 2018 no build, 2018 build conditions. The warrant forms are provided in **Appendix D**.

Table 5 Existing/2018 No Build/2018 Build Turn Lane Warrant Summary

Condition	Peak Hour	Wards Ferry/Church		Wards Ferry/Entrance 1	Wards Ferry/Entrance 2	
		Eastbound Right Turn	Westbound Left Turn	Westbound Right Turn	Westbound Right Turn	Eastbound Left Turn
Existing	AM	Right-Turn Radius Required	No Left-Turn Lane Required	N/A	Right-Turn Radius Required	No Left-Turn Lane Required
	PM	Right-Turn Radius Required	75' Left-Turn Storage Required	N/A	Right-Turn Radius Required	75' Left-Turn Storage Required
2018 No Build	AM	Right-Turn Radius Required	No Left-Turn Lane Required	N/A	Right-Turn Radius Required	No Left-Turn Lane Required
	PM	Right-Turn Radius Required	75' Left-Turn Storage Required	N/A	Right-Turn Radius Required	75' Left-Turn Storage Required
2018 Build	AM	Right-Turn Radius Required	No Left-Turn Lane Required	Right-Turn Radius Required	Right-Turn Radius Required	No Left-Turn Lane Required
	PM	Right-Turn Radius Required	75' Left-Turn Storage Required	Right-Turn Radius Required	Right-Turn Radius Required	75' Left-Turn Storage Required

2018 Build Traffic Operations

Per turn lane analysis in this memorandum, for the purpose of the analysis, a 75 feet left turn lane was added to Wards Ferry Road eastbound at the Site Entrance 2 in 2018 build conditions. Synchro and

SimTraffic (version 9) were used to analyze the 2018 build conditions and the analysis results are included in **Appendix B** (Synchro results) and **Appendix C** (SimTraffic results), and summarized in **Table 6**.

Table 6 2018 Build Level of Service, Delay, and Queue Summary

Approach	Movement	AM			PM		
		Delay (s)	LOS	Queue (ft)	Delay (s)	LOS	Queue (ft)
1. Wards Ferry/Church							
Wards Ferry EB	Through/Right	0.0	A	0	0.0	A	0
Wards Ferry WB	Left	7.8	A	25	8.9	A	28
Wards Ferry WB	Through	0.0	A	0	0.0	A	0
Church NB	Left	13.4	B	30	24.9	C	30
Church NB	Right	9.8	A	31	12.9	B	31
Intersection		0.3	A		0.2	A	
2. Wards Ferry/Site Entrance 1							
Wards Ferry EB	Through	0.0	A	0	0.0	A	0
Wards Ferry WB	Through/Right	0.0	A	0	0.0	A	0
Site Entrance 1 SB	Right	10.3	B	4	12.4	B	0
Intersection		0.1	A		0.0	A	
3. Wards Ferry/Site Entrance 2							
Wards Ferry EB	Left	8	A	24	8.8	A	32
Wards Ferry EB	Through	0.0	A	0	0.0	A	0
Wards Ferry WB	Through/Right	0.0	A	0	0.0	A	0
Site Entrance 2 SB	Left/Right	13.3	B	50	25.9	D	57
Intersection		0.7	A		0.6	A	

As shown in Table 6, all movements at the study intersections will operate at LOS D or better in 2018 build conditions (with movements on Wards Ferry Road operating at LOS A), and the existing turn lanes and the added Wards Ferry Road eastbound left turn lane at the Site Entrance 2 can accommodate the 2018 build queues.

6. Findings and Conclusions

The analyses performed in this memorandum lead to following principal findings and conclusions:

- The proposed development will generate approximately 548 new daily trips, 38 new morning peak hour trips, and 56 new afternoon peak hour trips;
- Per VDOT turn lane warrants, no right turn taper/storage lane is warranted for eastbound right turn at Wards Ferry Road/Church, westbound right turn at Wards Ferry Road/Site Entrance 1, or westbound right turn at Wards Ferry Road/Site Entrance 2; however, a 75 feet left turn storage lane is warranted for both westbound left turn at Wards Ferry Road/Church (a 125 feet left turn storage lane already exists) and eastbound left turn at Wards Ferry Road/Site Entrance 2 in the existing, 2018 no build, 2018 build conditions;
- There is minimal impact to level of service, delay, and queuing at the study intersections attributable to the proposed development. In the 2018 build conditions, all movements at the study intersections will operate at LOS D or better (with movements on Wards Ferry Road operating at LOS A), and the existing turn lanes and the added Wards Ferry Road eastbound left turn lane at the Site Entrance 2 can accommodate the queues.

End of Memorandum Attachments –

Figures

Figure 1	Site Vicinity
Figure 2	Site Location
Figure 3	Proposed Site Plan
Figure 4	Study Intersections
Figure 5	Existing Traffic Volumes
Figure 6	2018 No Build Traffic Volumes
Figure 7	Distribution Percentages
Figure 8	Site Trips
Figure 9	2018 Build Traffic Volumes

Tables

Table 1	Trip Generation (Church)
Table 2	Existing Level of Service, Delay, and Queue Summary
Table 3	2018 No Build Level of Service, Delay, and Queue Summary
Table 4	Trip Generation (ITE Trip Generation Manual 9th Edition)
Table 5	Existing/2018 No Build/2018 Build Turn Lane Warrant Summary
Table 6	2018 Build Level of Service, Delay, and Queue Summary

Appendix

Appendix A	Traffic Volumes from Wards Ferry Road Corridor Study
Appendix B	Synchro Analysis Outputs
Appendix C	SimTraffic Analysis Outputs
Appendix D	Turn Lane Warrant Sheets

Figure 1 Site Vicinity

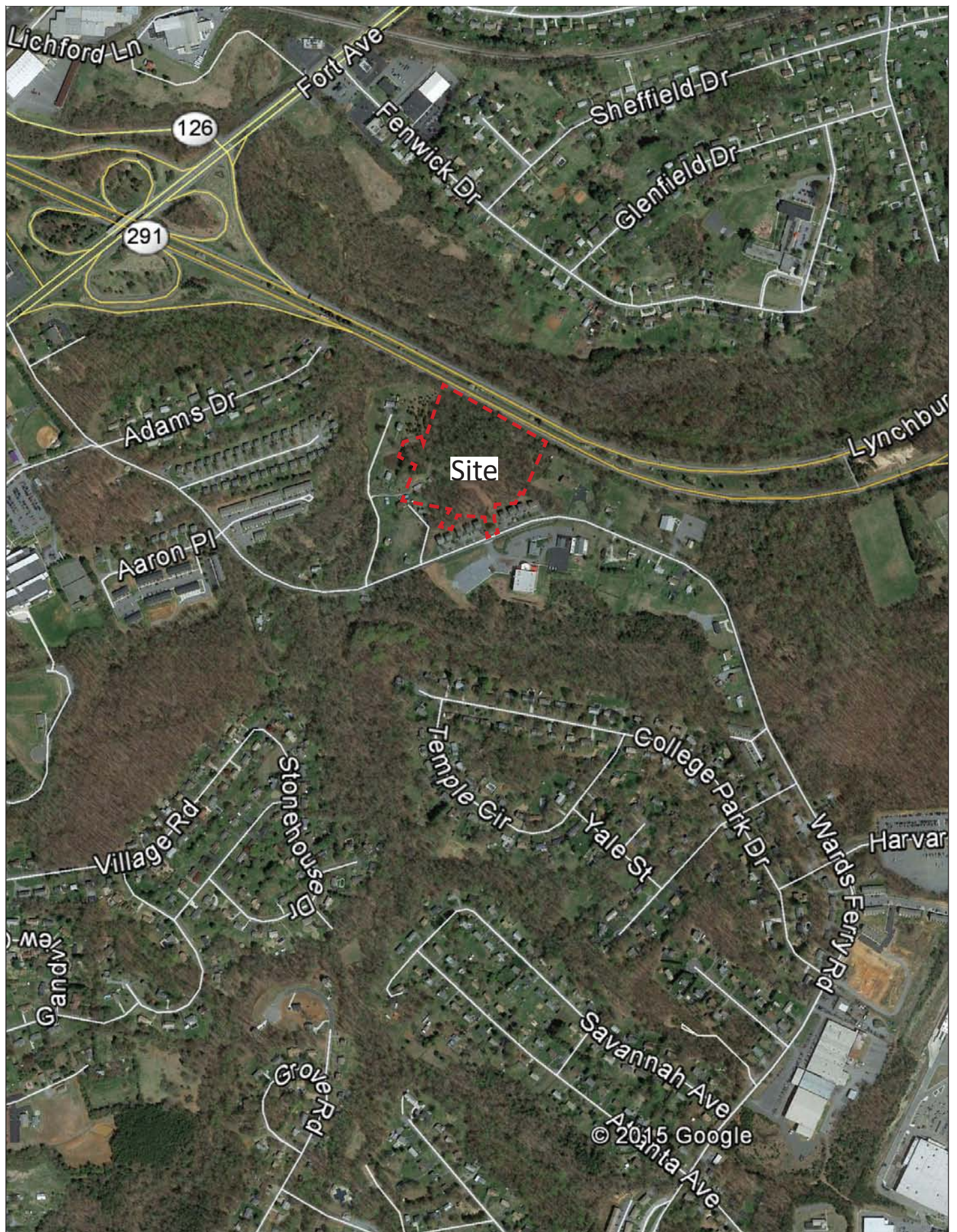


Figure 2 Site Location

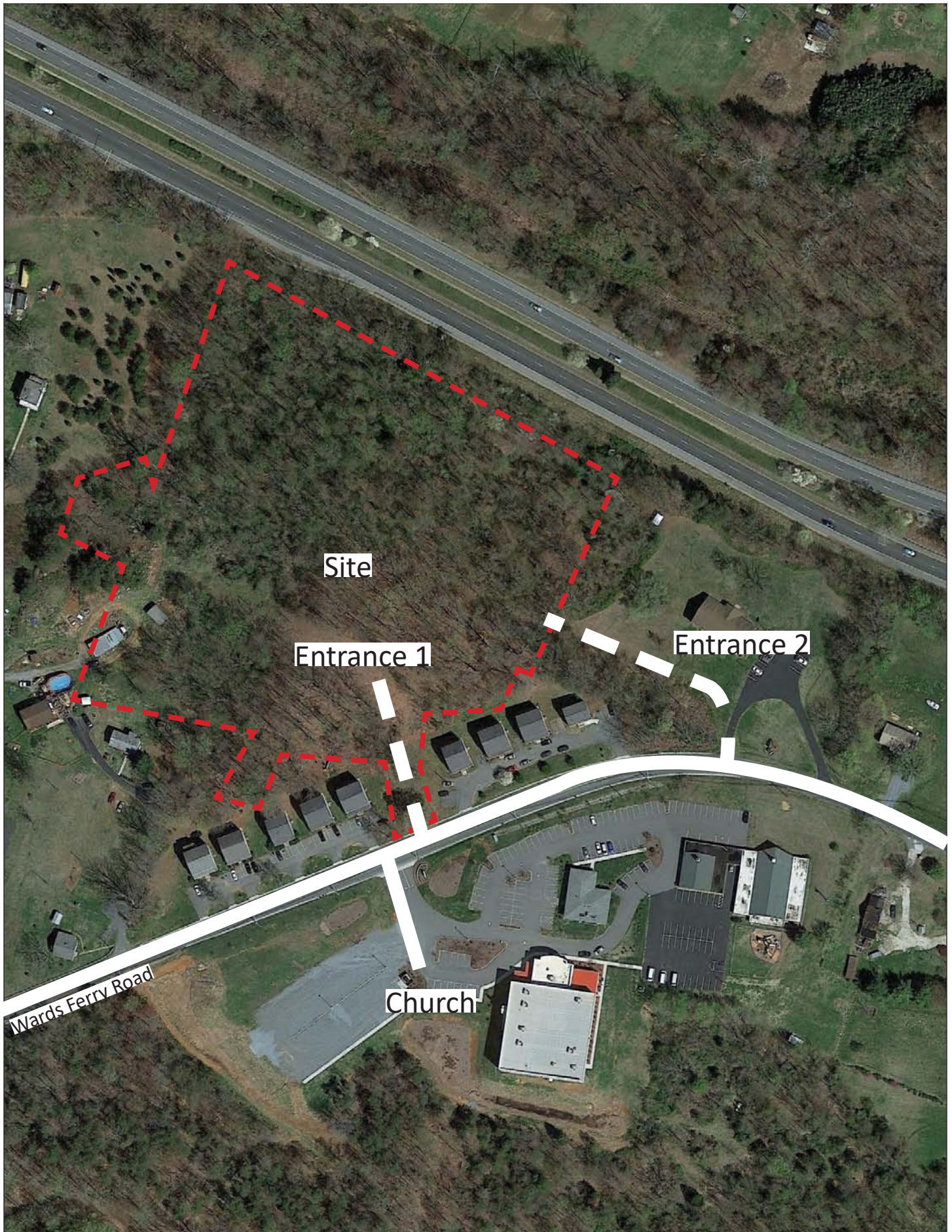


Figure 3 Proposed Site Plan

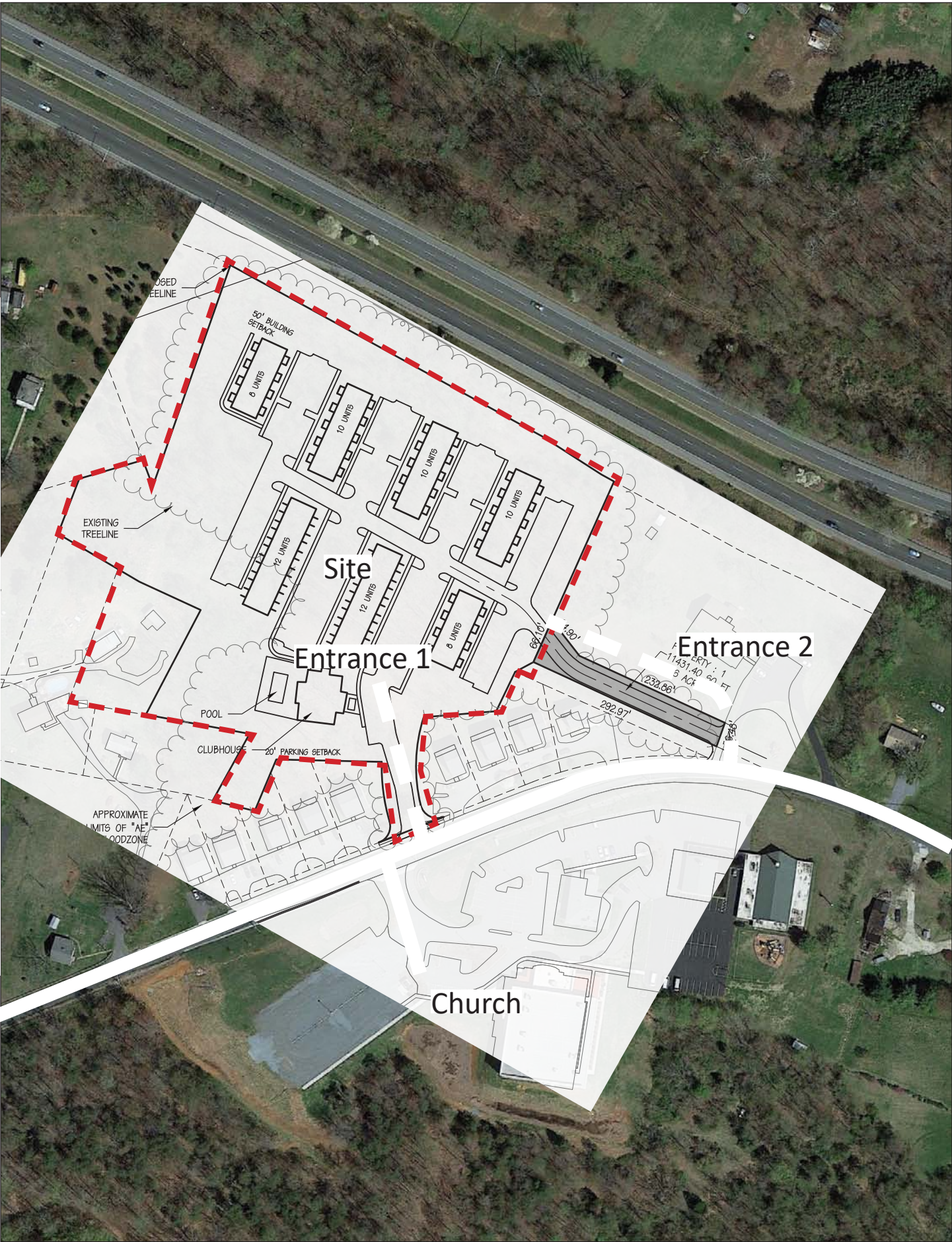


Figure 4 Study Intersections

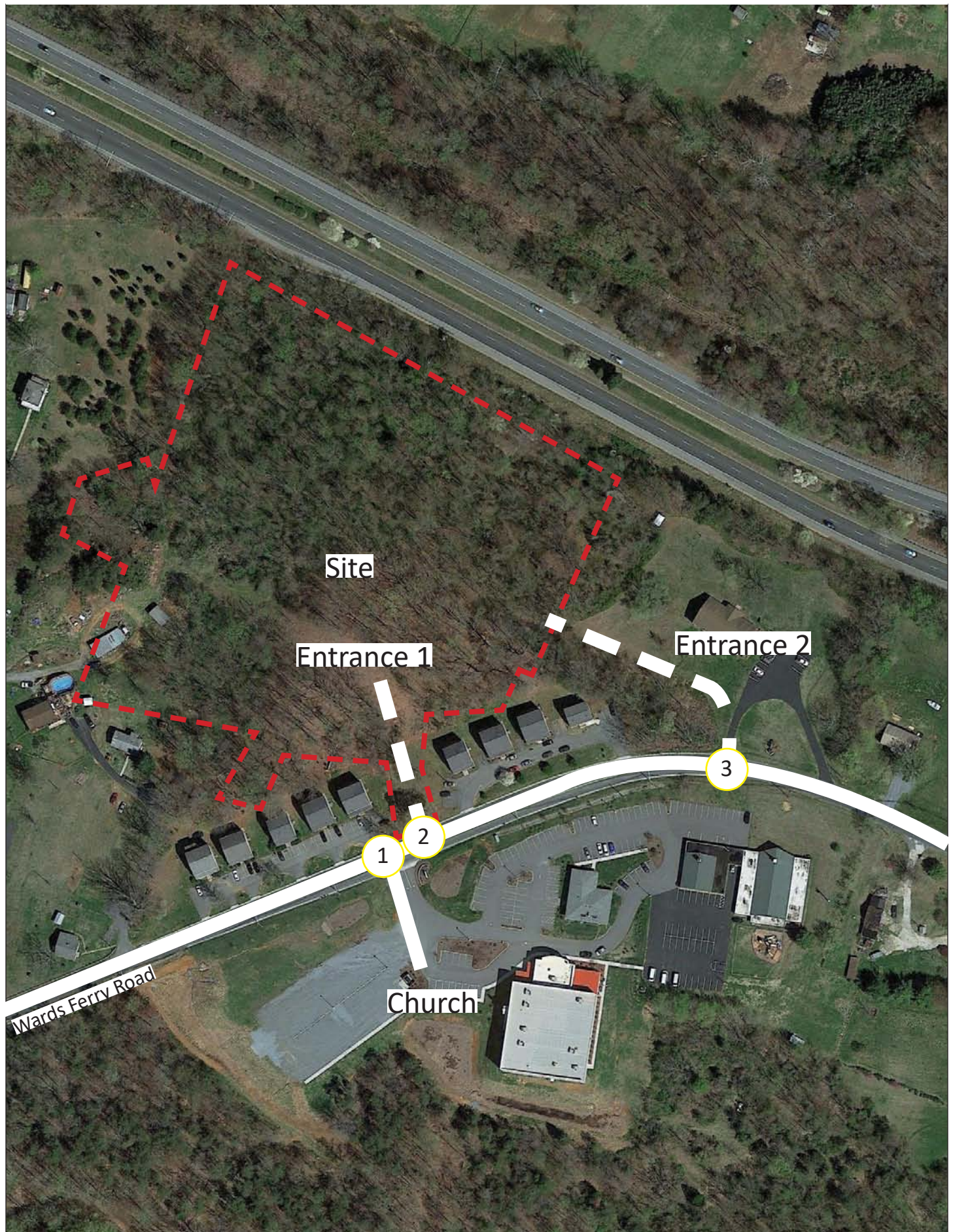


Figure 5 Existing Traffic Volumes

XX/XX AM/PM

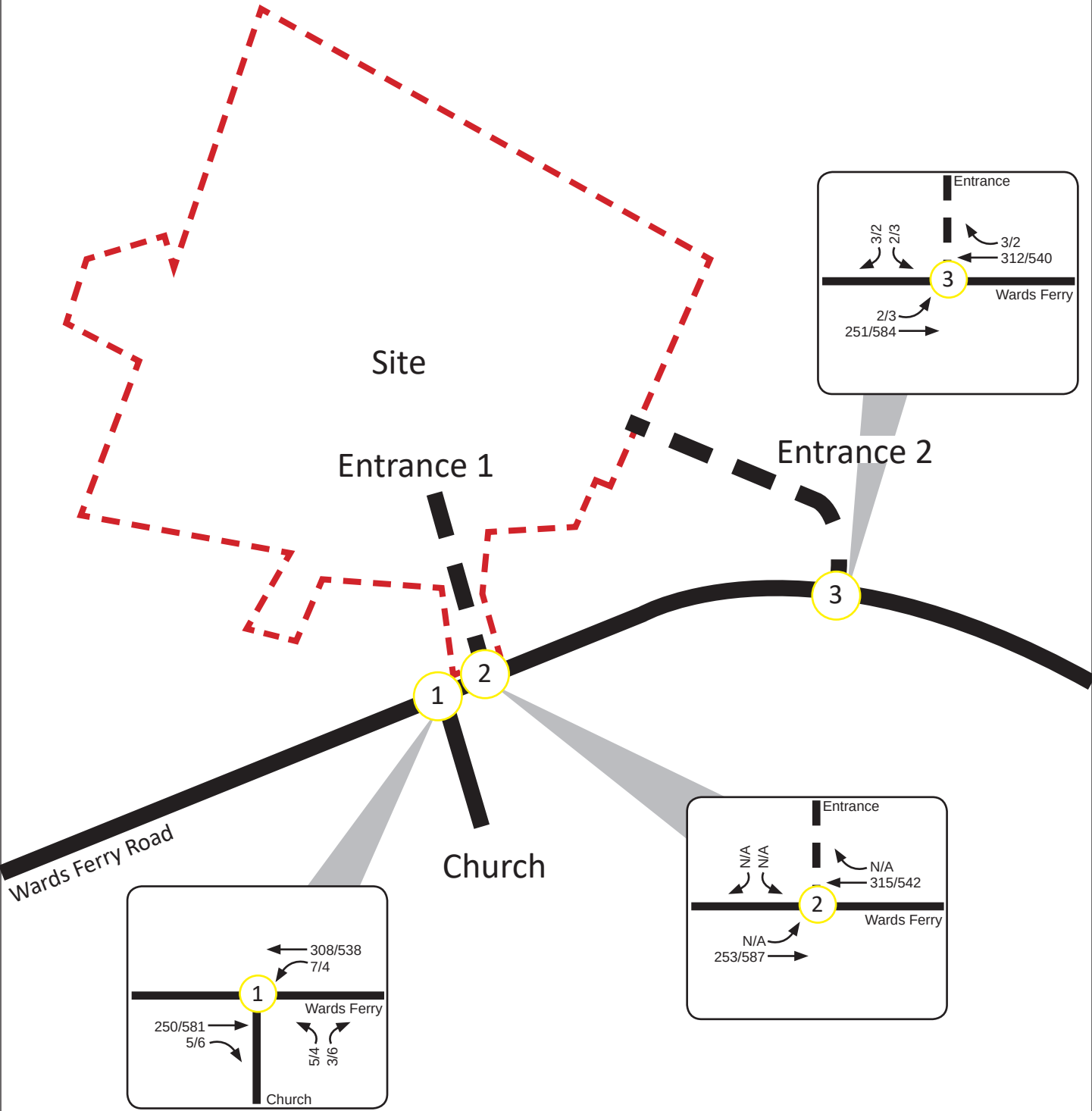


Figure 6 2018 No Build Traffic Volumes

XX/XX AM/PM

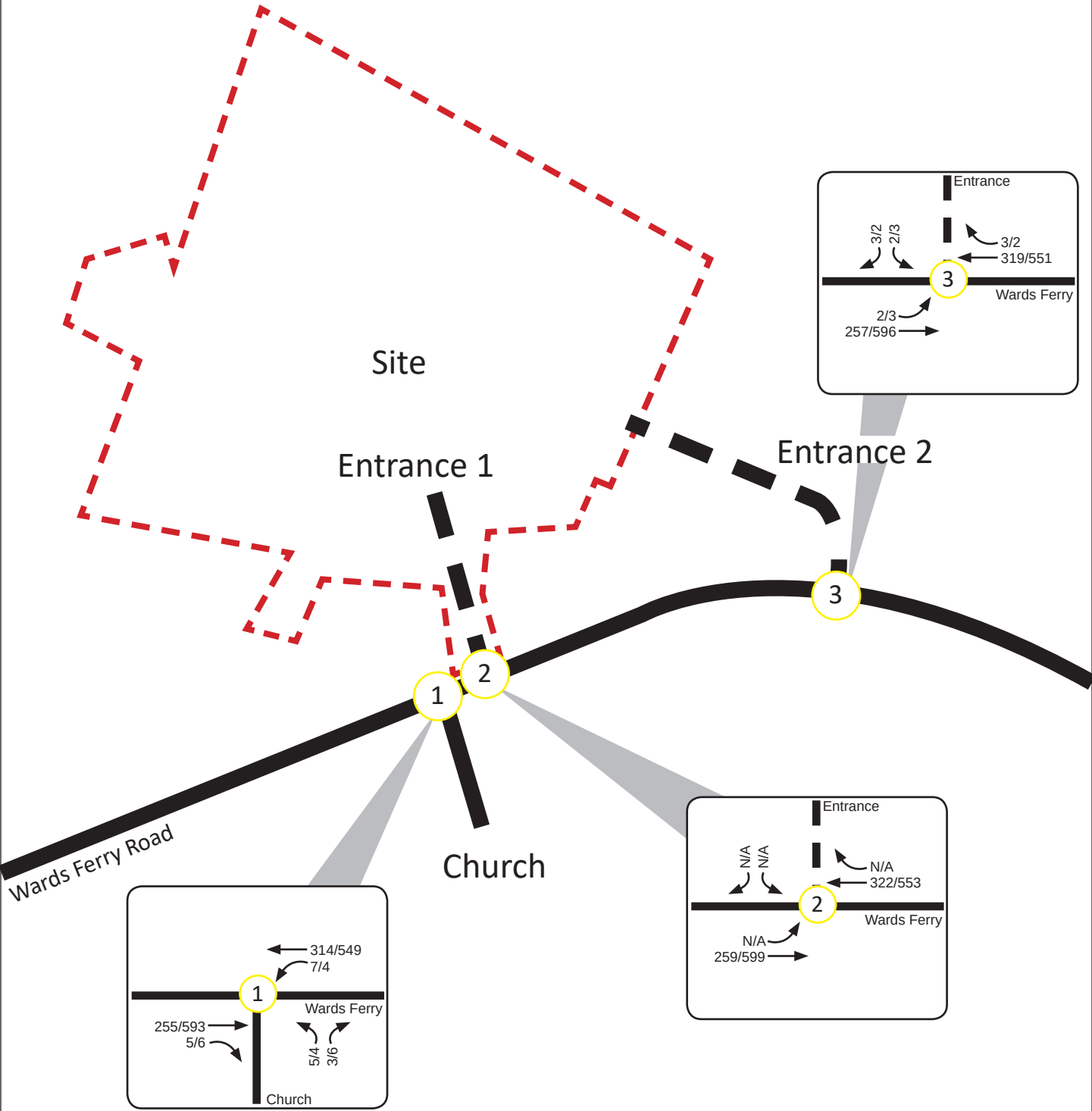


Figure 7 Distribution Percentages

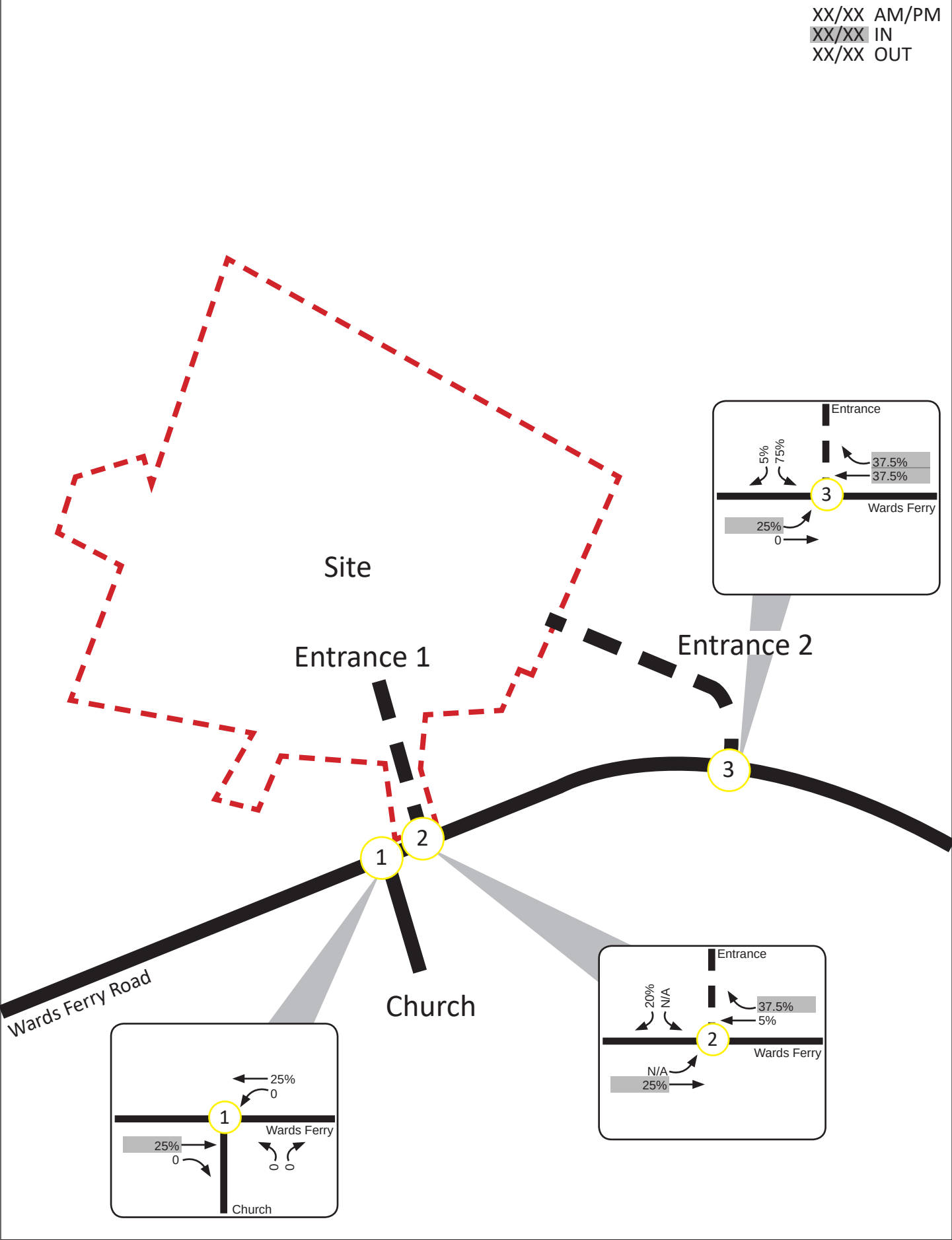


Figure 8 Site Trips

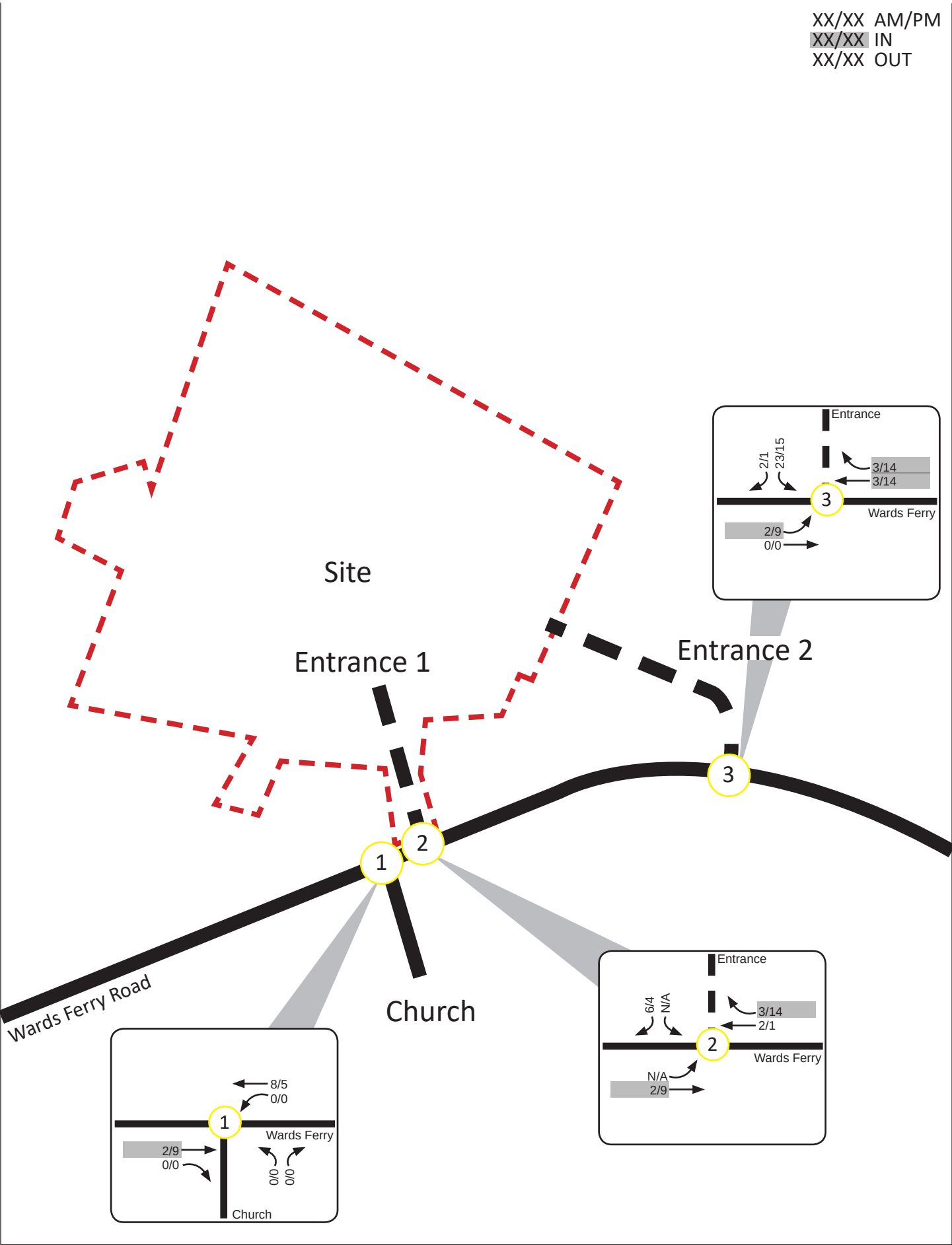
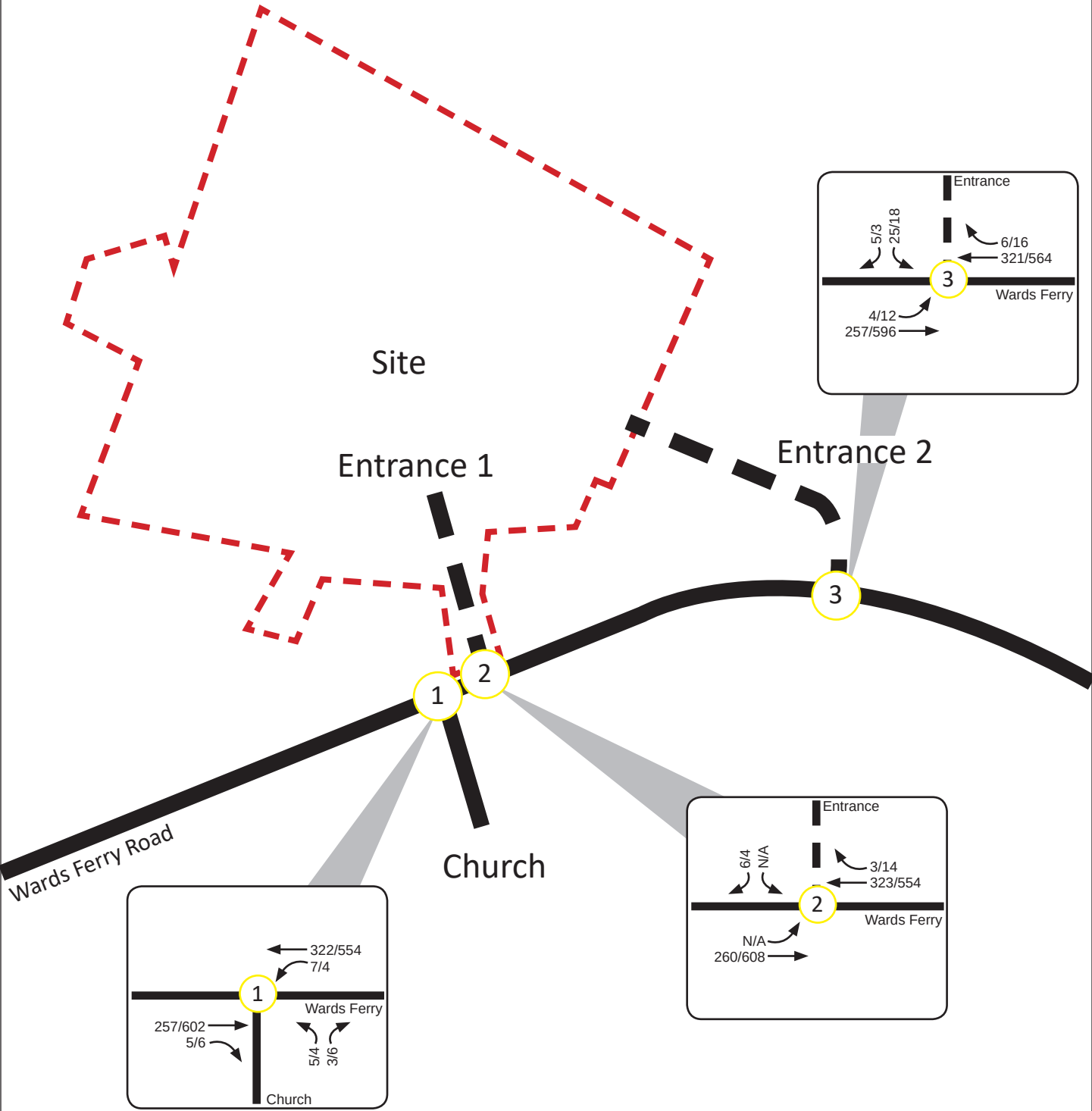


Figure 9 2018 Build Traffic Volumes

XX/XX AM/PM





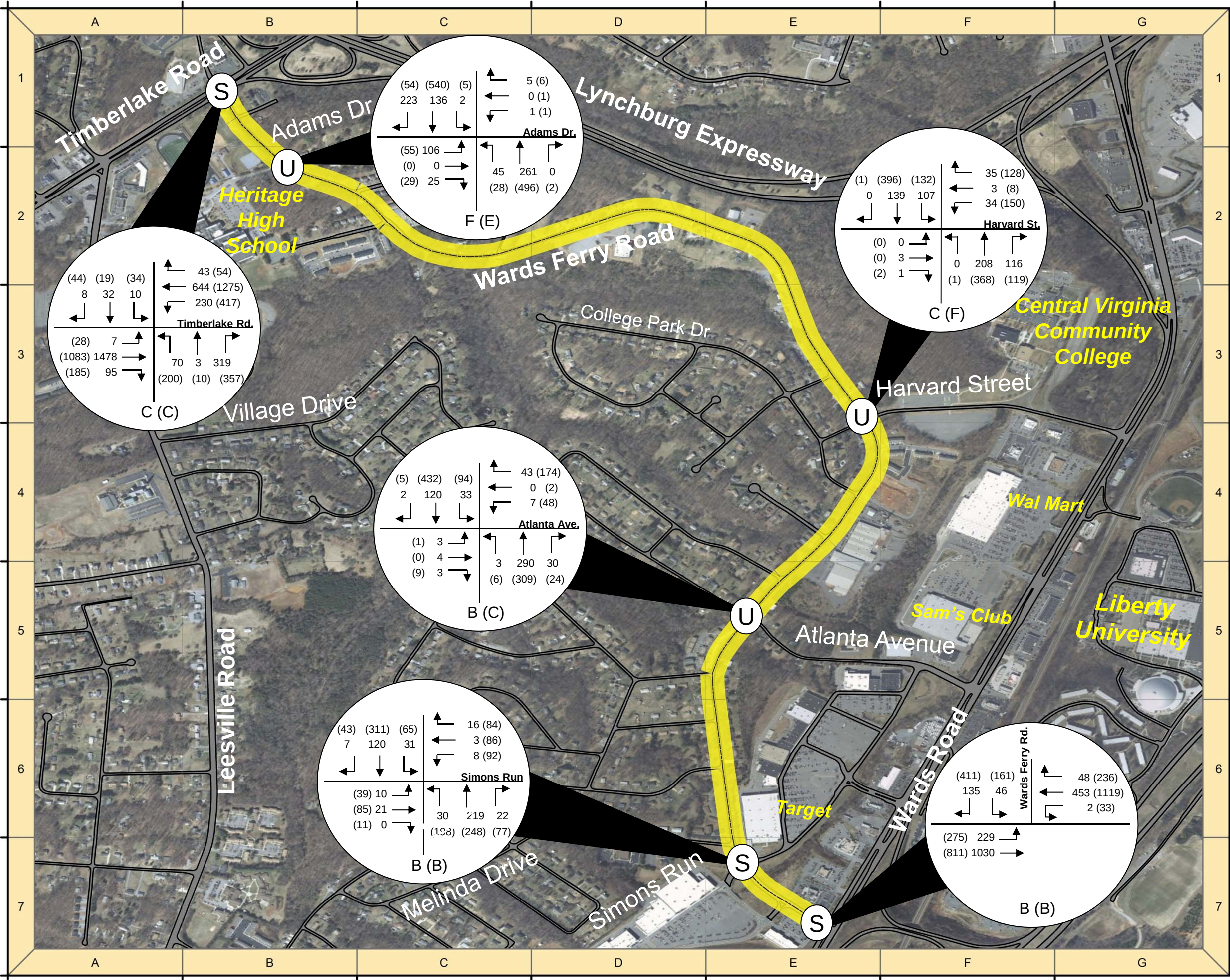
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Appendices



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Appendix A
Traffic Volumes from Wards Ferry Road Corridor Study



Wards Ferry Road Corridor Study

Region 2000 Local Government Council
Lynchburg, Virginia

Figure 2.
Existing Conditions Traffic
Volumes & Service Levels

- Legend**
-  – Study Area
 - 54 (65) – AM (PM) Peak Hour Volumes
 - B (C) – AM (PM) Level of Service
 -  – Signalized Intersection
 -  – Unsignalized Intersection

Note - The lowest individual movement level of service is shown for unsignalized intersections. This is typically the side street left turn movement.

March 2013

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Miles



Appendix B
Synchro Analysis Outputs

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	250	5	7	308	5	3
Future Vol, veh/h	250	5	7	308	5	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	125	-	75	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	5	8	335	5	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	277	0	624	274
Stage 1	-	-	-	-	274	-
Stage 2	-	-	-	-	350	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1286	-	449	765
Stage 1	-	-	-	-	772	-
Stage 2	-	-	-	-	713	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1286	-	446	765
Mov Cap-2 Maneuver	-	-	-	-	446	-
Stage 1	-	-	-	-	772	-
Stage 2	-	-	-	-	709	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	446	765	-	-	1286	-
HCM Lane V/C Ratio	0.012	0.004	-	-	0.006	-
HCM Control Delay (s)	13.2	9.7	-	-	7.8	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0	-

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	251	312	3	2	3
Future Vol, veh/h	2	251	312	3	2	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	273	339	3	2	3

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	342	0	618
Stage 1	-	-	341
Stage 2	-	-	277
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1217	-	453
Stage 1	-	-	720
Stage 2	-	-	770
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1217	-	452
Mov Cap-2 Maneuver	-	-	452
Stage 1	-	-	720
Stage 2	-	-	768

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1217	-	-	-	574
HCM Lane V/C Ratio	0.002	-	-	-	0.009
HCM Control Delay (s)	8	0	-	-	11.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	581	6	4	538	4	6
Future Vol, veh/h	581	6	4	538	4	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	125	-	75	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	632	7	4	585	4	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	638	0	1228	635
Stage 1	-	-	-	-	635	-
Stage 2	-	-	-	-	593	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	946	-	197	478
Stage 1	-	-	-	-	528	-
Stage 2	-	-	-	-	552	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	946	-	196	478
Mov Cap-2 Maneuver	-	-	-	-	196	-
Stage 1	-	-	-	-	528	-
Stage 2	-	-	-	-	550	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	17.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	196	478	-	-	946	-
HCM Lane V/C Ratio	0.022	0.014	-	-	0.005	-
HCM Control Delay (s)	23.8	12.6	-	-	8.8	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	584	540	2	3	2
Future Vol, veh/h	3	584	540	2	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	635	587	2	3	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	589	0	1229
Stage 1	-	-	588
Stage 2	-	-	641
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	986	-	196
Stage 1	-	-	555
Stage 2	-	-	525
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	986	-	195
Mov Cap-2 Maneuver	-	-	195
Stage 1	-	-	555
Stage 2	-	-	522

Approach	EB	WB	SB
HCM Control Delay, s	0	0	19.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	986	-	-	-	259
HCM Lane V/C Ratio	0.003	-	-	-	0.021
HCM Control Delay (s)	8.7	0	-	-	19.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	255	5	7	314	5	3
Future Vol, veh/h	255	5	7	314	5	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	125	-	75	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	277	5	8	341	5	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	283	0	637	280
Stage 1	-	-	-	-	280	-
Stage 2	-	-	-	-	357	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1279	-	441	759
Stage 1	-	-	-	-	767	-
Stage 2	-	-	-	-	708	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1279	-	438	759
Mov Cap-2 Maneuver	-	-	-	-	438	-
Stage 1	-	-	-	-	767	-
Stage 2	-	-	-	-	704	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	438	759	-	-	1279	-
HCM Lane V/C Ratio	0.012	0.004	-	-	0.006	-
HCM Control Delay (s)	13.3	9.8	-	-	7.8	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0	-

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	257	319	3	2	3
Future Vol, veh/h	2	257	319	3	2	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	279	347	3	2	3

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	350	0	632
Stage 1	-	-	348
Stage 2	-	-	284
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1209	-	444
Stage 1	-	-	715
Stage 2	-	-	764
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1209	-	443
Mov Cap-2 Maneuver	-	-	443
Stage 1	-	-	715
Stage 2	-	-	762

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1209	-	-	-	566
HCM Lane V/C Ratio	0.002	-	-	-	0.01
HCM Control Delay (s)	8	0	-	-	11.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	593	6	4	549	4	6
Future Vol, veh/h	593	6	4	549	4	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	125	-	75	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	645	7	4	597	4	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	651	0	1253	648
Stage 1	-	-	-	-	648	-
Stage 2	-	-	-	-	605	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	935	-	190	470
Stage 1	-	-	-	-	521	-
Stage 2	-	-	-	-	545	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	935	-	189	470
Mov Cap-2 Maneuver	-	-	-	-	189	-
Stage 1	-	-	-	-	521	-
Stage 2	-	-	-	-	543	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	17.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	189	470	-	-	935	-
HCM Lane V/C Ratio	0.023	0.014	-	-	0.005	-
HCM Control Delay (s)	24.5	12.8	-	-	8.9	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	596	551	2	3	2
Future Vol, veh/h	3	596	551	2	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	648	599	2	3	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	601	0	1254
Stage 1	-	-	600
Stage 2	-	-	654
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	976	-	190
Stage 1	-	-	548
Stage 2	-	-	517
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	976	-	189
Mov Cap-2 Maneuver	-	-	189
Stage 1	-	-	548
Stage 2	-	-	514

Approach	EB	WB	SB
HCM Control Delay, s	0	0	19.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	976	-	-	-	252
HCM Lane V/C Ratio	0.003	-	-	-	0.022
HCM Control Delay (s)	8.7	0	-	-	19.6
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	0	260	323	3	0	6
Future Vol, veh/h	0	260	323	3	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	283	351	3	0	7

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	- 0	- 0	- 353
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -
Critical Hdwy	- -	- -	- 6.22
Critical Hdwy Stg 1	- -	- -	- -
Critical Hdwy Stg 2	- -	- -	- -
Follow-up Hdwy	- -	- -	- 3.318
Pot Cap-1 Maneuver	0 -	- -	0 691
Stage 1	0 -	- -	0 -
Stage 2	0 -	- -	0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	- -	- -	- 691
Mov Cap-2 Maneuver	- -	- -	- -
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -

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

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	691
HCM Lane V/C Ratio	-	-	-	0.009
HCM Control Delay (s)	-	-	-	10.3
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	257	5	7	322	5	3
Future Vol, veh/h	257	5	7	322	5	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	75	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	279	5	8	350	5	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	285	0	647	282
Stage 1	-	-	-	-	282	-
Stage 2	-	-	-	-	365	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1277	-	436	757
Stage 1	-	-	-	-	766	-
Stage 2	-	-	-	-	702	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1277	-	433	757
Mov Cap-2 Maneuver	-	-	-	-	433	-
Stage 1	-	-	-	-	766	-
Stage 2	-	-	-	-	698	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	12.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	433	757	-	-	1277	-
HCM Lane V/C Ratio	0.013	0.004	-	-	0.006	-
HCM Control Delay (s)	13.4	9.8	-	-	7.8	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0	-

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	257	321	6	25	5
Future Vol, veh/h	4	257	321	6	25	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	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	4	279	349	7	27	5

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	355	0	640
Stage 1	-	-	352
Stage 2	-	-	288
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1204	-	440
Stage 1	-	-	712
Stage 2	-	-	761
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1204	-	439
Mov Cap-2 Maneuver	-	-	439
Stage 1	-	-	712
Stage 2	-	-	758

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1204	-	-	-	467
HCM Lane V/C Ratio	0.004	-	-	-	0.07
HCM Control Delay (s)	8	-	-	-	13.3
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

HCM 2010 TWSC
3: Wards Ferry & Site Entrance 1

12/13/2016

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	0	608	554	14	0	4
Future Vol, veh/h	0	608	554	14	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	661	602	15	0	4

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	- 0	- 0	- 610
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -
Critical Hdwy	- -	- -	- 6.22
Critical Hdwy Stg 1	- -	- -	- -
Critical Hdwy Stg 2	- -	- -	- -
Follow-up Hdwy	- -	- -	- 3.318
Pot Cap-1 Maneuver	0 -	- -	0 494
Stage 1	0 -	- -	0 -
Stage 2	0 -	- -	0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	- -	- -	- 494
Mov Cap-2 Maneuver	- -	- -	- -
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	494
HCM Lane V/C Ratio	-	-	-	0.009
HCM Control Delay (s)	-	-	-	12.4
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	602	6	4	554	4	6
Future Vol, veh/h	602	6	4	554	4	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	75	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	654	7	4	602	4	7

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	661
Stage 1	-	-	658
Stage 2	-	-	611
Critical Hdwy	-	4.12	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	-	2.218	3.518
Pot Cap-1 Maneuver	-	927	186
Stage 1	-	-	515
Stage 2	-	-	542
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	927	185
Mov Cap-2 Maneuver	-	-	185
Stage 1	-	-	515
Stage 2	-	-	540

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	17.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	185	464	-	-	927	-
HCM Lane V/C Ratio	0.024	0.014	-	-	0.005	-
HCM Control Delay (s)	24.9	12.9	-	-	8.9	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	596	564	16	18	3
Future Vol, veh/h	12	596	564	16	18	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	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	13	648	613	17	20	3

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	630	0	1296
Stage 1	-	-	622
Stage 2	-	-	674
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	952	-	179
Stage 1	-	-	535
Stage 2	-	-	506
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	952	-	177
Mov Cap-2 Maneuver	-	-	177
Stage 1	-	-	535
Stage 2	-	-	499

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	25.9
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	952	-	-	-	195
HCM Lane V/C Ratio	0.014	-	-	-	0.117
HCM Control Delay (s)	8.8	-	-	-	25.9
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.4



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Appendix C

SimTraffic Analysis Outputs

Intersection: 5: Church & Wards Ferry

Movement	WB	NB	NB
Directions Served	L	L	R
Maximum Queue (ft)	27	31	28
Average Queue (ft)	1	4	2
95th Queue (ft)	12	22	16
Link Distance (ft)			103
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	125	75	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Wards Ferry & Site Entrance 2

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	5	30
Average Queue (ft)	0	5
95th Queue (ft)	8	24
Link Distance (ft)	125	152
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Intersection: 5: Church & Wards Ferry

Movement	WB	NB	NB
Directions Served	L	L	R
Maximum Queue (ft)	21	31	34
Average Queue (ft)	1	4	6
95th Queue (ft)	10	20	26
Link Distance (ft)			103
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	125	75	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Wards Ferry & Site Entrance 2

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	57	32
Average Queue (ft)	2	6
95th Queue (ft)	22	25
Link Distance (ft)	125	152
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Intersection: 5: Church & Wards Ferry

Movement	WB	NB	NB
Directions Served	L	L	R
Maximum Queue (ft)	27	30	31
Average Queue (ft)	2	4	3
95th Queue (ft)	13	21	18
Link Distance (ft)			103
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	125	75	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Wards Ferry & Site Entrance 2

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	12	30
Average Queue (ft)	0	4
95th Queue (ft)	6	22
Link Distance (ft)	125	152
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Intersection: 5: Church & Wards Ferry

Movement	WB	NB	NB
Directions Served	L	L	R
Maximum Queue (ft)	21	31	34
Average Queue (ft)	1	4	6
95th Queue (ft)	10	20	26
Link Distance (ft)			103
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	125	75	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Wards Ferry & Site Entrance 2

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	57	32
Average Queue (ft)	2	6
95th Queue (ft)	22	25
Link Distance (ft)	125	152
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Intersection: 3: Wards Ferry & Site Entrance 1

Movement	SB
Directions Served	R
Maximum Queue (ft)	4
Average Queue (ft)	0
95th Queue (ft)	4
Link Distance (ft)	429
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Church & Wards Ferry

Movement	WB	NB	NB
Directions Served	L	L	R
Maximum Queue (ft)	25	30	31
Average Queue (ft)	1	5	4
95th Queue (ft)	12	23	20
Link Distance (ft)	76		105
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		75	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Wards Ferry & Site Entrance 2

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	24	50
Average Queue (ft)	1	21
95th Queue (ft)	10	47
Link Distance (ft)		146
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	75	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Intersection: 3: Wards Ferry & Site Entrance 1

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 5: Church & Wards Ferry

Movement	WB	NB	NB
Directions Served	L	L	R
Maximum Queue (ft)	28	30	31
Average Queue (ft)	2	4	6
95th Queue (ft)	14	21	25
Link Distance (ft)	76		105
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		75	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Wards Ferry & Site Entrance 2

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	32	57
Average Queue (ft)	6	17
95th Queue (ft)	25	46
Link Distance (ft)		146
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	75	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0



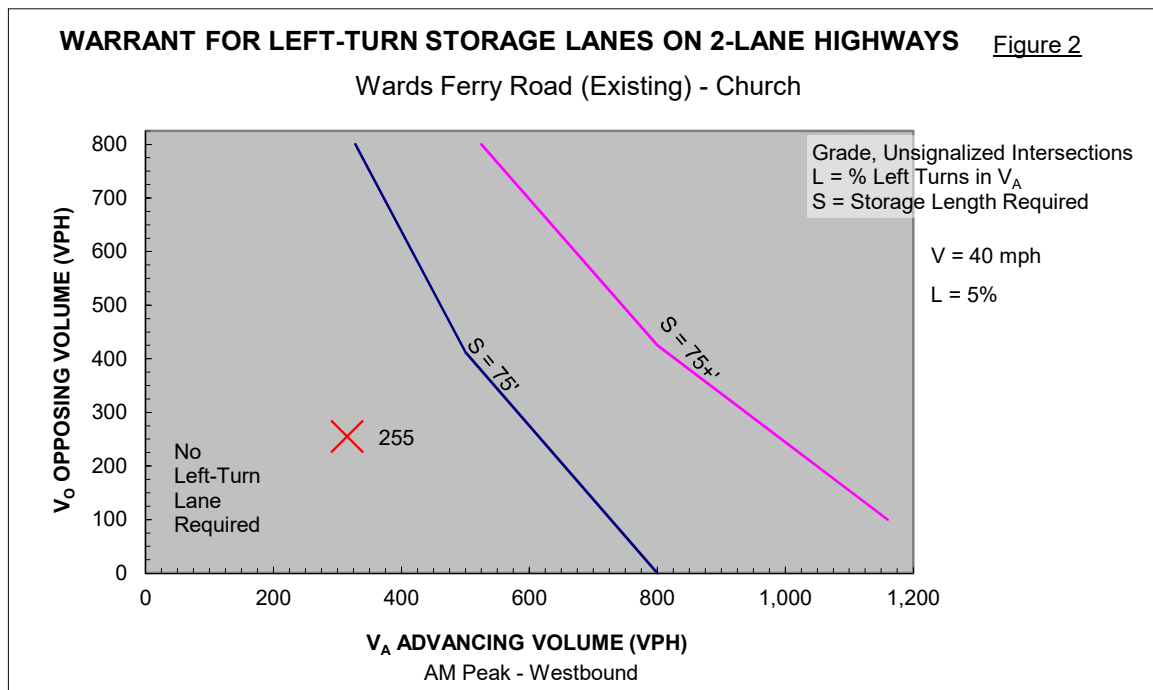
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Appendix D
Turn Lane Warrant Sheets

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

Project:	Wards Ferry Road (Existing)	Analysis Date:	2016
Intersection:	Church	Data Date:	2016
Approach Direction:	Westbound	Projection Year:	2018
Peak Hour:	AM Peak		
Peak Hour Left Turns (V_L):	7	vph	
Advancing Volume (V_A):	315	vph (Westbound Approach)	
Opposing Volume (V_O):	255	vph (Eastbound Approach)	
Operating/Design Speed (V):	40	mph	
% Left Turns in V_A (L):	5%	(Calculated Value: 2.2%)	
Optional % Left Turn Override:			
		(0' storage required based on chart)	
% Trucks in V_L :	0%	(0' additional storage for trucks)	

CONCLUSION: No Left-Turn Lane Required

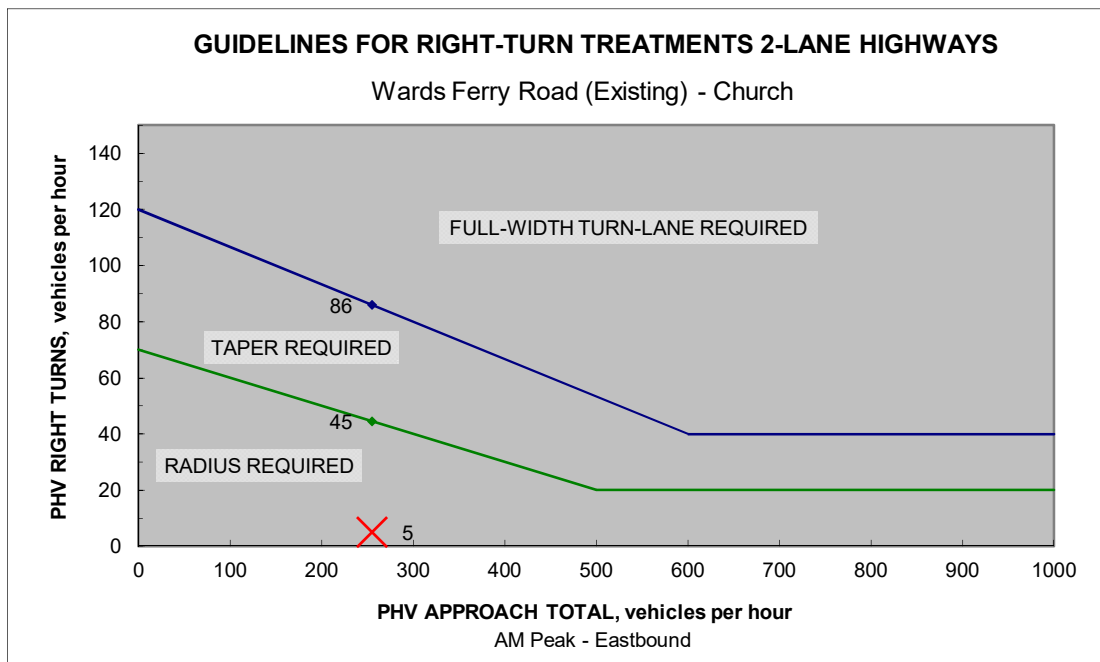


Source: Highway Research Record Number 211 - Figure 2

GUIDELINES FOR RIGHT-TURN TREATMENTS ON 2-LANE HIGHWAYS

Project:	Wards Ferry Road (Existing)		
Intersection:	Church		
Approach Direction:	Eastbound	Analysis Date:	2016
Peak Hour:	AM Peak	Data Date:	2016
PHV Right Turns:	5 vph	Projection Year:	2018
PHV Approach Total:	255 vph		

CONCLUSION: **RIGHT-TURN RADIUS REQUIRED**

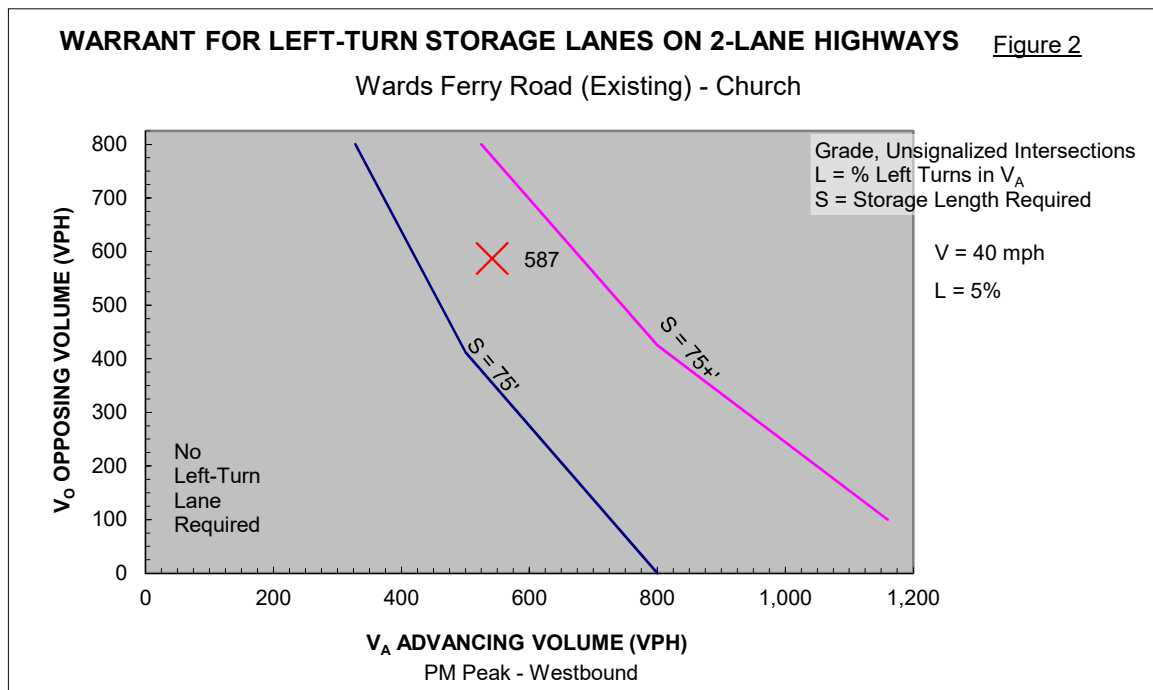


Source: VDOT Minimum Standards of Entrances to State Highways - Figure 5

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

Project:	Wards Ferry Road (Existing)	Analysis Date:	2016
Intersection:	Church	Data Date:	2016
Approach Direction:	Westbound	Projection Year:	2018
Peak Hour:	PM Peak		
Peak Hour Left Turns (V_L):	4	vph	
Advancing Volume (V_A):	542	vph (Westbound Approach)	
Opposing Volume (V_O):	587	vph (Eastbound Approach)	
Operating/Design Speed (V):	40	mph	
% Left Turns in V_A (L):	5%	(Calculated Value: 0.7%)	
Optional % Left Turn Override:			
		(75' storage required based on chart)	
% Trucks in V_L :	0%	(0' additional storage for trucks)	

CONCLUSION: 75' LEFT-TURN STORAGE REQUIRED

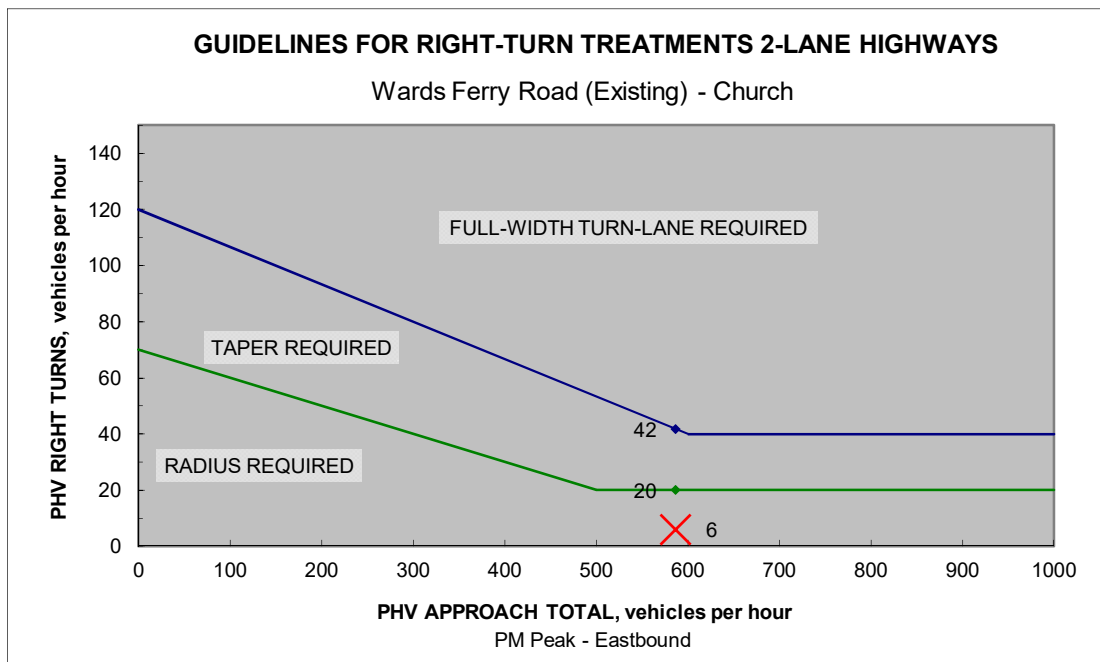


Source: Highway Research Record Number 211 - Figure 2

GUIDELINES FOR RIGHT-TURN TREATMENTS ON 2-LANE HIGHWAYS

Project:	Wards Ferry Road (Existing)		
Intersection:	Church		
Approach Direction:	Eastbound	Analysis Date:	2016
Peak Hour:	PM Peak	Data Date:	2016
PHV Right Turns:	6 vph	Projection Year:	2018
PHV Approach Total:	587 vph		

CONCLUSION: **RIGHT-TURN RADIUS REQUIRED**

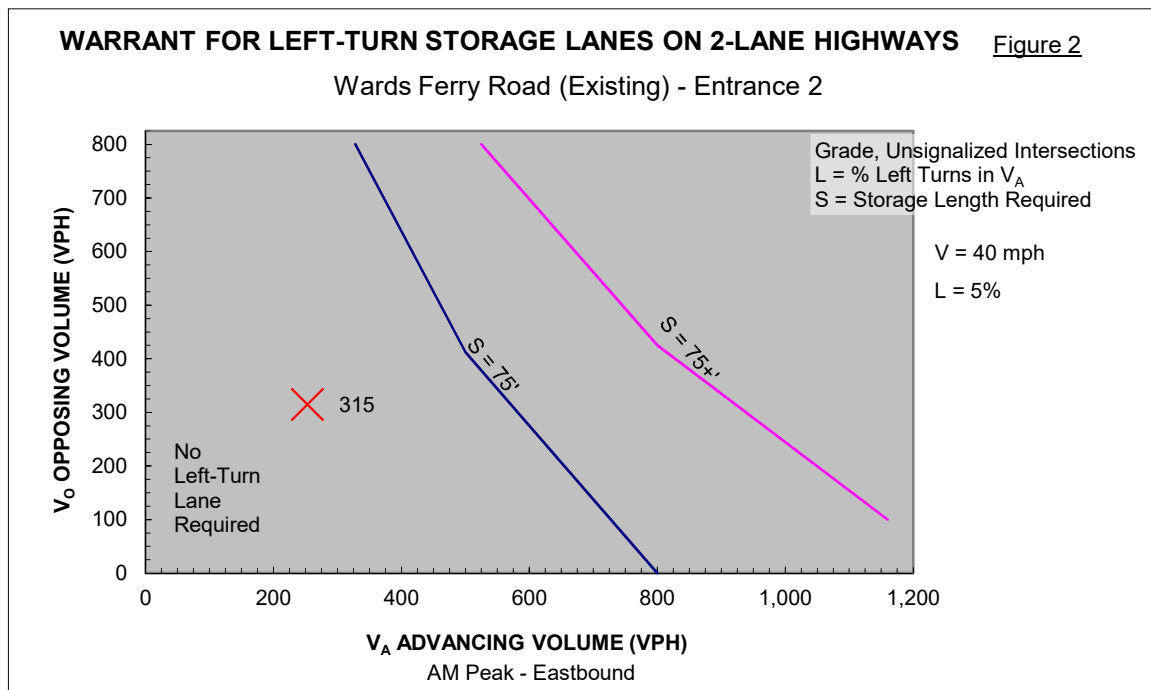


Source: VDOT Minimum Standards of Entrances to State Highways - Figure 5

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

Project:	Wards Ferry Road (Existing)	Analysis Date:	2016
Intersection:	Entrance 2	Data Date:	2016
Approach Direction:	Eastbound	Projection Year:	2018
Peak Hour:	AM Peak		
Peak Hour Left Turns (V_L):	2	vph	
Advancing Volume (V_A):	253	vph (Eastbound Approach)	
Opposing Volume (V_O):	315	vph (Westbound Approach)	
Operating/Design Speed (V):	40	mph	
% Left Turns in V_A (L):	5%	(Calculated Value: 0.8%)	
Optional % Left Turn Override:			
		(0' storage required based on chart)	
% Trucks in V_L :	0%	(0' additional storage for trucks)	

CONCLUSION: No Left-Turn Lane Required

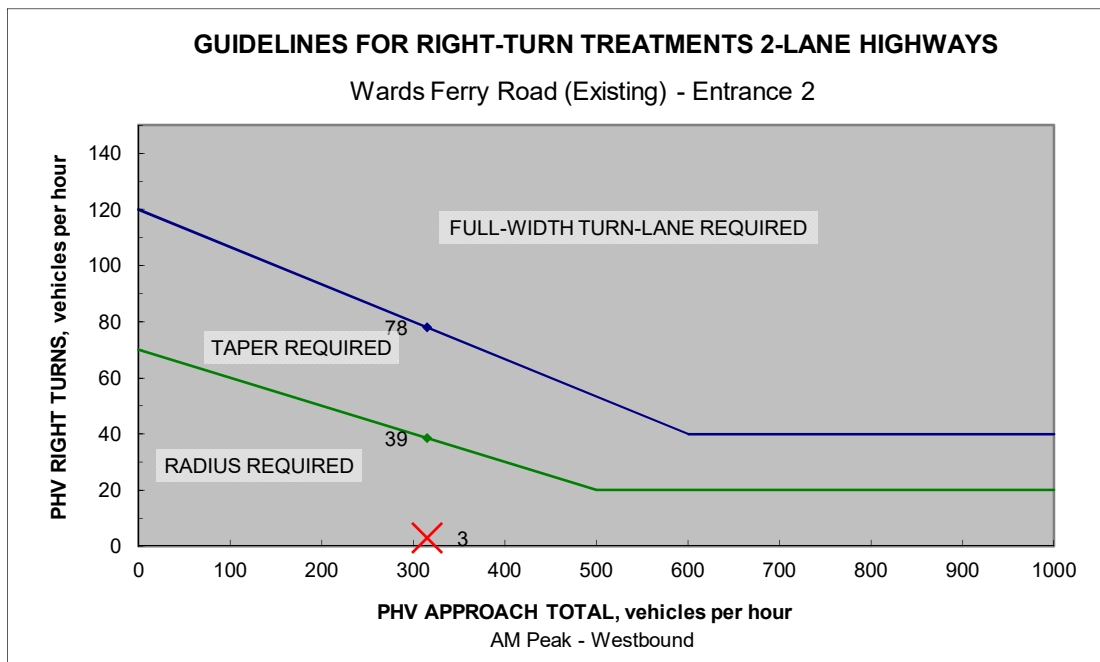


Source: Highway Research Record Number 211 - Figure 2

GUIDELINES FOR RIGHT-TURN TREATMENTS ON 2-LANE HIGHWAYS

Project:	Wards Ferry Road (Existing)		
Intersection:	Entrance 2		
Approach Direction:	Westbound	Analysis Date:	2016
Peak Hour:	AM Peak	Data Date:	2016
PHV Right Turns:	3	Projection Year:	2018
PHV Approach Total:	315		

CONCLUSION: **RIGHT-TURN RADIUS REQUIRED**

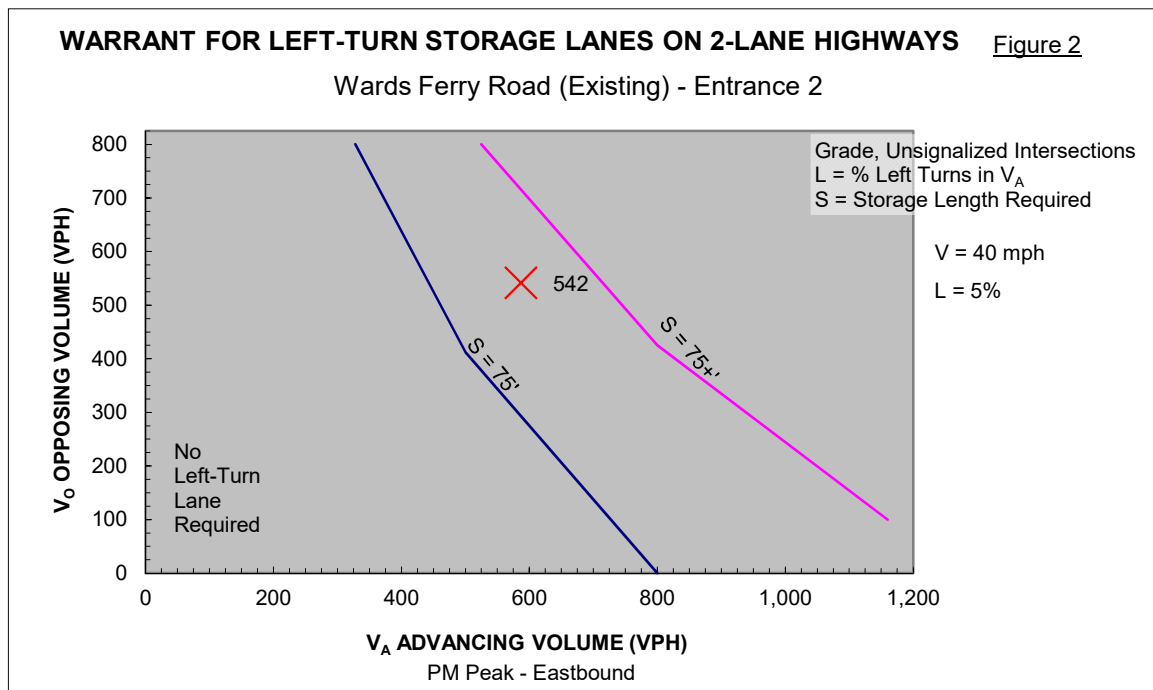


Source: VDOT Minimum Standards of Entrances to State Highways - Figure 5

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

Project:	Wards Ferry Road (Existing)	Analysis Date:	2016
Intersection:	Entrance 2	Data Date:	2016
Approach Direction:	Eastbound	Projection Year:	2018
Peak Hour:	PM Peak		
Peak Hour Left Turns (V_L):	3	vph	
Advancing Volume (V_A):	587	vph (Eastbound Approach)	
Opposing Volume (V_O):	542	vph (Westbound Approach)	
Operating/Design Speed (V):	40	mph	
% Left Turns in V_A (L):	5%	(Calculated Value: 0.5%)	
Optional % Left Turn Override:			
		(75' storage required based on chart)	
% Trucks in V_L :	0%	(0' additional storage for trucks)	

CONCLUSION: 75' LEFT-TURN STORAGE REQUIRED

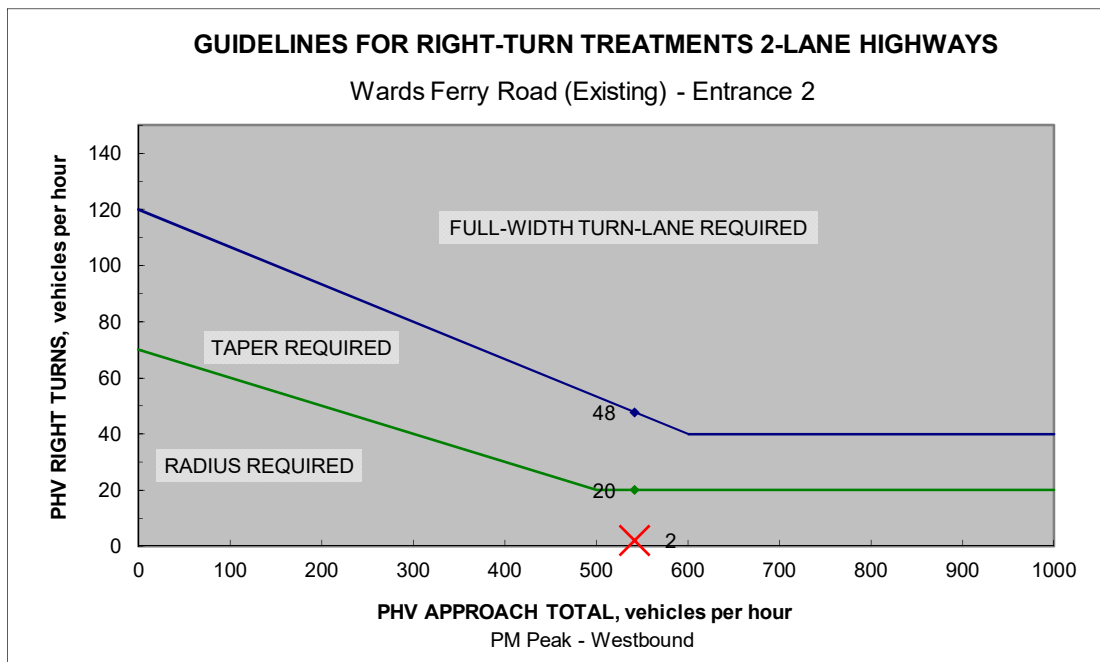


Source: Highway Research Record Number 211 - Figure 2

GUIDELINES FOR RIGHT-TURN TREATMENTS ON 2-LANE HIGHWAYS

Project:	Wards Ferry Road (Existing)		
Intersection:	Entrance 2		
Approach Direction:	Westbound	Analysis Date:	2016
Peak Hour:	PM Peak	Data Date:	2016
PHV Right Turns:	2	Projection Year:	2018
PHV Approach Total:	542		

CONCLUSION: **RIGHT-TURN RADIUS REQUIRED**

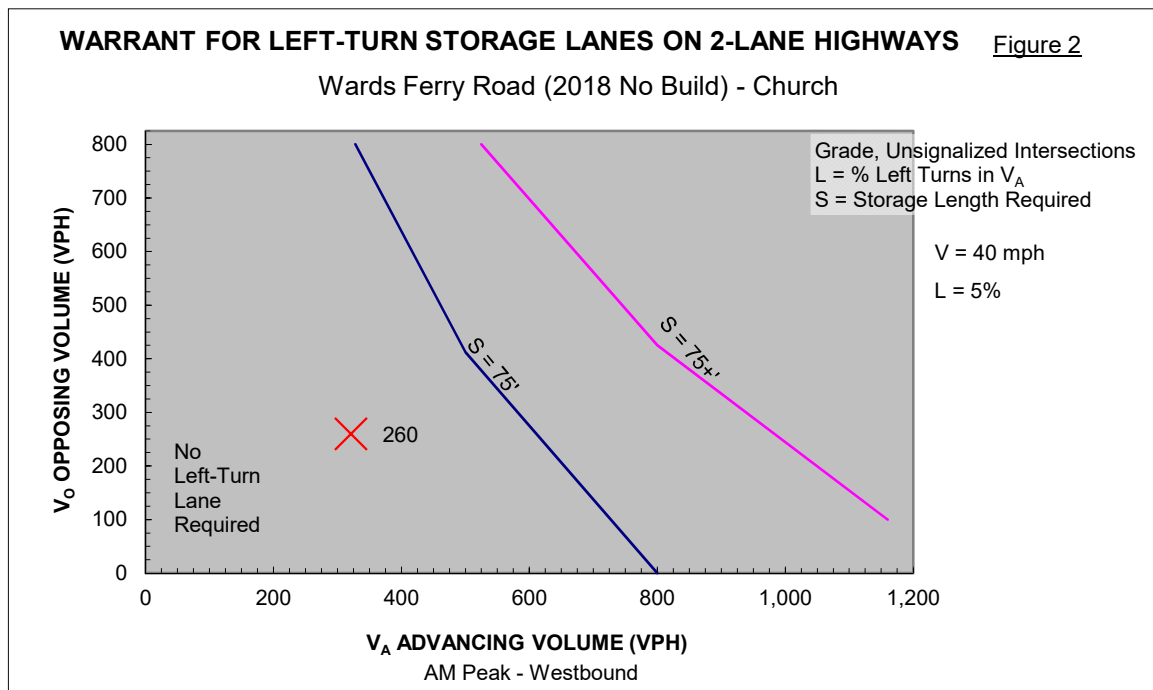


Source: VDOT Minimum Standards of Entrances to State Highways - Figure 5

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

Project:	Wards Ferry Road (2018 No Build)	Analysis Date:	2016
Intersection:	Church	Data Date:	2016
Approach Direction:	Westbound	Projection Year:	2018
Peak Hour:	AM Peak		
Peak Hour Left Turns (V_L):	7	vph	
Advancing Volume (V_A):	321	vph (Westbound Approach)	
Opposing Volume (V_O):	260	vph (Eastbound Approach)	
Operating/Design Speed (V):	40	mph	
% Left Turns in V_A (L):	5%	(Calculated Value: 2.2%)	
Optional % Left Turn Override:			
		(0' storage required based on chart)	
% Trucks in V_L :	0%	(0' additional storage for trucks)	

CONCLUSION: No Left-Turn Lane Required

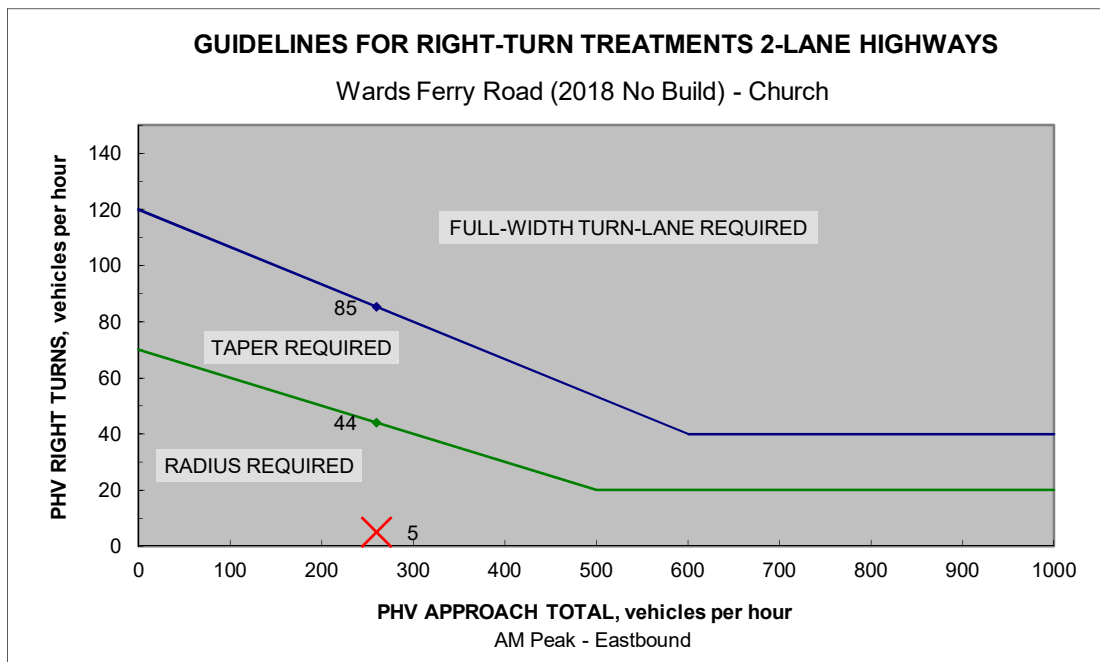


Source: Highway Research Record Number 211 - Figure 2

GUIDELINES FOR RIGHT-TURN TREATMENTS ON 2-LANE HIGHWAYS

Project:	Wards Ferry Road (2018 No Build)		
Intersection:	Church		
Approach Direction:	Eastbound	Analysis Date:	2016
Peak Hour:	AM Peak	Data Date:	2016
PHV Right Turns:	5	Projection Year:	2018
PHV Approach Total:	260		

CONCLUSION: **RIGHT-TURN RADIUS REQUIRED**

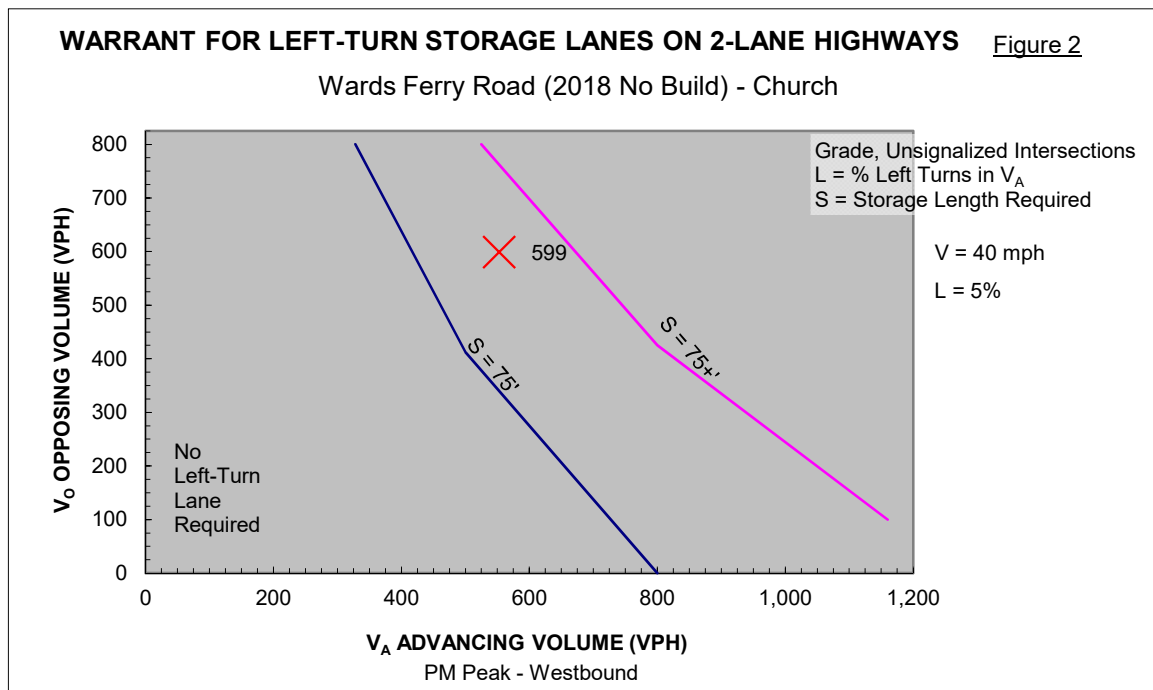


Source: VDOT Minimum Standards of Entrances to State Highways - Figure 5

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

Project:	Wards Ferry Road (2018 No Build)	Analysis Date:	2016
Intersection:	Church	Data Date:	2016
Approach Direction:	Westbound	Projection Year:	2018
Peak Hour:	PM Peak		
Peak Hour Left Turns (V_L):	4	vph	
Advancing Volume (V_A):	553	vph (Westbound Approach)	
Opposing Volume (V_O):	599	vph (Eastbound Approach)	
Operating/Design Speed (V):	40	mph	
% Left Turns in V_A (L):	5%	(Calculated Value: 0.7%)	
Optional % Left Turn Override:			
		(75' storage required based on chart)	
% Trucks in V_L :	0%	(0' additional storage for trucks)	

CONCLUSION: 75' LEFT-TURN STORAGE REQUIRED

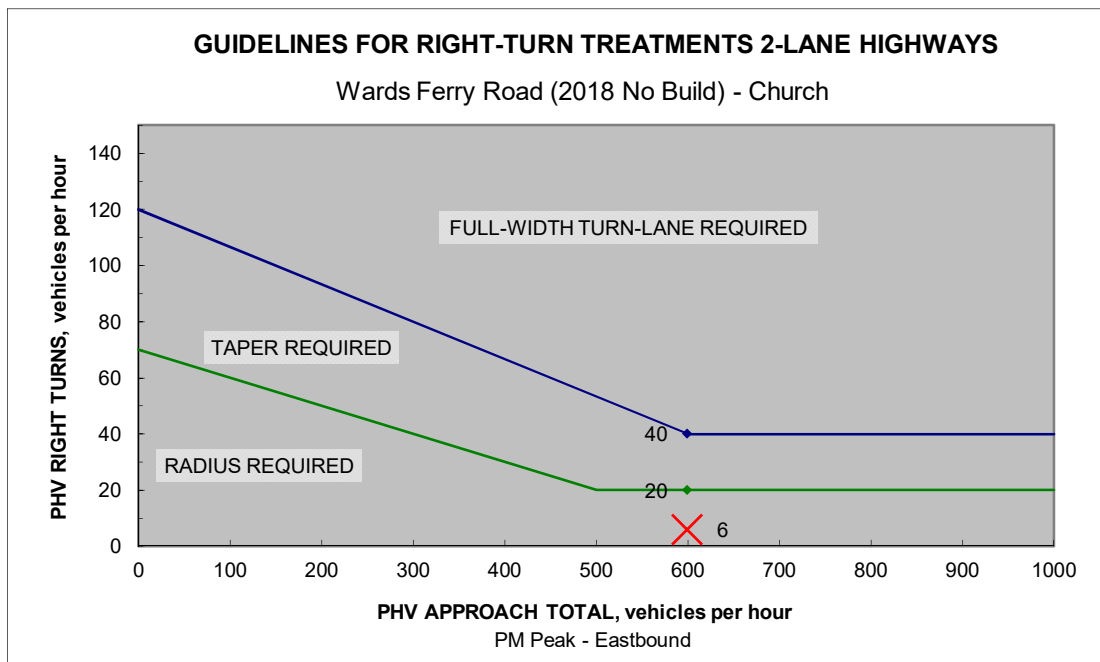


Source: Highway Research Record Number 211 - Figure 2

GUIDELINES FOR RIGHT-TURN TREATMENTS ON 2-LANE HIGHWAYS

Project:	Wards Ferry Road (2018 No Build)		
Intersection:	Church		
Approach Direction:	Eastbound	Analysis Date:	2016
Peak Hour:	PM Peak	Data Date:	2016
PHV Right Turns:	6 vph	Projection Year:	2018
PHV Approach Total:	599 vph		

CONCLUSION: **RIGHT-TURN RADIUS REQUIRED**

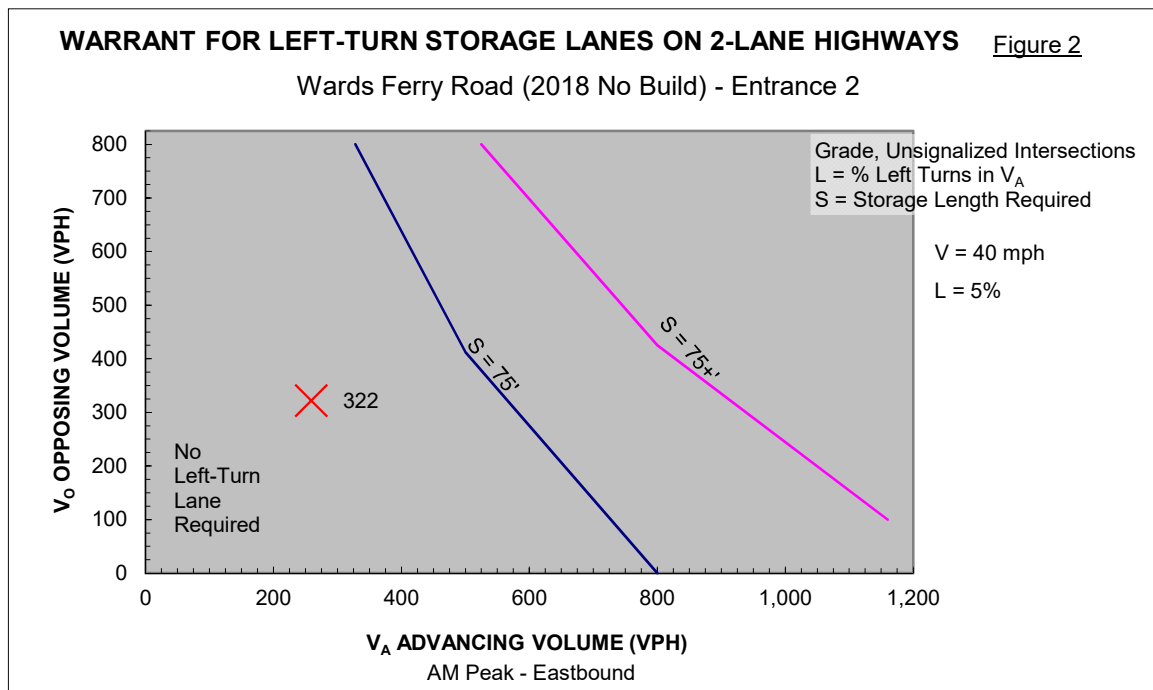


Source: VDOT Minimum Standards of Entrances to State Highways - Figure 5

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

Project:	Wards Ferry Road (2018 No Build)	Analysis Date:	2016
Intersection:	Entrance 2	Data Date:	2016
Approach Direction:	Eastbound	Projection Year:	2018
Peak Hour:	AM Peak		
Peak Hour Left Turns (V_L):	2	vph	
Advancing Volume (V_A):	259	vph (Eastbound Approach)	
Opposing Volume (V_O):	322	vph (Westbound Approach)	
Operating/Design Speed (V):	40	mph	
% Left Turns in V_A (L):	5%	(Calculated Value: 0.8%)	
Optional % Left Turn Override:			
		(0' storage required based on chart)	
% Trucks in V_L :	0%	(0' additional storage for trucks)	

CONCLUSION: No Left-Turn Lane Required

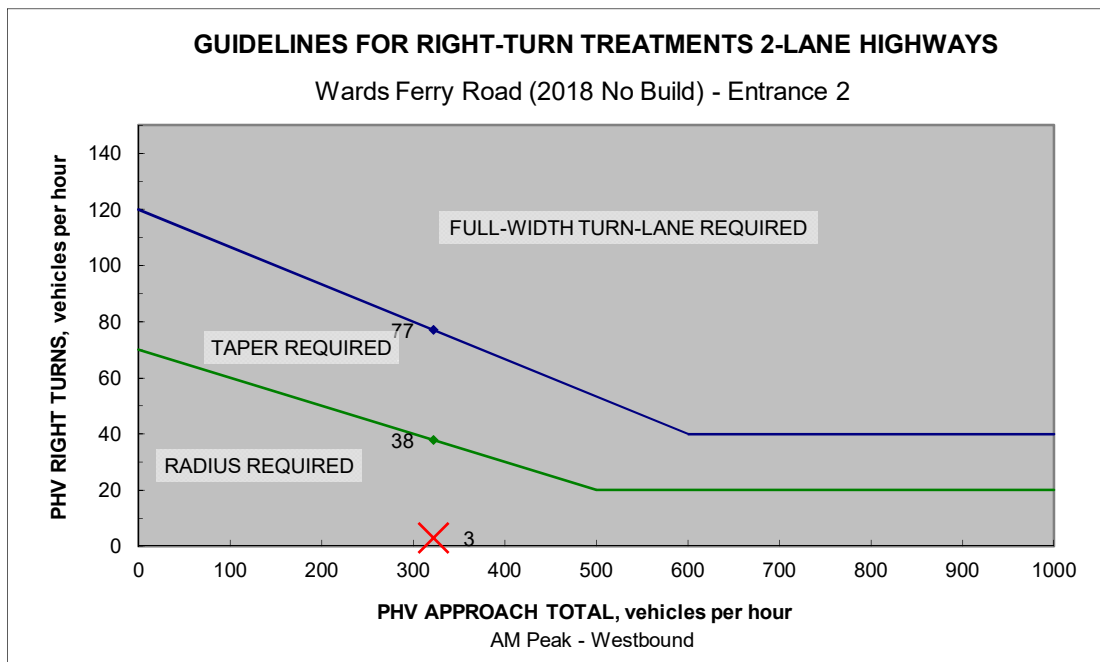


Source: Highway Research Record Number 211 - Figure 2

GUIDELINES FOR RIGHT-TURN TREATMENTS ON 2-LANE HIGHWAYS

Project:	Wards Ferry Road (2018 No Build)		
Intersection:	Entrance 2		
Approach Direction:	Westbound	Analysis Date:	2016
Peak Hour:	AM Peak	Data Date:	2016
PHV Right Turns:	3	Projection Year:	2018
PHV Approach Total:	322		

CONCLUSION: **RIGHT-TURN RADIUS REQUIRED**

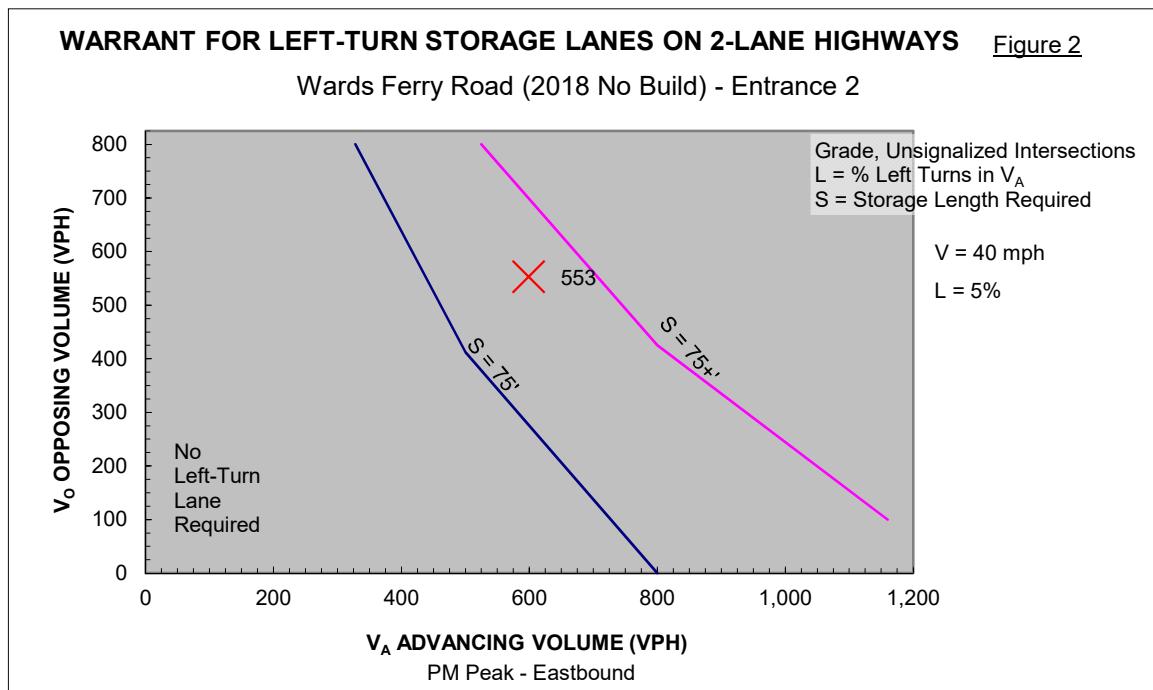


Source: VDOT Minimum Standards of Entrances to State Highways - Figure 5

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

Project:	Wards Ferry Road (2018 No Build)	Analysis Date:	2016
Intersection:	Entrance 2	Data Date:	2016
Approach Direction:	Eastbound	Projection Year:	2018
Peak Hour:	PM Peak		
Peak Hour Left Turns (V_L):	3	vph	
Advancing Volume (V_A):	599	vph (Eastbound Approach)	
Opposing Volume (V_O):	553	vph (Westbound Approach)	
Operating/Design Speed (V):	40	mph	
% Left Turns in V_A (L):	5%	(Calculated Value: 0.5%)	
Optional % Left Turn Override:			
		(75' storage required based on chart)	
% Trucks in V_L :	0%	(0' additional storage for trucks)	

CONCLUSION: 75' LEFT-TURN STORAGE REQUIRED

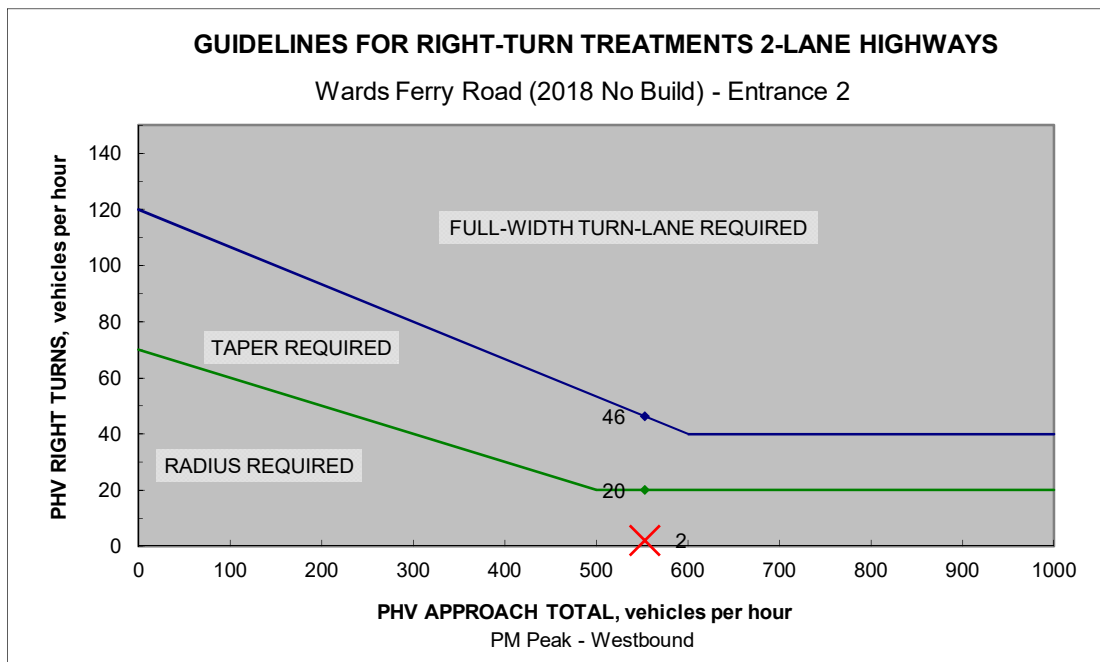


Source: Highway Research Record Number 211 - Figure 2

GUIDELINES FOR RIGHT-TURN TREATMENTS ON 2-LANE HIGHWAYS

Project:	Wards Ferry Road (2018 No Build)		
Intersection:	Entrance 2		
Approach Direction:	Westbound		Analysis Date: 2016
Peak Hour:	PM Peak		Data Date: 2016
PHV Right Turns:	2	vph	Projection Year: 2018
PHV Approach Total:	553	vph	

CONCLUSION: RIGHT-TURN RADIUS REQUIRED

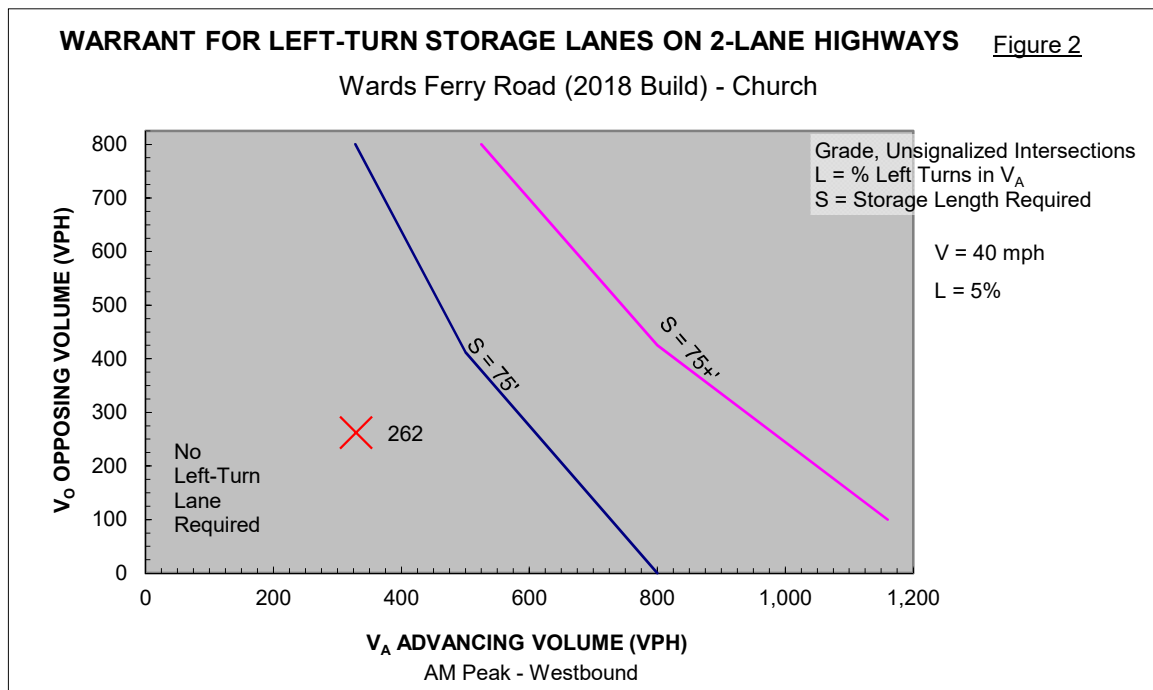


Source: VDOT Minimum Standards of Entrances to State Highways - Figure 5

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

Project:	Wards Ferry Road (2018 Build)	Analysis Date:	2016
Intersection:	Church	Data Date:	2016
Approach Direction:	Westbound	Projection Year:	2018
Peak Hour:	AM Peak		
Peak Hour Left Turns (V_L):	7	vph	
Advancing Volume (V_A):	329	vph (Westbound Approach)	
Opposing Volume (V_O):	262	vph (Eastbound Approach)	
Operating/Design Speed (V):	40	mph	
% Left Turns in V_A (L):	5%	(Calculated Value: 2.1%)	
Optional % Left Turn Override:			
		(0' storage required based on chart)	
% Trucks in V_L :	0%	(0' additional storage for trucks)	

CONCLUSION: No Left-Turn Lane Required

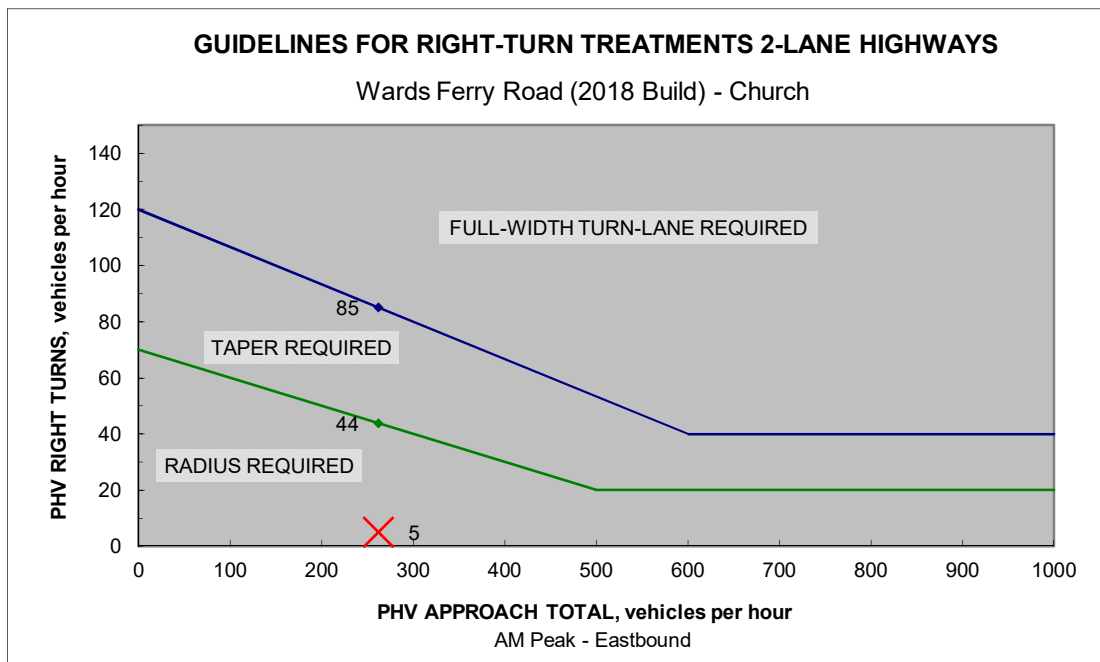


Source: Highway Research Record Number 211 - Figure 2

GUIDELINES FOR RIGHT-TURN TREATMENTS ON 2-LANE HIGHWAYS

Project:	Wards Ferry Road (2018 Build)		
Intersection:	Church		
Approach Direction:	Eastbound	Analysis Date:	2016
Peak Hour:	AM Peak	Data Date:	2016
PHV Right Turns:	5 vph	Projection Year:	2018
PHV Approach Total:	262 vph		

CONCLUSION: **RIGHT-TURN RADIUS REQUIRED**

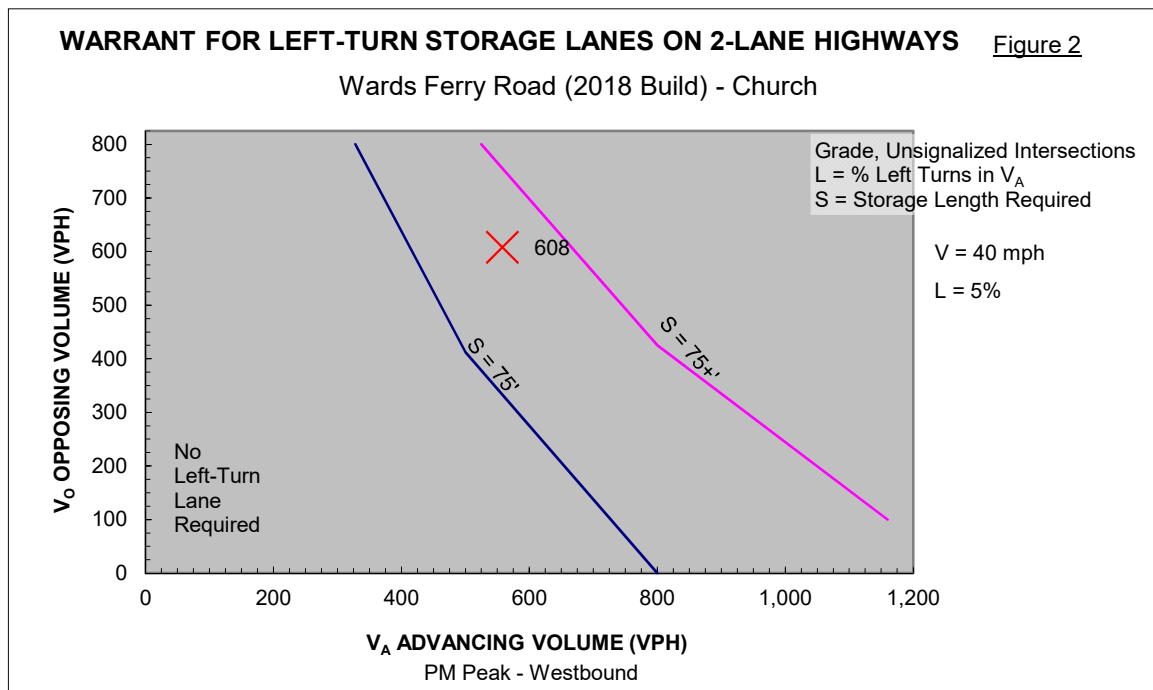


Source: VDOT Minimum Standards of Entrances to State Highways - Figure 5

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

Project:	Wards Ferry Road (2018 Build)	Analysis Date:	2016
Intersection:	Church	Data Date:	2016
Approach Direction:	Westbound	Projection Year:	2018
Peak Hour:	PM Peak		
Peak Hour Left Turns (V_L):	4	vph	
Advancing Volume (V_A):	558	vph (Westbound Approach)	
Opposing Volume (V_O):	608	vph (Eastbound Approach)	
Operating/Design Speed (V):	40	mph	
% Left Turns in V_A (L):	5%	(Calculated Value: 0.7%)	
Optional % Left Turn Override:			
		(75' storage required based on chart)	
% Trucks in V_L :	0%	(0' additional storage for trucks)	

CONCLUSION: 75' LEFT-TURN STORAGE REQUIRED

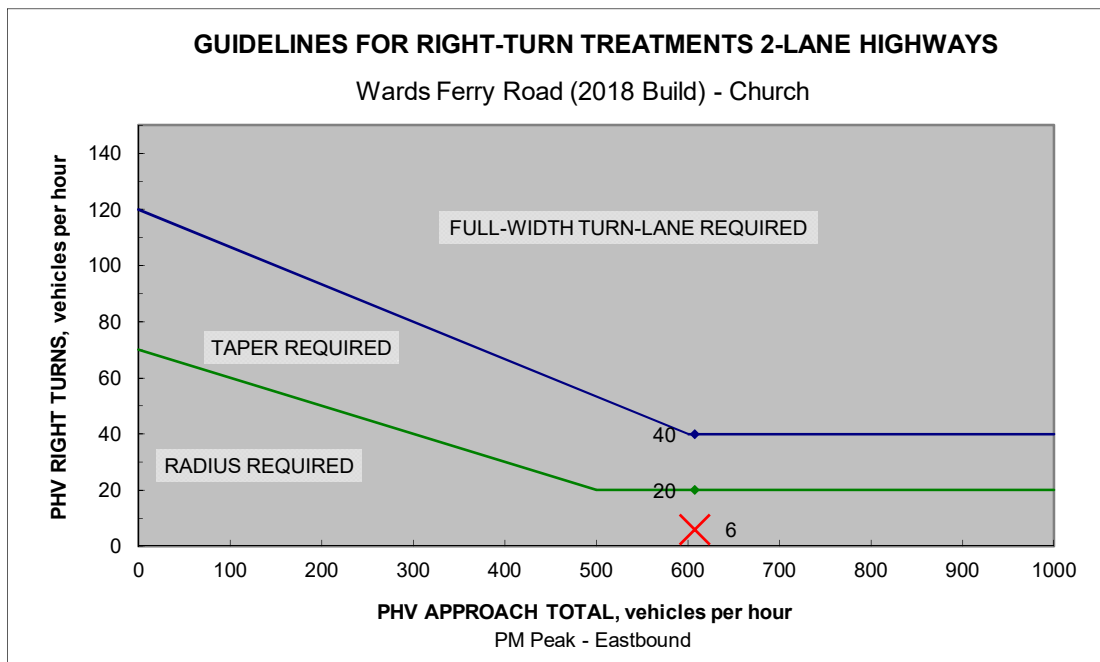


Source: Highway Research Record Number 211 - Figure 2

GUIDELINES FOR RIGHT-TURN TREATMENTS ON 2-LANE HIGHWAYS

Project:	Wards Ferry Road (2018 Build)		
Intersection:	Church		
Approach Direction:	Eastbound	Analysis Date:	2016
Peak Hour:	PM Peak	Data Date:	2016
PHV Right Turns:	6 vph	Projection Year:	2018
PHV Approach Total:	608 vph		

CONCLUSION: **RIGHT-TURN RADIUS REQUIRED**

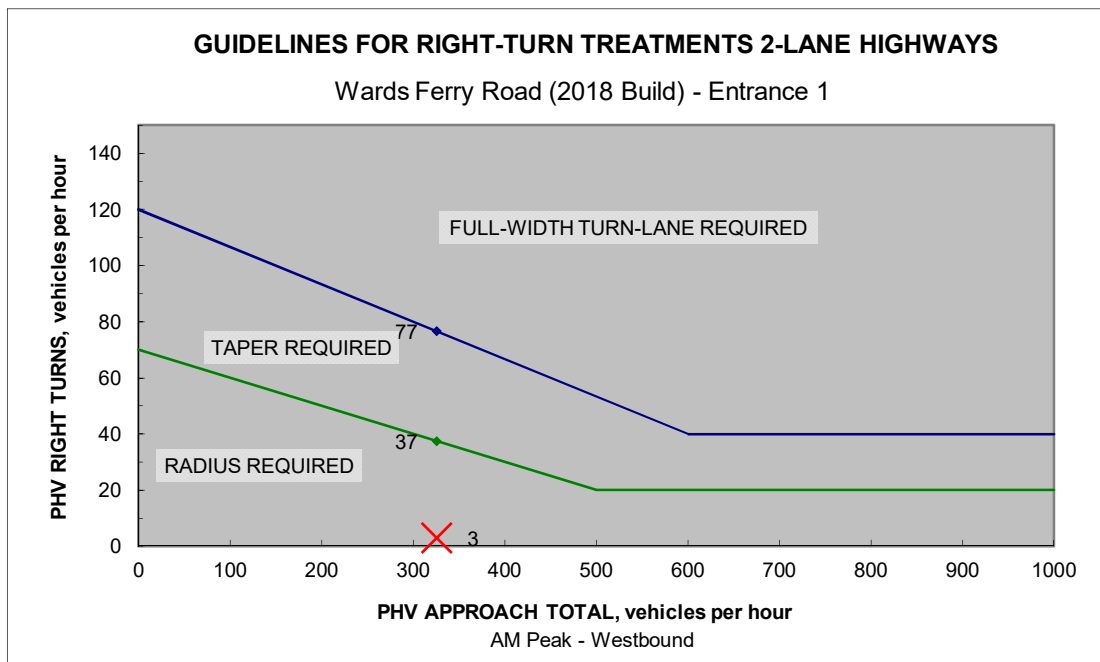


Source: VDOT Minimum Standards of Entrances to State Highways - Figure 5

GUIDELINES FOR RIGHT-TURN TREATMENTS ON 2-LANE HIGHWAYS

Project:	Wards Ferry Road (2018 Build)		
Intersection:	Entrance 1		
Approach Direction:	Westbound	Analysis Date:	2016
Peak Hour:	AM Peak	Data Date:	2016
PHV Right Turns:	3	Projection Year:	2018
PHV Approach Total:	326		

CONCLUSION: **RIGHT-TURN RADIUS REQUIRED**

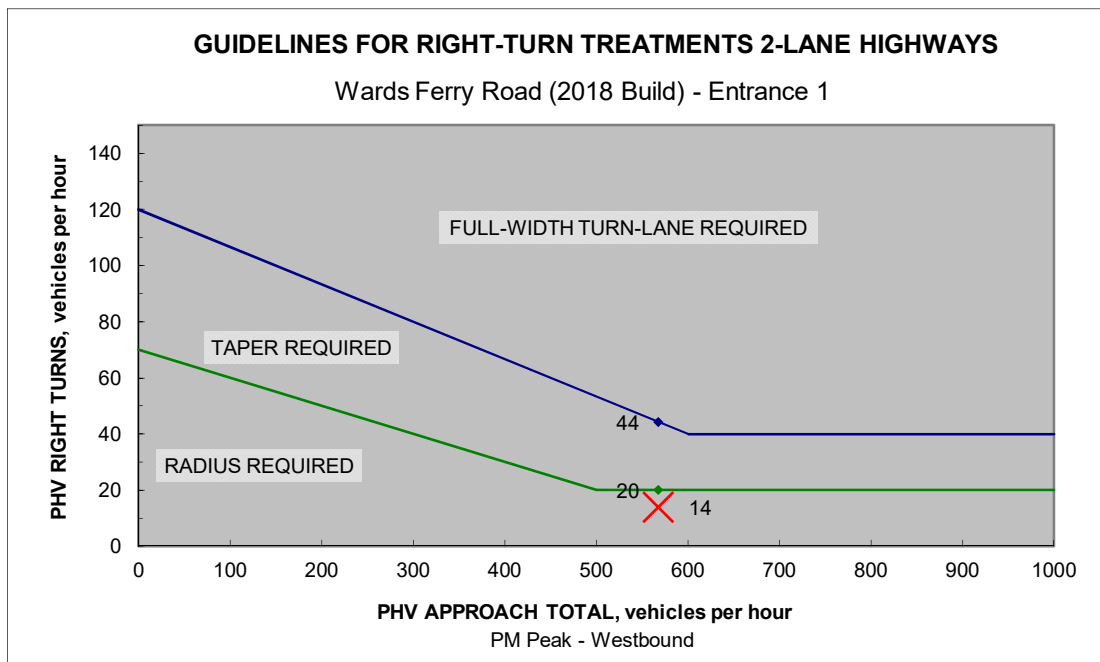


Source: VDOT Minimum Standards of Entrances to State Highways - Figure 5

GUIDELINES FOR RIGHT-TURN TREATMENTS ON 2-LANE HIGHWAYS

Project:	Wards Ferry Road (2018 Build)		
Intersection:	Entrance 1		
Approach Direction:	Westbound	Analysis Date:	2016
Peak Hour:	PM Peak	Data Date:	2016
PHV Right Turns:	14	Projection Year:	2018
PHV Approach Total:	568		

CONCLUSION: **RIGHT-TURN RADIUS REQUIRED**

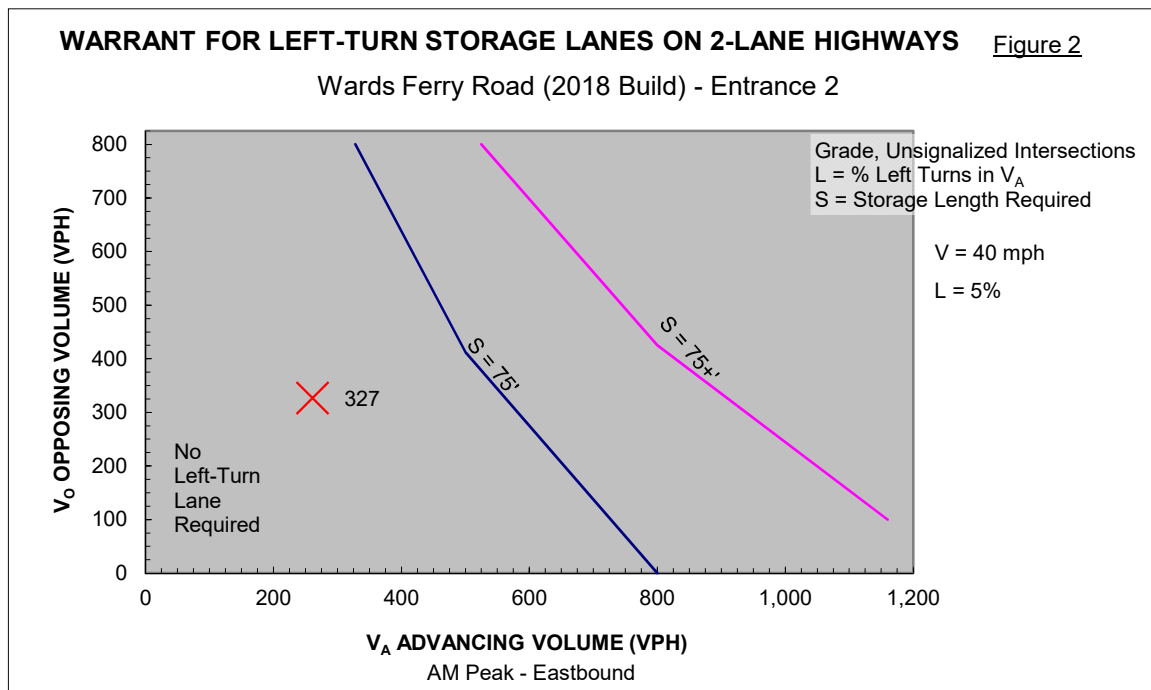


Source: VDOT Minimum Standards of Entrances to State Highways - Figure 5

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

Project:	Wards Ferry Road (2018 Build)	Analysis Date:	2016
Intersection:	Entrance 2	Data Date:	2016
Approach Direction:	Eastbound	Projection Year:	2018
Peak Hour:	AM Peak		
Peak Hour Left Turns (V_L):	4	vph	
Advancing Volume (V_A):	261	vph (Eastbound Approach)	
Opposing Volume (V_O):	327	vph (Westbound Approach)	
Operating/Design Speed (V):	40	mph	
% Left Turns in V_A (L):	5%	(Calculated Value: 1.5%)	
Optional % Left Turn Override:			
		(0' storage required based on chart)	
% Trucks in V_L :	0%	(0' additional storage for trucks)	

CONCLUSION: No Left-Turn Lane Required

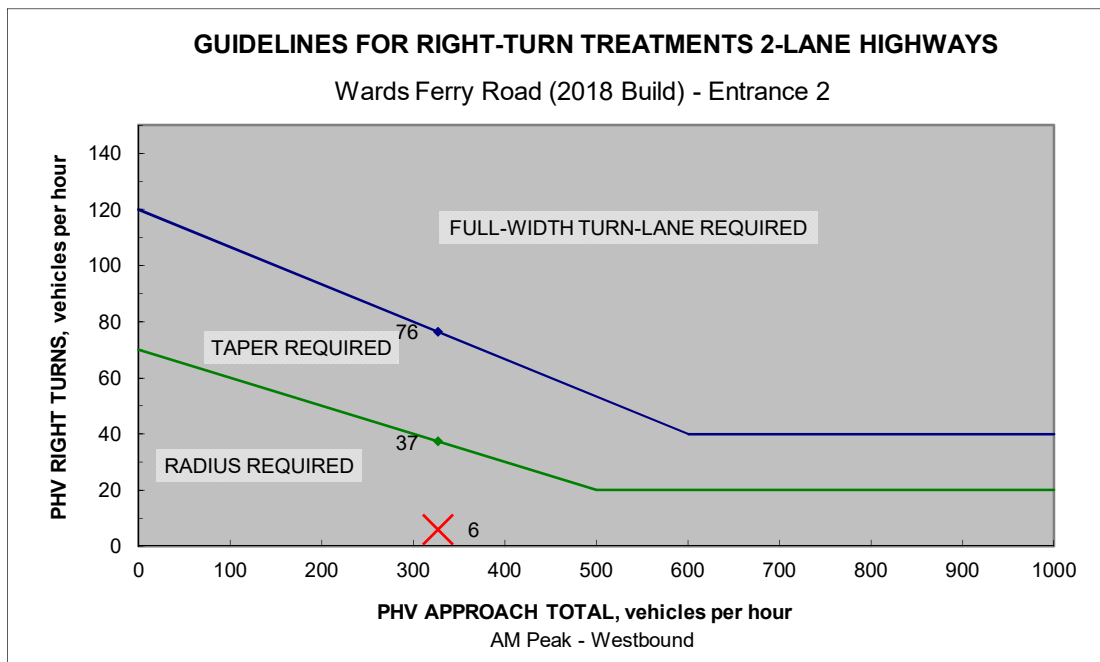


Source: Highway Research Record Number 211 - Figure 2

GUIDELINES FOR RIGHT-TURN TREATMENTS ON 2-LANE HIGHWAYS

Project:	Wards Ferry Road (2018 Build)		
Intersection:	Entrance 2		
Approach Direction:	Westbound	Analysis Date:	2016
Peak Hour:	AM Peak	Data Date:	2016
PHV Right Turns:	6	Projection Year:	2018
PHV Approach Total:	327		

CONCLUSION: **RIGHT-TURN RADIUS REQUIRED**

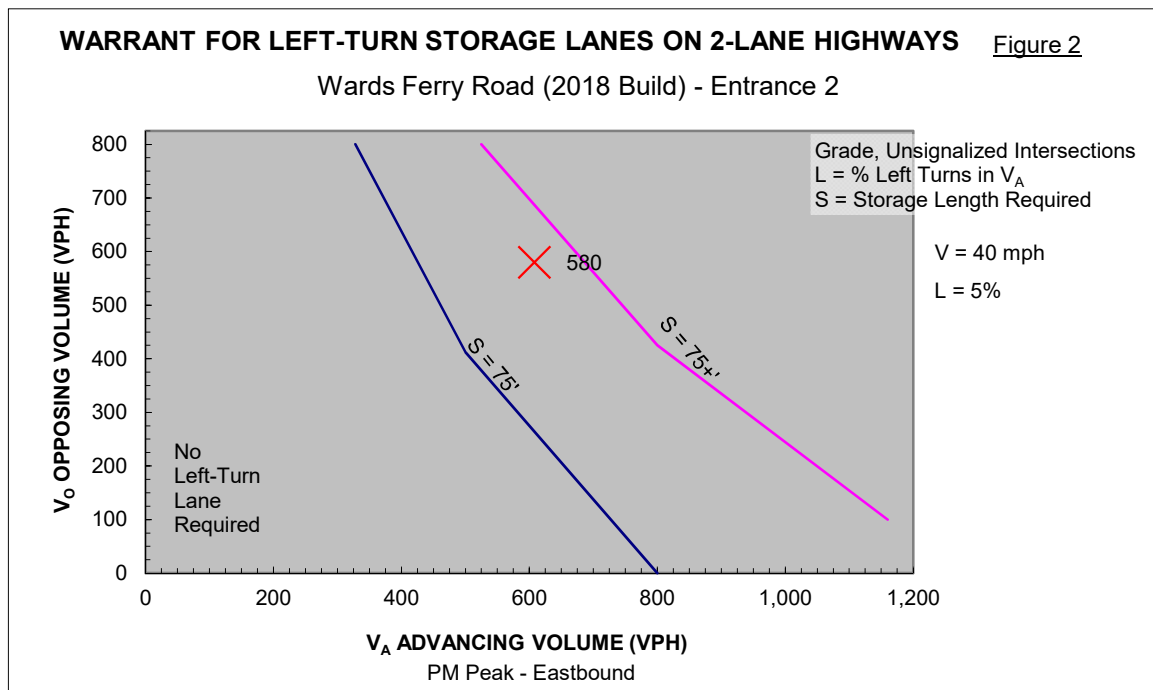


Source: VDOT Minimum Standards of Entrances to State Highways - Figure 5

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

Project:	Wards Ferry Road (2018 Build)	Analysis Date:	2016
Intersection:	Entrance 2	Data Date:	2016
Approach Direction:	Eastbound	Projection Year:	2018
Peak Hour:	PM Peak		
Peak Hour Left Turns (V_L):	12	vph	
Advancing Volume (V_A):	608	vph (Eastbound Approach)	
Opposing Volume (V_O):	580	vph (Westbound Approach)	
Operating/Design Speed (V):	40	mph	
% Left Turns in V_A (L):	5%	(Calculated Value: 2%)	
Optional % Left Turn Override:			
% Trucks in V_L :	0%	(75' storage required based on chart)	
		(0' additional storage for trucks)	

CONCLUSION: 75' LEFT-TURN STORAGE REQUIRED

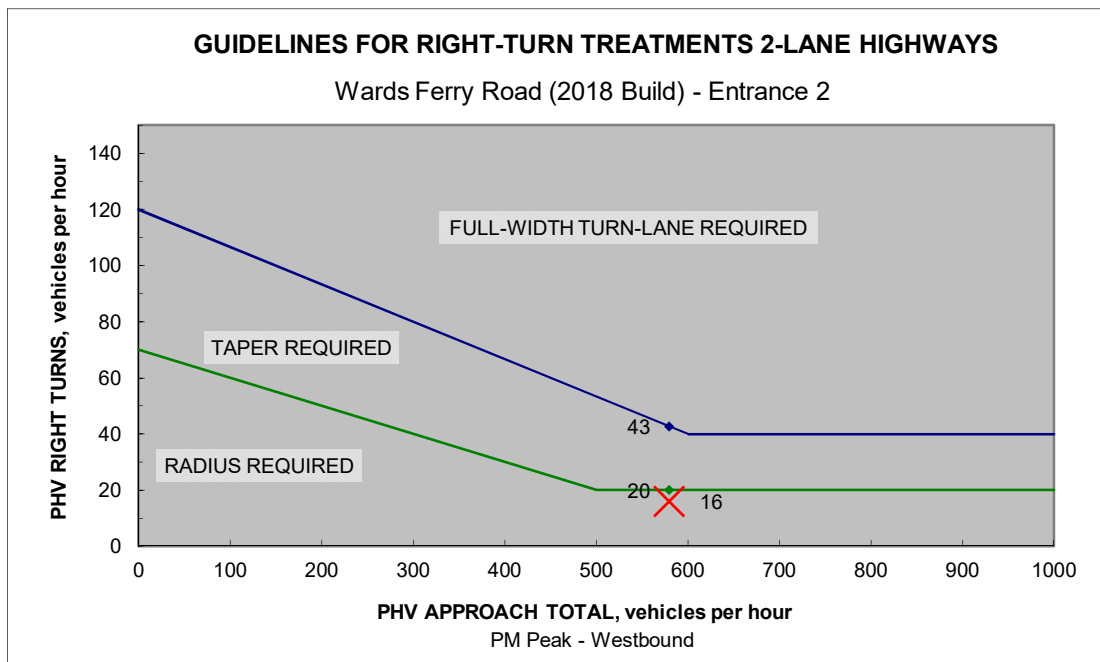


Source: Highway Research Record Number 211 - Figure 2

GUIDELINES FOR RIGHT-TURN TREATMENTS ON 2-LANE HIGHWAYS

Project:	Wards Ferry Road (2018 Build)		
Intersection:	Entrance 2		
Approach Direction:	Westbound	Analysis Date:	2016
Peak Hour:	PM Peak	Data Date:	2016
PHV Right Turns:	16	Projection Year:	2018
PHV Approach Total:	580		

CONCLUSION: **RIGHT-TURN RADIUS REQUIRED**



Source: VDOT Minimum Standards of Entrances to State Highways - Figure 5

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **May 9, 2017**

AGENDA ITEM #: **7**

CONSENT:
ACTION: **X**

REGULAR: **X**
INFORMATION:

WORK SESSION:

CLOSED SESSION:
(Confidential)

ITEM TITLE: Conditional Use Permit (CUP) – Fill in Flood Plain – 1900, 1950, 1970 Enterprise Drive and 1901 Laxton Road

Strategic Pillar(s) Impacted:

☒ Arts & Culture	☐ Citizen Engagement & Social Capital	☐ Economic Development	☒ Healthy & Active Living
☐ Infrastructure	☒ Land Use	☐ Lifelong Learning	☒ Natural Resources
☐ Neighborhoods	☐ Safe Community	☐ Social Equity	☒ Transportation
			☐ Administrative

RECOMMENDATION: Approval of the CUP petition.

SUMMARY: Jefferson's Poplar Forest is petitioning for a CUP to allow fill in the 100-year flood plain along a tributary of Tomahawk Creek. The fill would facilitate the construction of a new access road and trail system from Enterprise Drive to Poplar Forest. Modeling submitted by the petitioner indicates that there would be no rise in the 100-year flood elevations as a result of the proposed fill.

PRIOR ACTION(S):

April 12, 2017: The Planning Division recommended approval of the CUP petition.
The Planning Commission recommended approval (7-0) of the CUP petition.

FISCAL IMPACT: N/A

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

ATTACHMENT(S):

- Resolution
- Planning Commission Minutes – April 12, 2017
- Planning Commission Packet – April 12, 2017
 - o Planning Commission Report
 - o Zoning Map with Adjoining Property Owners
 - o Future Land Use Map
 - o Watershed Map
 - o Planimetric and Topographic Map
 - o Concept Plan
 - o Flood Plain Boundary Map
 - o Map Showing Crossing at Lower Branch
 - o 100-Year Flood Plain No Impact Certification Letter
 - o Speaker Signup Sheet

REVIEWED BY: bms

RESOLUTION

A RESOLUTION GRANTING A CONDITIONAL USE PERMIT TO JEFFERSON'S POPLAR FOREST TO ALLOW FILL WITHIN THE 100-YEAR FLOOD PLAIN ALONG A TRIBUTARY OF TOMAHAWK CREEK LOCATED ALONG THE COMMON PROPERTY LINE OF 1900 AND 1950 ENTERPRISE DRIVE.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF LYNCHBURG that the petition of Jefferson's Poplar Forest to allow fill within the 100-Year Flood Plain along a tributary of Tomahawk Creek located along the common property line of 1900 and 1950 Enterprise Drive is approved subject to the following conditions:

1. There will be no rise in the 100-Year flood elevations as a result of the proposed fill.
2. A letter of map revision shall be filed with the Federal Emergency Management Agency (FEMA).

Adopted:

Certified:

Clerk of Council

068K

MINUTES OF THE APRIL 12, 2017 PLANNING COMMISSION MEETING (MINUTES HAVE NOT BEEN APPROVED):

a. Petition of the Corporation for Jefferson's Poplar Forest for a Conditional Use Permit to allow fill within the flood plain at 1900, 1950 and 1970 Enterprise Drive and 1901 Laxton Road. The proposed fill would facilitate the construction of an access drive and trail system to Poplar Forest from Enterprise Drive.

Ms. Anne Nygaard summarized the report for the commissioners. Poplar Forest plans to extend an access drive to Enterprise Drive and install a system of trails, which will be publicly available. Only a small portion of Poplar Forest is actually in the City and the new road will actually allow them to have a Lynchburg address. The address might be 1776 Enterprise Drive.

There are a number of streams that the road needs to cross as it gets to Enterprise Drive. Because culverts are being used to cross the streams, it involves fill. One of the streams is in the floodplain and happens to be within the City limits.

An erosion and sediment control and stormwater management plan will be required at the time of construction. Planning Division recommends approval of this petition.

Mr. Jeff Nichols, President and CEO of Jefferson's Poplar Forest and Mr. Will Rieley of Rieley and Associates were available to represent the petition. Mr. Nichols explained that they have been working on this project since 1984 when they began acquiring the property that comprises Poplar Forest. Approximately forty percent of the road will be in the City and approximately sixty percent will be in Bedford County. They began earnestly working on this project in 2013 to 2014. The intent is to make it easier to find Poplar Forest. Their biggest drawback over the years has been that people get lost finding it and lost leaving it. The road will be a 2.2 mile two-way road. They have approximately \$5.8 million raised for this and several other projects.

Mr. Rieley thanked the planning staff and the Technical Review Committee for their help through this process. He found the process thorough, reasonable and timely. He mentioned that Roxanne Brouse, the project manager and Daniel Hyer, the civil engineer, were also available to answer any technical questions.

Chair Perault asked if there was anyone else present who wished to speak in favor of the petition. No one came forward. He asked if there was anyone who wished to speak in opposition to the petition. No one came forward. He closed the public hearing portion of the petition.

Commissioner Lowe commented that he is excited about what they are doing and agrees there is the need for another way to get there. He likes the layout of the project. Enterprise Drive is known as a place to exercise and he wondered if the new road would include a hiking/running path alongside it. Mr. Nichols said it would and indicated the path on the concept plan. Mr. Nichols commented that the trail system will be open from dusk to dawn. The road will be closed to cars but people can park their cars and then walk the trails. Mr. Nichols indicated that the Jamerson YMCA is nearby. They already do some events in conjunction with the YMCA and they hope to deepen that relationship with these improvements. Chair Perault clarified that there is already a pedestrian crosswalk from the YMCA to Poplar Forest and was told that is correct.

Commissioner Bowden asked what the plans are for the rest of the park. Mr. Nichols indicated there will be more walking trails and parking areas. Those trails will be interpreted in some way from both historic and natural environment standpoints. A prize barn where tobacco was packed into hogsheads has been found and they hope to restore that building.

Chair Perault asked Ms. Nygaard why the *Future Land Use Map (FLUM)* is not being amended to reflect what is going on with the property. Ms. Nygaard said the conditional use permit petition was about fill in the floodplain. It was not so much about land use so staff decided not to pursue the amendment at this time. It is certainly something that the Planning Commission could be proactive about and initiate a change in the *FLUM* and the zoning, if the owners were willing. It is currently zoned industrial and commercial and she does not think they plan to use it in that way. Chair Perault noted that he cannot remember when the City added Resource Conservation land; he thinks this would be a good opportunity to do so. Mr. Nichols indicated that one of the reasons they have not sought a rezoning is that they might want to do some type of commercial use next to Enterprise Drive, such as a small inn, that would support Poplar Forest.

Commissioner Light said it is a very exciting project. Poplar Forest is a wonderful asset to the city and he is happy to see them moving forward in this way. It is not often that we see a petitioner that wants to expand its conservation footprint. It is usually a request to give them some relief from it. He commends them for their efforts and thinks it is going to be a nice addition.

Chair Perault indicated he appreciated the level of detail in the petition. They do not often get that in terms of justifying a request. It was good to see the technical support. They have had other requests to fill in the floodplain, but they have been more of a linear request along a creek or river. This is more of a point in space and he views that as a very small impact in terms of the big picture. He added that so much of the land is being set aside and it is not raising the floodplain. Chair Perault always makes a big deal of traffic and in this case he thinks traffic will be improved, especially for the surrounding neighborhoods. Overall, it is a good project and he is looking forward to hopefully seeing it happen.

Commissioner Light made the following motion, which was seconded by Commissioner Marion:

Based on the preceding Findings of Fact, the Planning Commission recommends to City Council approval of the petition of the Corporation for Jefferson's Poplar Forest for a conditional use permit to allow fill in the 100-year flood plain at 1900, 1950 and 1970 Enterprise Drive and 1901 Laxton Road is approved subject to the following conditions:

1. There will be no rise in the 100-year flood elevations as a result of the proposed fill.

2. A letter of map revision shall be filed with the Federal Emergency Management Agency (FEMA).

The motion passed by the following vote:

AYES:	Bowden, Johnson, Light, Lowe, Marion, Perault and Rogers	7
NOES:		0
ABSTENTIONS:		0
ABSENT:		0

The Department of Community Development

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

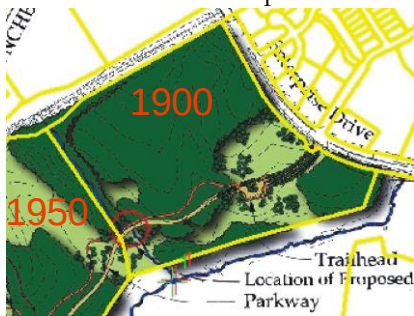
To: Planning Commission
From: Planning Division
Date: April 12, 2017
Re: **Conditional Use Permit (CUP) – Fill in Flood Plain – 1900, 1950, 1970 Enterprise Drive & 1901 Laxton Road**

I. PETITIONER

Corporation for Jefferson's Poplar Forest, 1542 Bateman Bridge Road, Forest, Virginia 24551
Representative: Ms. Roxanne S. Brouse, Rieley & Associates, Charlottesville, Virginia 22902

II. LOCATION

The subject property is four (4) tracts of approximately ninety-eight (98) acres located at 1900, 1950, 1970 Enterprise Drive and 1901 Laxton Road. The area proposed for fill within the flood plain is located on a tributary of Tomahawk Creek at the common property line of 1900 and 1950 Enterprise Drive.



III. PURPOSE

The purpose of the petition is to allow fill within the flood plain to facilitate the construction of a new access road to Poplar Forest.

IV. SUMMARY

- The petition agrees with the Zoning Ordinance in that fill within the 100-year flood plain is allowed upon approval of a conditional use permit by City Council.
- The *Comprehensive Plan 2013-2030* states that “while the City has permitted development to occur in the 100-year flood plain in the past, it should limit new development in the flood plain in the future and seek to protect existing development that may be affected by flooding. (p.113)
- The proposed fill would facilitate a new access road to Poplar Forest and should have little to no impact on the surrounding area.

The Planning Division recommends approval of the CUP petition.

V. FINDINGS OF FACT

1. **Comprehensive Plan.** The *Comprehensive Plan 2013-2030* recommends Mixed Use, Employment 2, Low Density Residential and Resource Conservation land uses for the area. While these land uses are indicated on the Future Land Use Map, they are no longer relevant as

the Corporation for Jefferson's Poplar Forest started acquiring them in 1985. The larger parcels located at 1900 and 1950 Enterprise Drive were obtained from the City of Lynchburg in 2001 and the Industrial Development Authority in 2004. The City may wish to amend the Future Land Use Map in the future to more accurately reflect land uses in the area.

While the Comprehensive Plan also states that the City should limit development within the 100-year flood plain, the proposed fill would facilitate the construction of a new access road to Poplar Forest and create a system of trails and open space that would benefit the overall environmental health of the City.

2. **Zoning.** The subject property was annexed into the City in 1976. The property where fill is proposed is zoned I-2C, Light Industrial (Conditional) and was established on March 12, 1997.
3. **Board of Zoning Appeals (BZA).** The Zoning Official has determined that no variances are needed for the development of the property as proposed.
4. **Surrounding Area.** There have been a several items requiring City Council approval in the immediate area:
 - On April 8, 1997, City Council approved the petition of J. E. Jamerson & Sons, Inc. to rezone 1900 & 1950 Enterprise Drive from R-1, Low Density Residential to B-3C, Community Business District & I-2C, Light Industrial Conditional.
 - On July 14, 1998, City Council approved the Conditional Use Permit petition of J. E. Jamerson & Sons, Inc. to allow the construction of a dam and lake in the flood plain at Laxton Road and Enterprise Drive.
 - On July 14, 1998, City Council approved the Conditional Use Permit petition of J. E. Jamerson & Sons, Inc. to allow the construction of a Traditional Neighborhood Development (Wyndhurst) at Enterprise Drive and Laxton Road.
 - On May 9, 2000, City Council approved the petition of J. E. Jamerson & Sons, and the Summitt to rezone 1700 Enterprise Drive from R-4C, High Density Residential (Conditional) and B-1C, Limited Business District (Conditional) to R-4C, High Density Residential (Conditional) and B-1C, Limited Business District (Conditional) to amend previously approved proffers and to allow the establishment of the Summitt, Traditional Neighborhood Development.
 - On May 9, 2000, City Council approved the Conditional Use Permit petition of J. E. Jamerson & Sons, Inc., and the Summitt to allow the construction of a Traditional Neighborhood Development (The Summit) on Enterprise Drive.
 - On June 14, 2005, City Council approved the petition of B&A Properties, LLC, to amend the Future Land Use Map from Employment 2 to Medium Density Residential rezone 1116 Blane Drive from I-2, Light Industrial District to R-4, High Density Residential District.
 - On July 8, 2008, City Council approved the Conditional Use Permit petition of Phillip Jamerson to allow a consolidated sign plan at 1301, 1601, 1627 Enterprise Drive, 100 Tradewynd Drive, and 100 Hexham Drive.
5. **Site Description.** The subject property is four (4) tracts of approximately ninety-eight (98) acres located at 1900, 1950, 1970 Enterprise Drive and 1901 Laxton Road. The area proposed for fill within the flood plain is located on a tributary of Tomahawk Creek at the common property line of 1900 and 1950 Enterprise Drive.

6. **Proposed Use of Property.** If the petition is approved, a stream crossing of a tributary of Tomahawk Creek would be constructed in order to facilitate a new access road to Poplar Forest.
7. **Traffic, Parking and Public Transit.** The City's Transportation Engineer has reviewed the proposal and had no comments of concern.

The area is served by the Greater Lynchburg Transit Company (GLTC) 7 Loop with a bus stop located at the intersection of Paulette Circle and Enterprise Drive.
8. **Stormwater Management.** An Erosion and Sediment Control plan would be required prior to the construction of the access roads and stream crossing. Information submitted by the petitioner indicates there would be no rise in the 100 year flood elevations from the proposed fill.
9. **Emergency Services:** The City's Fire Marshal and Police Department had no comments of concern regarding the proposed concept plan amendment.
10. **Impact.** Information submitted by the petitioner, (HEC-RAS 4.1.0 modeling) indicates there would be no increases to the base flood elevations as a result of the project.
11. **Technical Review Committee.** The Technical Review Committee (TRC) reviewed the conditional use permit on March 21, 2017. Comments related to the proposed use have or will be addressed at the final site plan stage.

VI. PLANNING DIVISION RECOMMENDATION

Based on the preceding Findings of Fact, the Planning Commission recommends to City Council approval of the petition of the Corporation for Jefferson's Poplar Forest for a conditional use permit to allow fill in the 100-year flood plain at 1900 and 1950 Enterprise Drive is approved subject to the following conditions:

1. **There will be no rise in the 100-year flood elevations as a result of the proposed fill.**
2. **A letter of map revision shall be filed with the Federal Emergency Management Agency (FEMA).**

This matter is respectfully offered for your consideration.



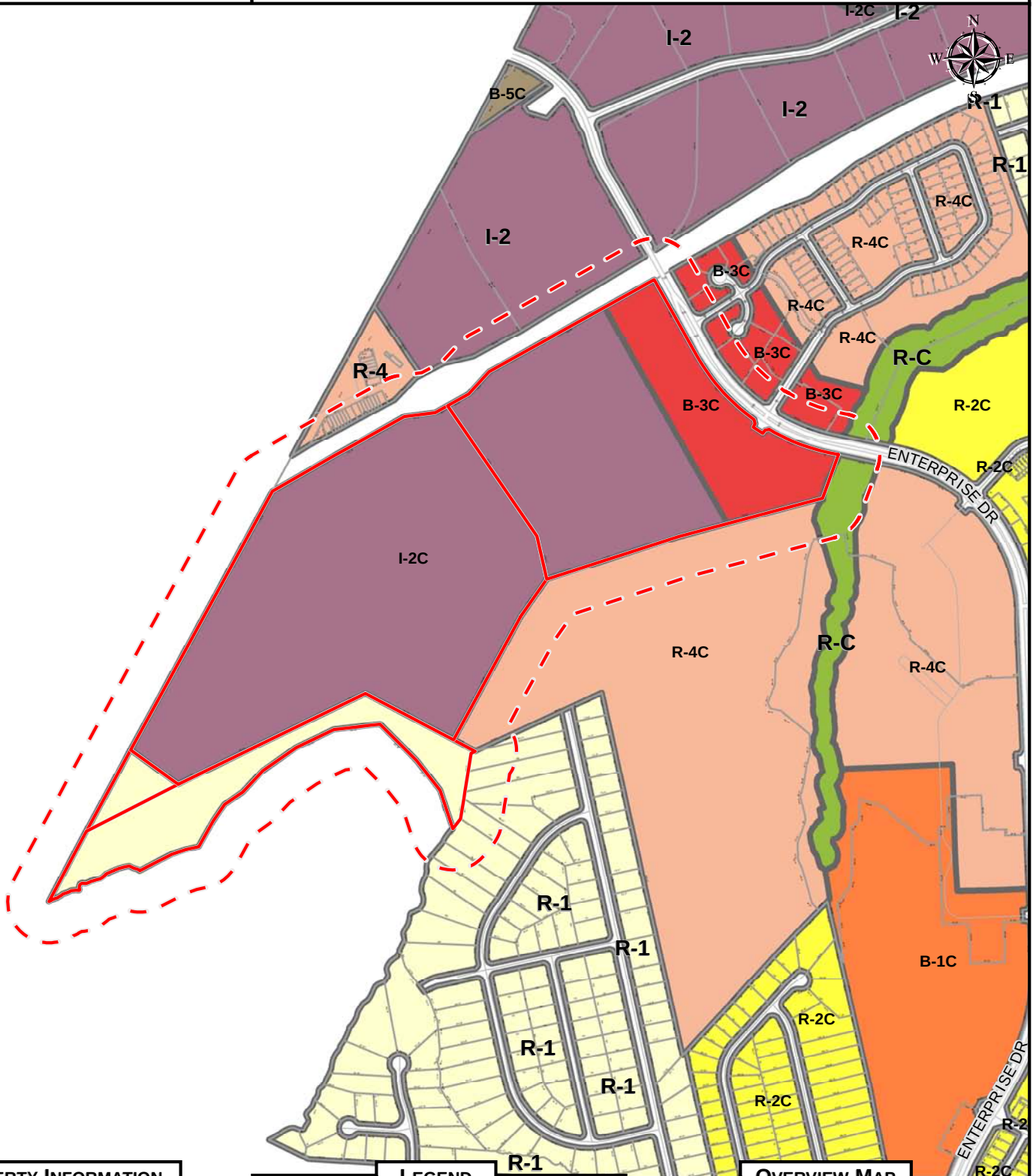
William T. Martin, AICP
City Planner

pc: Ms. Bonnie M. Svrcek, City Manager
Mr. Charles Hartgrove, Deputy City Manager
Mr. Walter C. Erwin, City Attorney
Mr. Kent L. White, Director of Community Development
Mr. J. Lee Newland, City Engineer
Ms. Cynthia Kozerow, Lynchburg Police Department
Battalion Chief Thomas Goode, Fire Marshal

Ms. Maggie Cossman, Transportation Engineer
Mr. Doug Saunders, Building Official
Mr. Kevin Henry, Zoning Administrator
Mr. Jeffrey Nichols, Petitioner
Ms. Roxanne Brouse, Representative

VII. ATTACHMENTS

- 1. Zoning Map with Adjoining Owners List**
- 2. Future Land Use Map**
- 3. Watershed Map**
- 4. Planimetric and Topographic Map**
- 5. Concept Plan**
- 6. Flood Plain Boundary Map**
- 7. Map showing Crossing at Lower Branch**
- 8. 100-year Flood Plain No Impact Certification Letter**



PROPERTY INFORMATION

PARCEL ID	ADDRESS
25012001	1950 ENTERPRISE DR
25106001	1970 ENTERPRISE DR
25107001	1901 LAXTON RD
25009001	1900 ENTERPRISE DR

LEGEND

Subject Property

215' Buffer

B-1

I-1

R-4

B-2

I-2

R-5

B-3

I-3

R-C

B-4

R-1

IN-1

B-5

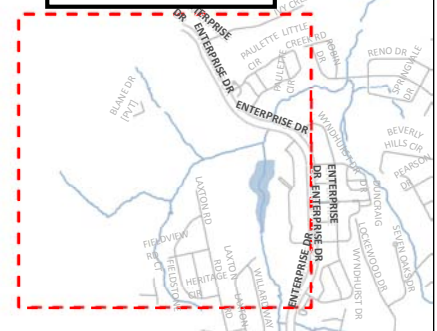
R-2

IN-2

B-6

R-3

OVERVIEW MAP



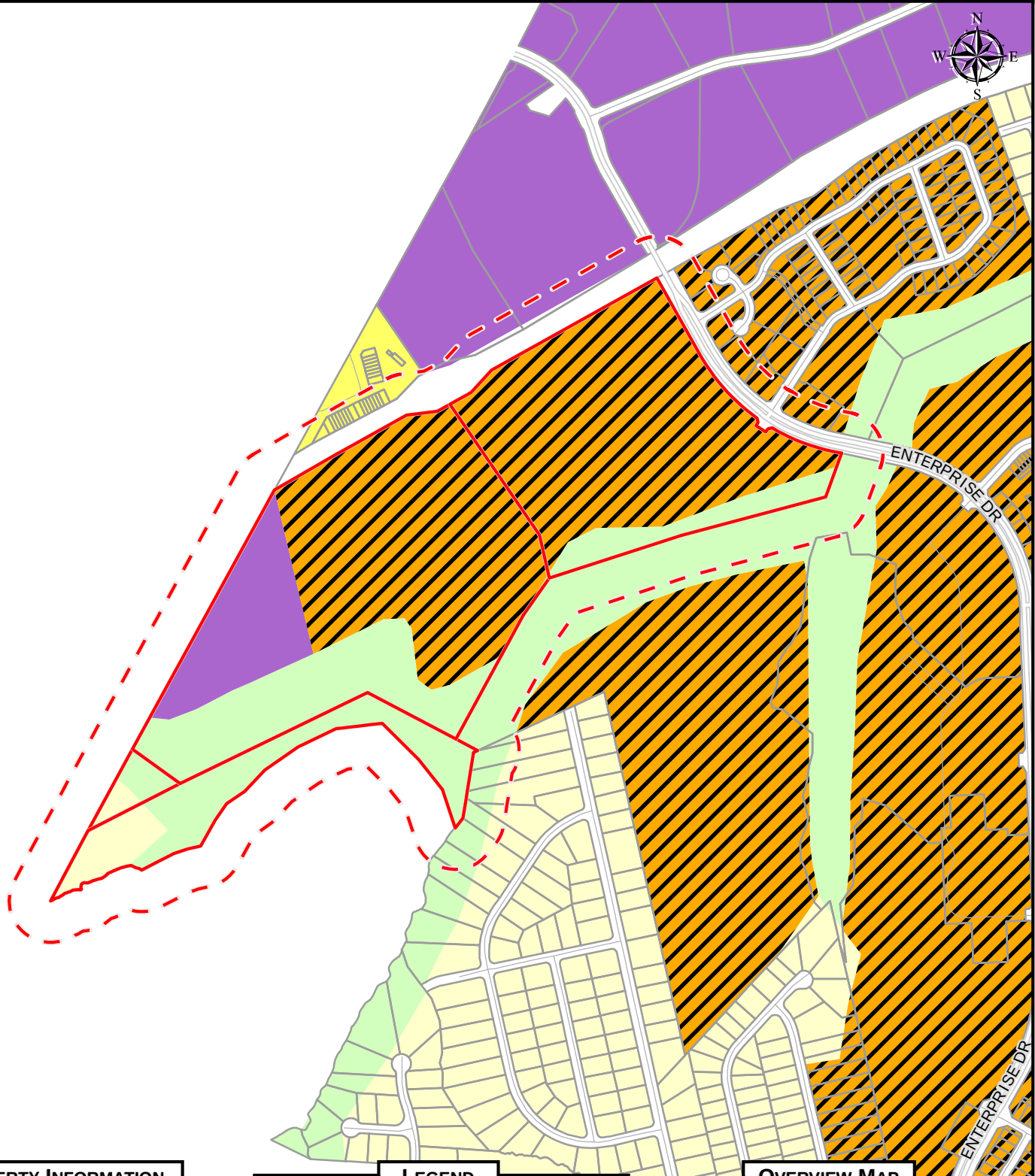
MAP SCALE: 1" to 750' DATE PRINTED: 4/5/2017

Parcel ID	Address	Owner
25026007	100 ARCHWAY CT	AARON PROPERTIES LLC
25205001	1809 HERITAGE CIR	ALEXANDER, PHILIP W & SUSAN P
24213001	1000 DILLARD DR	ANNJO LAND CORP
24103002	2000 ENTERPRISE DR	AZDEL INC
25108008	1811 HERITAGE CIR	BANTON, RICHARD M & BRYANT, WILLIAM
25026005	104 ARCHWAY CT	BDP PROPERTIES LLC
25108002	1817 LAXTON RD	BOTHAM, THAYER K & JILL A
25010002	1400 ENTERPRISE DR	CCRC INC
25010001	1700 ENTERPRISE DR	CENTRA HEALTH INC
25012001	1950 ENTERPRISE DR	CORP FOR JEFFERSONS POPLAR FOREST
25107001	1901 LAXTON RD	CORPORATION FOR JEFFERSON
25106001	1970 ENTERPRISE DR	CORPORATION FOR JEFFERSONS
25108004	1813 LAXTON RD	COUCH, ERIC B
25108006	1815 HERITAGE CIR	CRAFFORD, JOSEPH H & REBECCA H
25205002	1807 HERITAGE CIR	ELLISON, MAX G & COURTNEY A
25101005	1308 BLANE DR	FOSTER, ROBERT C
25101001	1116 BLANE DR	HOMESTEAD GARDENS TOWNHOMES OWNERS
25101026	1316 BLANE DR	HOMESTEAD GARDENS TOWNHOMES OWNERS
25101008	1302 BLANE DR	HUGGINS, CERISE M
25026008	101 PAULETTE CIR	JAMBO INTERNATIONAL LLC
25025001	104 PAULETTE CIR	JAMBORITA LLC
25027002	202 ARCHWAY CT	JAMERSON REAL ESTATE INC
25027001	200 ARCHWAY CT	JAMERSON REAL ESTATE INC
25009001	1900 ENTERPRISE DR	JEFFERSON'S POPLAR FOREST
25101014	1206 BLANE DR	JORDAN, CATHY LEIGH
25108007	1813 HERITAGE CIR	KREGGLICKI, ANNA
25108001	1819 LAXTON RD	LAWSON, ROBERT M
25108003	1815 LAXTON RD	MCCOY, ROBERT C JR & DIANE E
25101003	1312 BLANE DR	M-G NORTHWYND LLC
25101013	1208 BLANE DR	M-G NORTHWYND LLC
25101007	1304 BLANE DR	M-G NORTHWYND LLC
25101004	1310 BLANE DR	M-G NORTHWYND LLC
25101002	1314 BLANE DR	M-G NORTHWYND LLC
25101011	1212 BLANE DR	M-G NORTHWYND LLC
25101018	1114 BLANE DR	M-G NORTHWYND LLC
25101006	1306 BLANE DR	M-G NORTHWYND LLC
25101017	1200 BLANE DR	M-G NORTHWYND LLC
25101016	1202 BLANE DR	M-G NORTHWYND LLC
25101012	1210 BLANE DR	M-G NORTHWYND LLC
25101015	1204 BLANE DR	M-G NORTHWYND LLC
25101009	1300 BLANE DR	NEST EGG PARTNERS
25101010	1214 BLANE DR	NEST EGG PARTNERS
11601006	1301 NELSON DR	NORFOLK & SOUTHERN RAILWAY
25102001	2004 ENTERPRISE DR	SECKMAN, MICHAEL T TRS &
25025002	102 PAULETTE CIR	SPIRIT SPE PORTFOLIO CA C-STORES LLC

25026006
24103004
25021001

102 ARCHWAY CT
2001 ENTERPRISE DR
801 WYNDHURST DR

WYNDHURST FAMILY MEDICINE BUILDING
XPEDX LLC
YOUNG MEN'S CHRISTIAN ASSOCIATION



PROPERTY INFORMATION

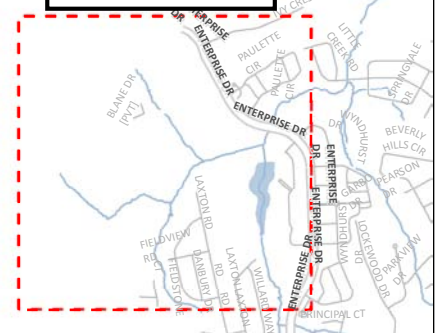
PARCEL ID	ADDRESS
25012001	1950 ENTERPRISE DR
25106001	1970 ENTERPRISE DR
25107001	1901 LAXTON RD
25009001	1900 ENTERPRISE DR

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" to 750' DATE PRINTED: 4/5/2017

OVERVIEW MAP

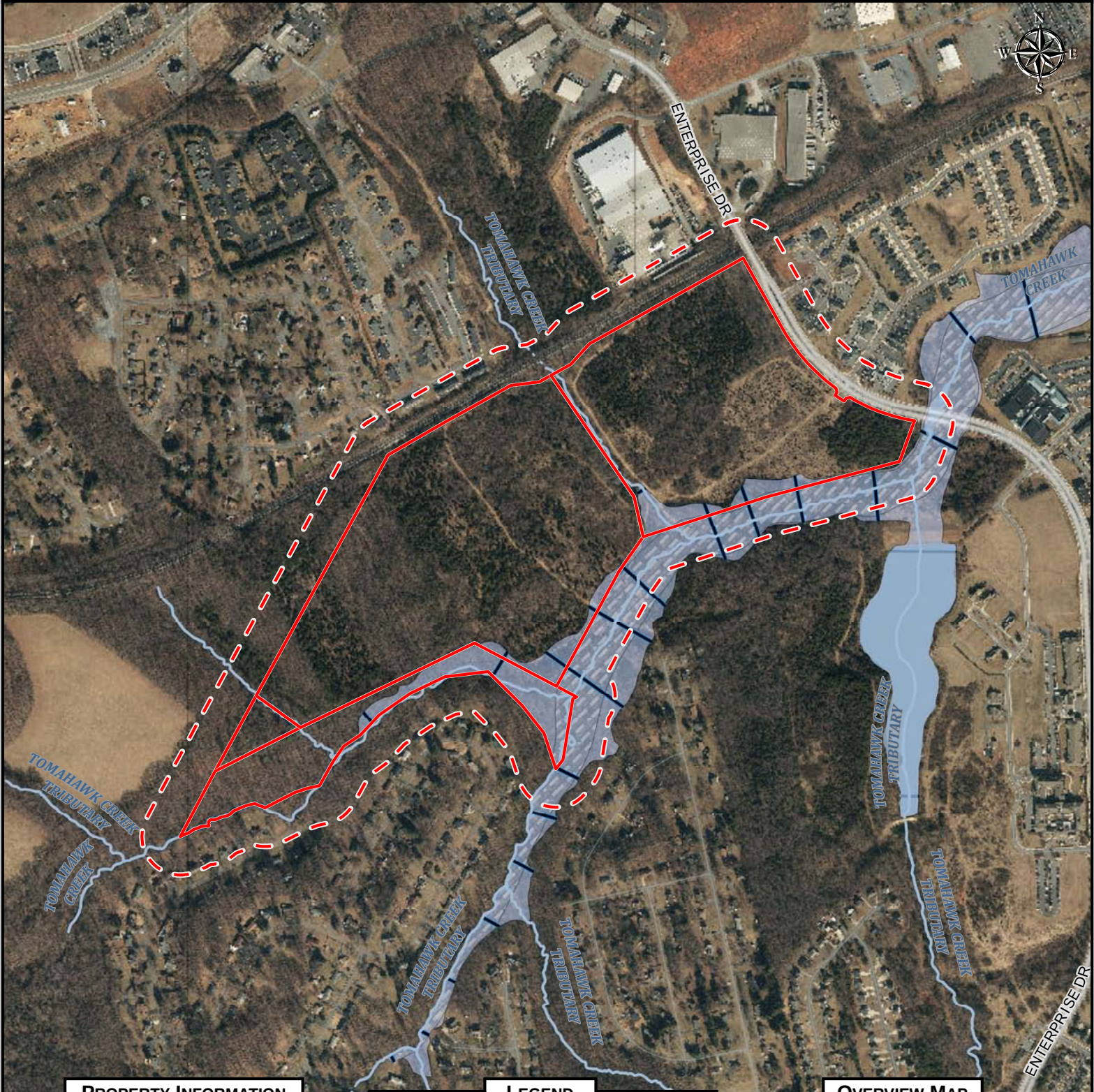


Watershed Map

FILL IN THE FLOODPLAIN

Conditional Use Permit Request

Corporation for Jefferson's Poplar Forest



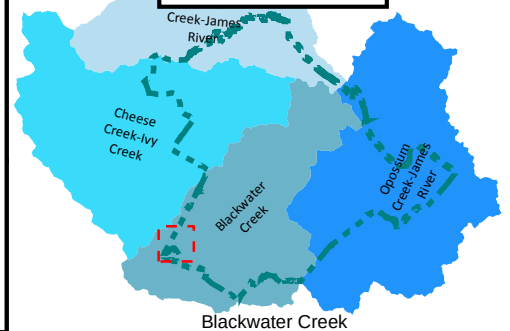
PROPERTY INFORMATION

PARCEL ID	ADDRESS
25012001	1950 ENTERPRISE DR
25106001	1970 ENTERPRISE DR
25107001	1901 LAXTON RD
25009001	1900 ENTERPRISE DR

LEGEND

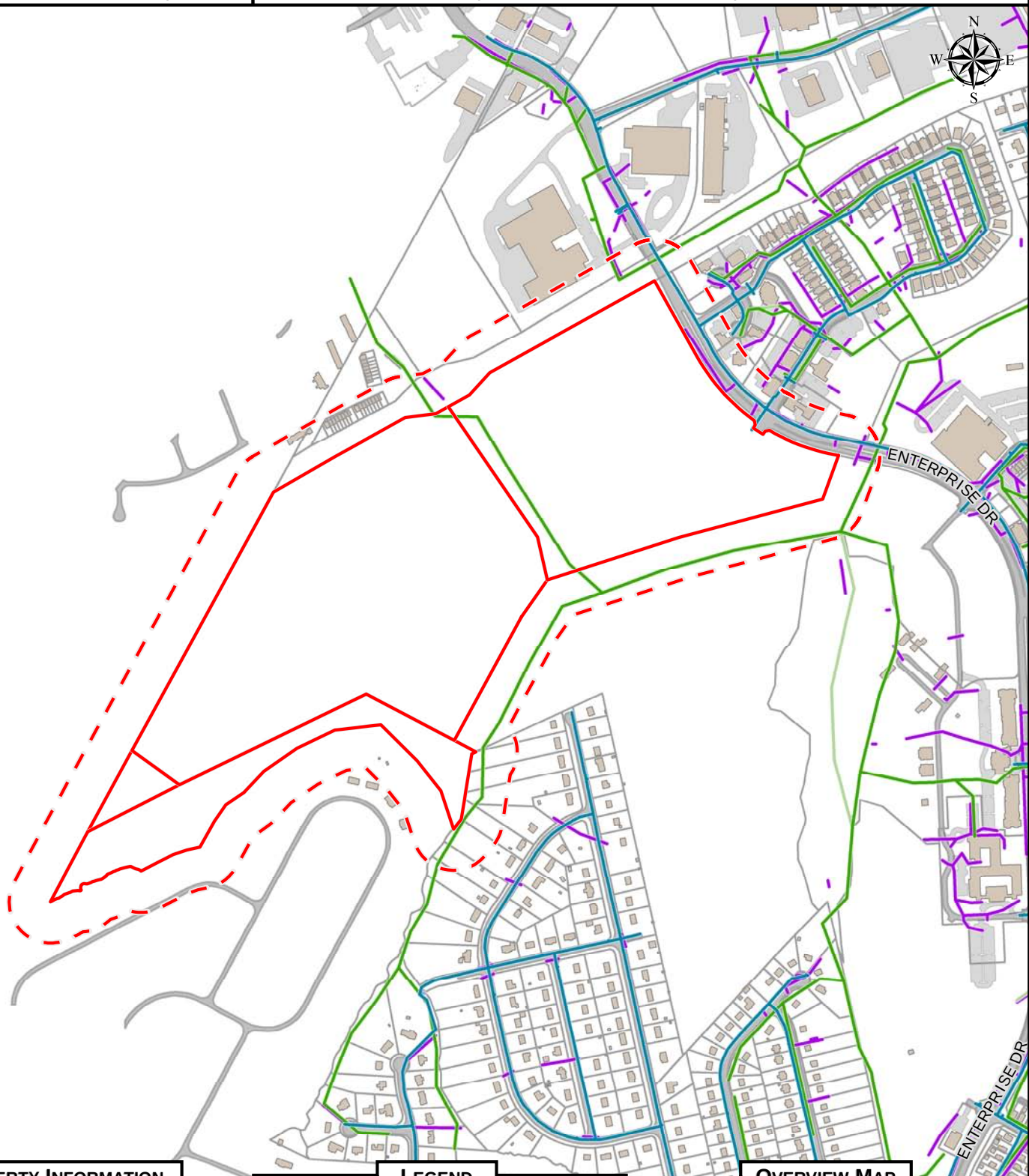
- Subject Property**
- Base Flood Elevation**
- Floodway**
- Floodzone**
- River / Lake / Stream**

OVERVIEW MAP



MAP SCALE: 1" to 750' DATE PRINTED: 4/5/2017

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



PROPERTY INFORMATION

PARCEL ID	ADDRESS
25012001	1950 ENTERPRISE DR
25106001	1970 ENTERPRISE DR
25107001	1901 LAXTON RD
25009001	1900 ENTERPRISE DR

LEGEND

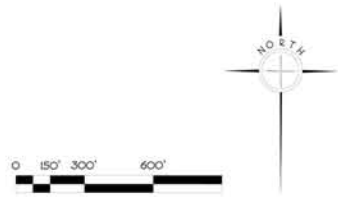
	Active	Proposed	Abandoned
Utilities			
Water			
Sanitary			
Storm			
Planimetrics			
Structure			
Roadway			
Parking			
Sidewalk			
Driveway			
Topography			
Contour			

OVERVIEW MAP

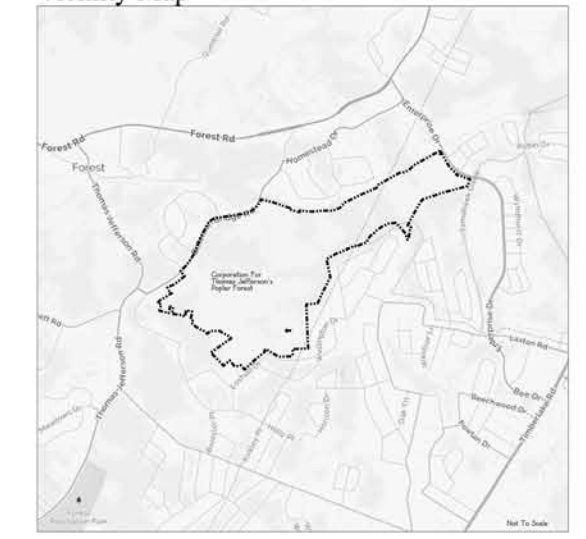


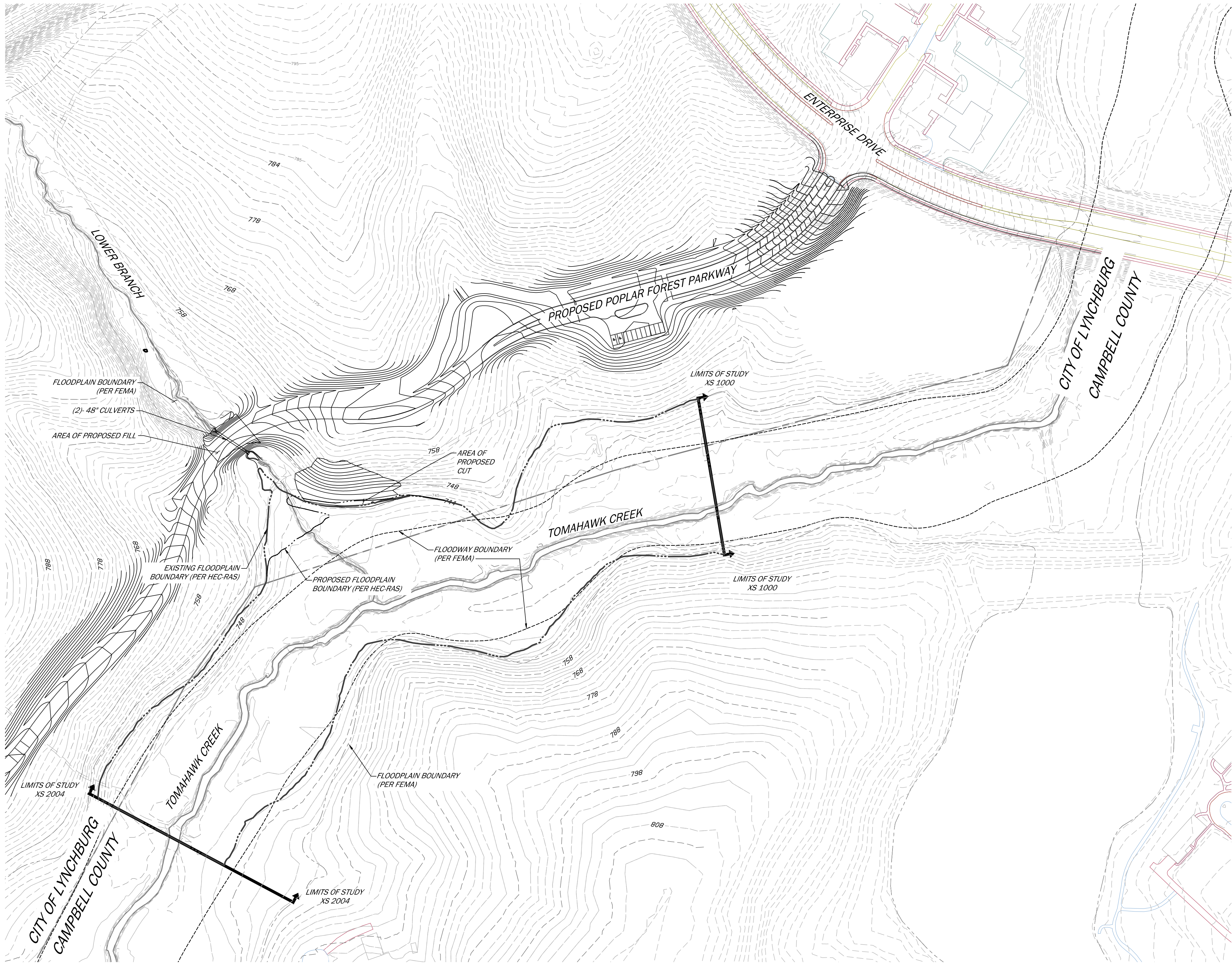
MAP SCALE: 1" to 750' DATE PRINTED: 4/5/2017

Poplar Forest Parkway

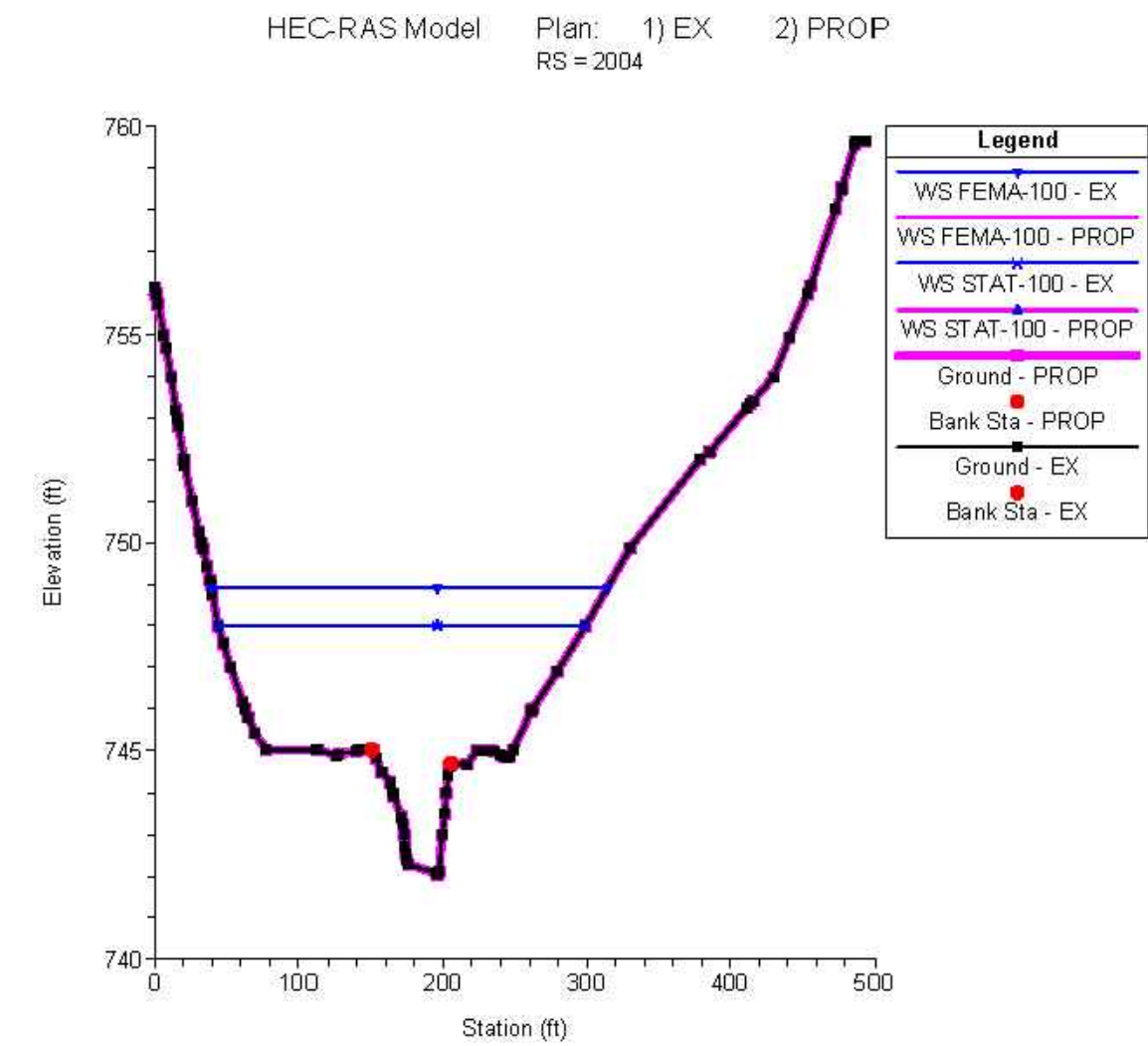
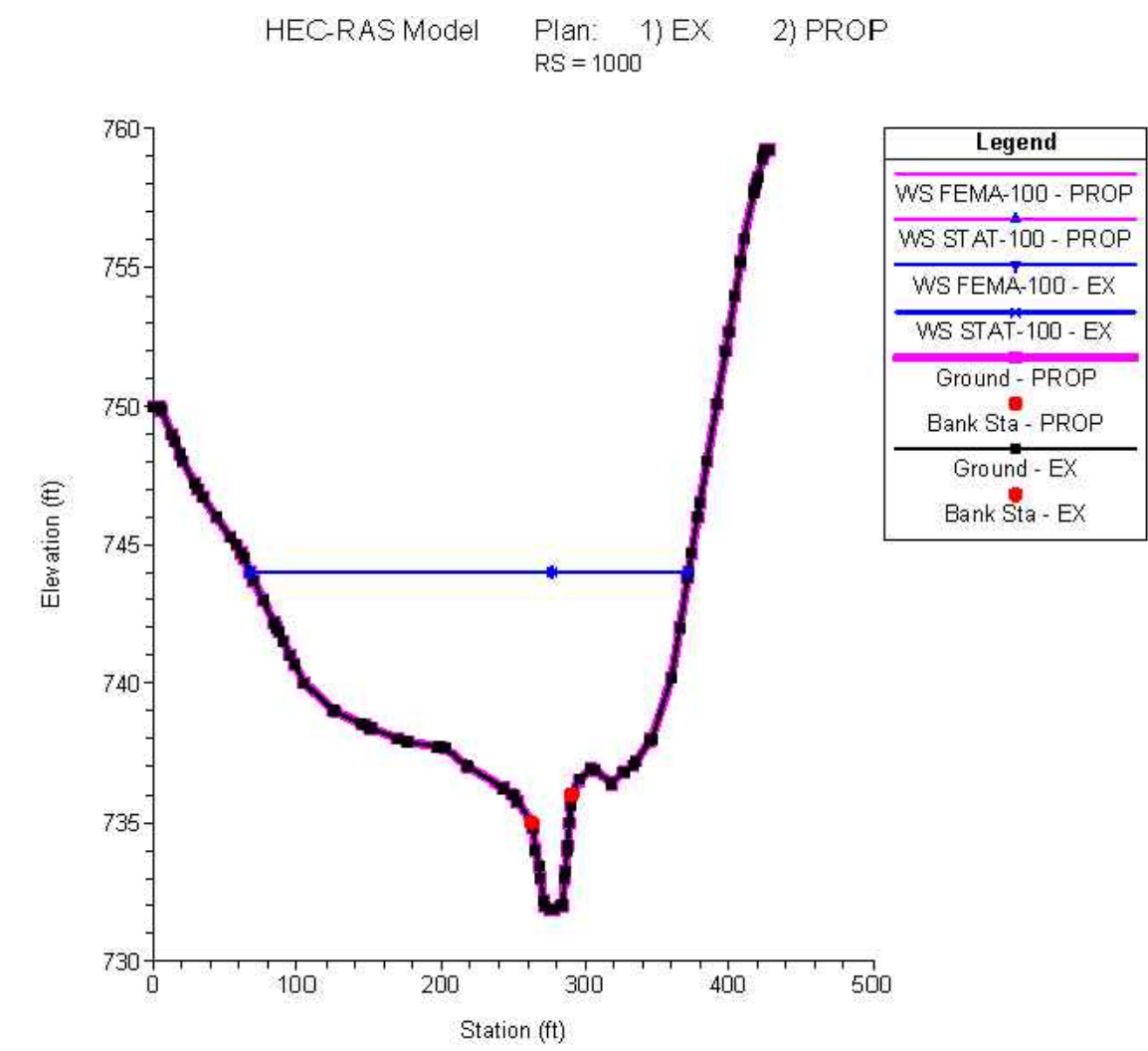


Vicinity Map

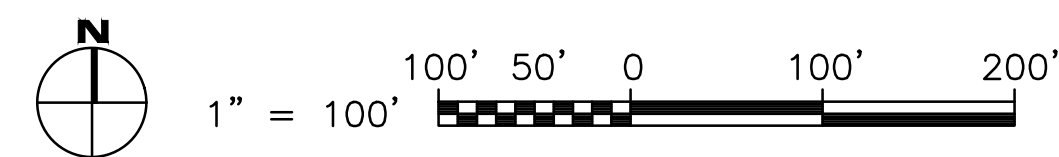




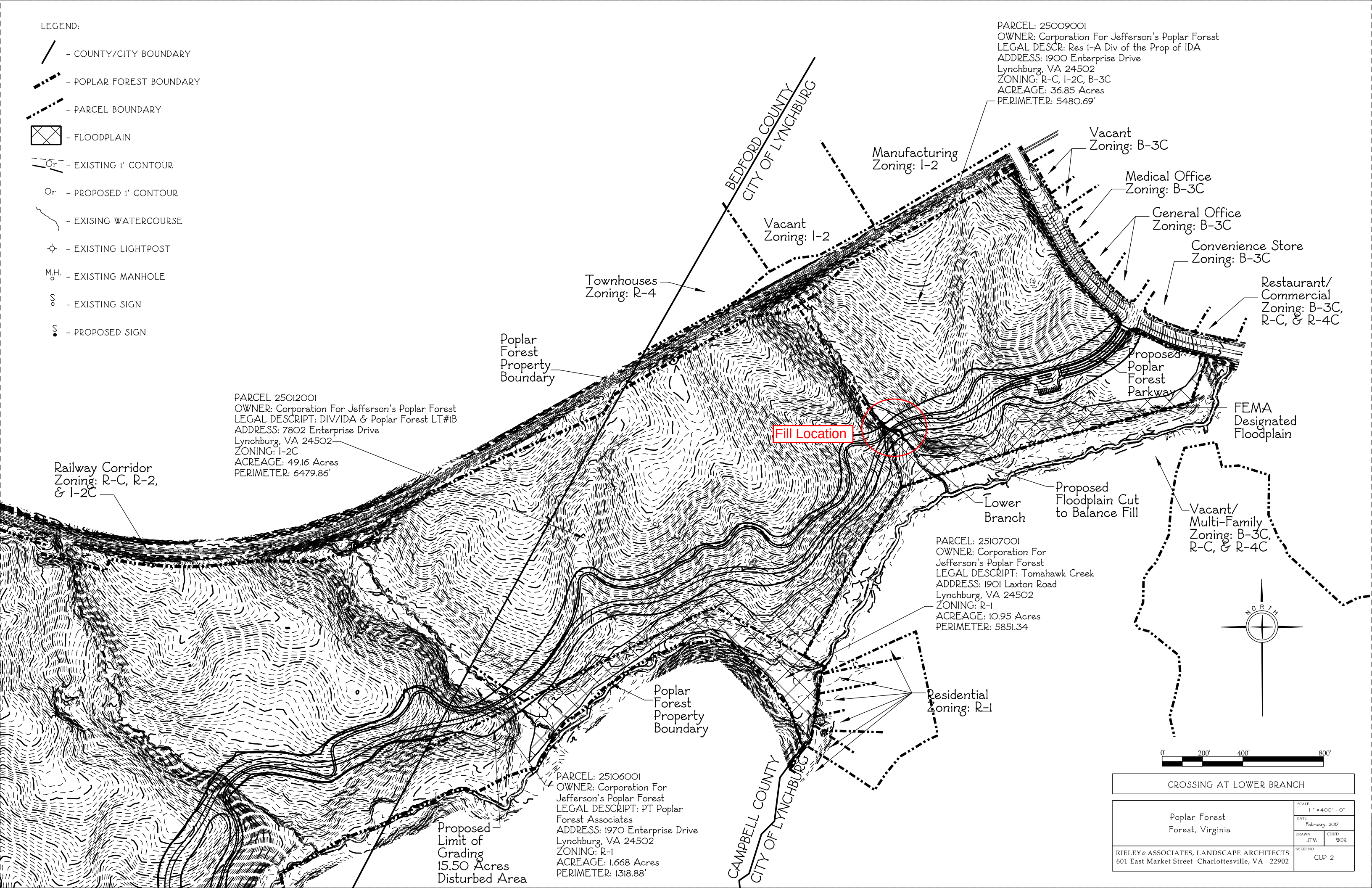
1 100-YR FLOOD STUDY ELEVATIONS
SCALE: 1" = 100'



2 HEC-RAS OUTPUT (NO RISE)
SCALE: N.T.S.



- LEGEND:
- COUNTY/CITY BOUNDARY
 - POPLAR FOREST BOUNDARY
 - PARCEL BOUNDARY
 - FLOODPLAIN
 - EXISTING 1' CONTOUR
 - PROPOSED 1' CONTOUR
 - EXISING WATERCOURSE
 - EXISTING LIGHTPOST
 - EXISTING MANHOLE
 - EXISTING SIGN
 - PROPOSED SIGN



PARCEL: 25009001
OWNER: Corporation For Jefferson's Poplar Forest
LEGAL DESCR: Res 1-A Div of the Prop of IDA
ADDRESS: 1900 Enterprise Drive
Lynchburg, VA 24502
ZONING: R-C, I-2C, B-3C
ACREAGE: 36.85 Acres
PERIMETER: 5480.69'

Manufacturing
Zoning: I-2

Vacant
Zoning: B-3C

Medical Office
Zoning: B-3C

General Office
Zoning: B-3C

Convenience Store
Zoning: B-3C

Restaurant/
Commercial
Zoning: B-3C,
R-C, & R-4C

Townhouses
Zoning: R-4

Poplar
Forest
Property
Boundary

Fill Location

PARCEL 25012001
OWNER: Corporation For Jefferson's Poplar Forest
LEGAL DESCRIPT: DIV/IDA & Poplar Forest LT#1B
ADDRESS: 7802 Enterprise Drive
Lynchburg, VA 24502
ZONING: I-2C
ACREAGE: 49.16 Acres
PERIMETER: 6479.86'

Railway Corridor
Zoning: R-C, R-2,
& I-2C

Proposed
Floodplain Cut
to Balance Fill

Vacant/
Multi-Family
Zoning: B-3C,
R-C, & R-4C

PARCEL: 25107001
OWNER: Corporation For
Jefferson's Poplar Forest
LEGAL DESCRIPT: Tomahawk Creek
ADDRESS: 1901 Laxton Road
Lynchburg, VA 24502
ZONING: R-1
ACREAGE: 10.95 Acres
PERIMETER: 5851.34

Residential
Zoning: R-1

Poplar
Forest
Property
Boundary

Proposed
Limit of
Grading
15.50 Acres
Disturbed Area

PARCEL: 25106001
OWNER: Corporation For
Jefferson's Poplar Forest
LEGAL DESCRIPT: PT Poplar
Forest Associates
ADDRESS: 1970 Enterprise Drive
Lynchburg, VA 24502
ZONING: R-1
ACREAGE: 1.668 Acres
PERIMETER: 1318.88'

0' 200' 400' 800'

CROSSING AT LOWER BRANCH

Poplar Forest
Forest, Virginia

RIELEY & ASSOCIATES, LANDSCAPE ARCHITECTS
601 East Market Street Charlottesville, VA 22902

SCALE
1" = 400' - 0"
DATE
February, 2017
DRAWN
JTM
CHKD
WDR
SHEET NO.
CUP-2



POPLAR FOREST STREAM CROSSING FLOOD STUDY

209 2nd St. SW, Suite 2A
Charlottesville, VA 22902
540.239.1428
www.ecosystems-services.us
info@ecosystems-services.us

FEBRUARY 22, 2017

Erin Hawkins
Water Quality Manager
Lynchburg Water Resources
525 Taylor Street
Lynchburg, VA 24501

**RE: 100 Year Floodplain No-Impact Certification Letter
Poplar Forest Stream Crossing
Lynchburg, VA**

Ms. Hawkins,

This letter is to certify that I am a duly qualified engineer licensed to practice in the Commonwealth of Virginia. This further acknowledges that based on a hydraulic study the proposed work and activities associated with the proposed trail system and stream crossing will not adversely impact nor raise the base flood elevation (BFE) of Tomahawk Creek.

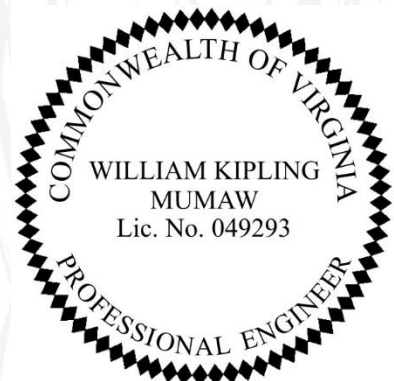
The following information is provided as a courtesy to assist in the justification for the aforementioned determination and should not be considered to constitute a Flood Insurance Study or Detailed Study. The existing conditions were modeled using topography from aerial surveys provided by the City of Lynchburg and Bedford County resulting in an accuracy suitable for 2' contour interval mapping and hydrology and hydraulic data for Tomahawk Creek from the Flood Insurance Study (510093V000A). The project is located in FEMA Zone AE, which means that base flood elevations have been determined. To determine the impacts of the proposed stream stabilization, a comparison of proposed and existing base flood elevations were conducted through the development of a hydraulic model. The comparison was completed using HEC-RAS 4.1.0 release engine. The model used steady state conditions and a mapped downstream BFE as the downstream boundary condition. Details concerning geometry, flows, roughness can be found in Attachment 1. Two scenarios were evaluated: 1. Downstream boundary condition set to mapped BFE, 2. Downstream boundary condition set to elevation producing upstream mapped BFE adjacent to proposed stream crossing. The results of the analysis concluded that there were no increases to the base flood elevations or extents based on the proposed stream stabilization project under either scenario.

Sincerely,
Ecosystem Services, LLC

By: 
Kip Mumaw, PE

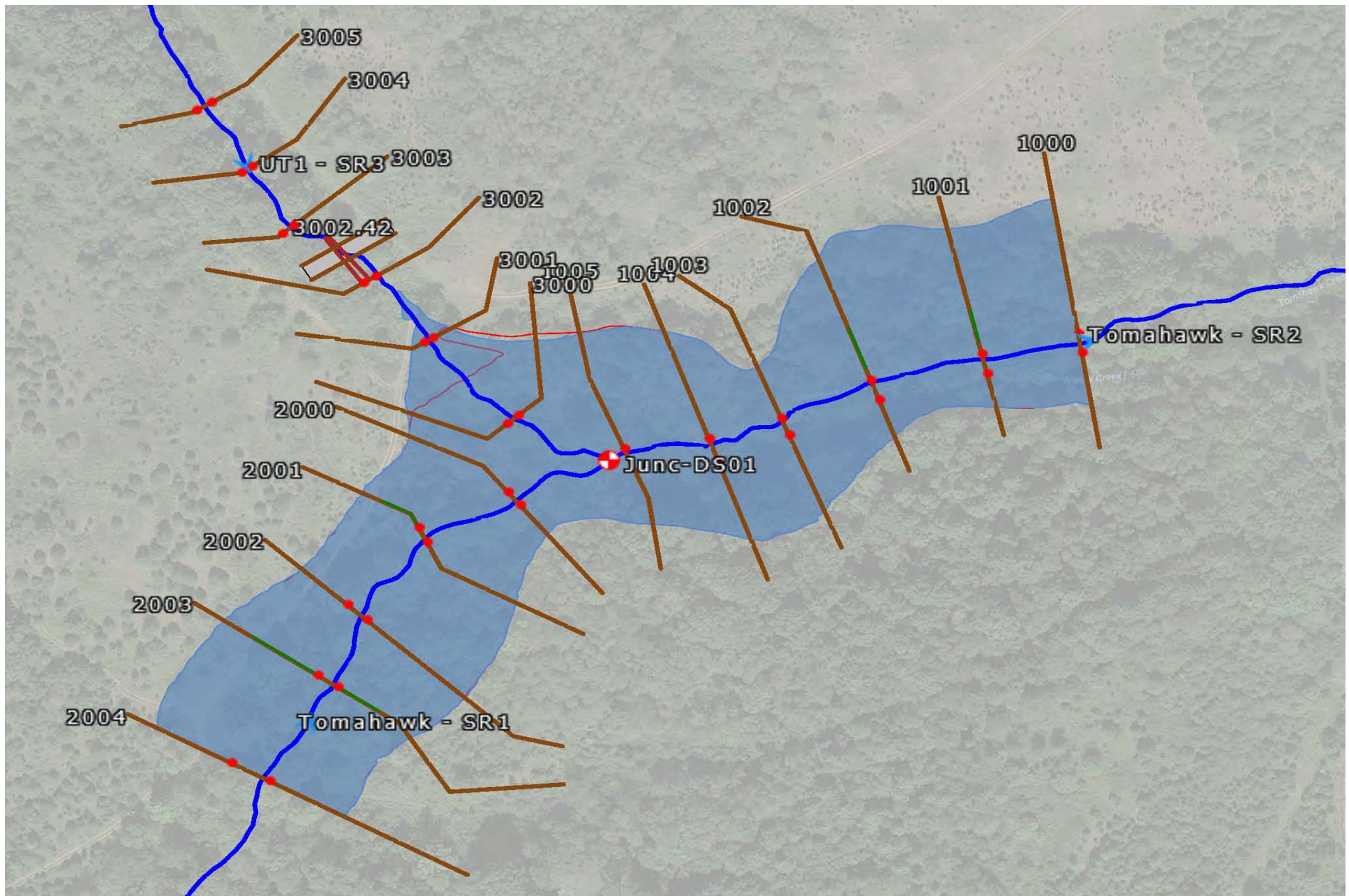
Attachments:

1. Flood Mapping Analysis & Documentation
2. FEMA FIRMette & Relevant FIS Documentation



ATTACHMENT 1: FLOOD MAPPING ANALYSIS & DOCUMENTATION

Scenario 1: Boundary condition set to elevation 744 (FEMA mapped BFE)



Note:

Existing conditions are mapped in blue and proposed conditions are mapped in red outline. Changes in flood extents from cross-section 3001 to 1005 are due to proposed cut in the floodplain of Tomahawk Creek resulting in additional storage.

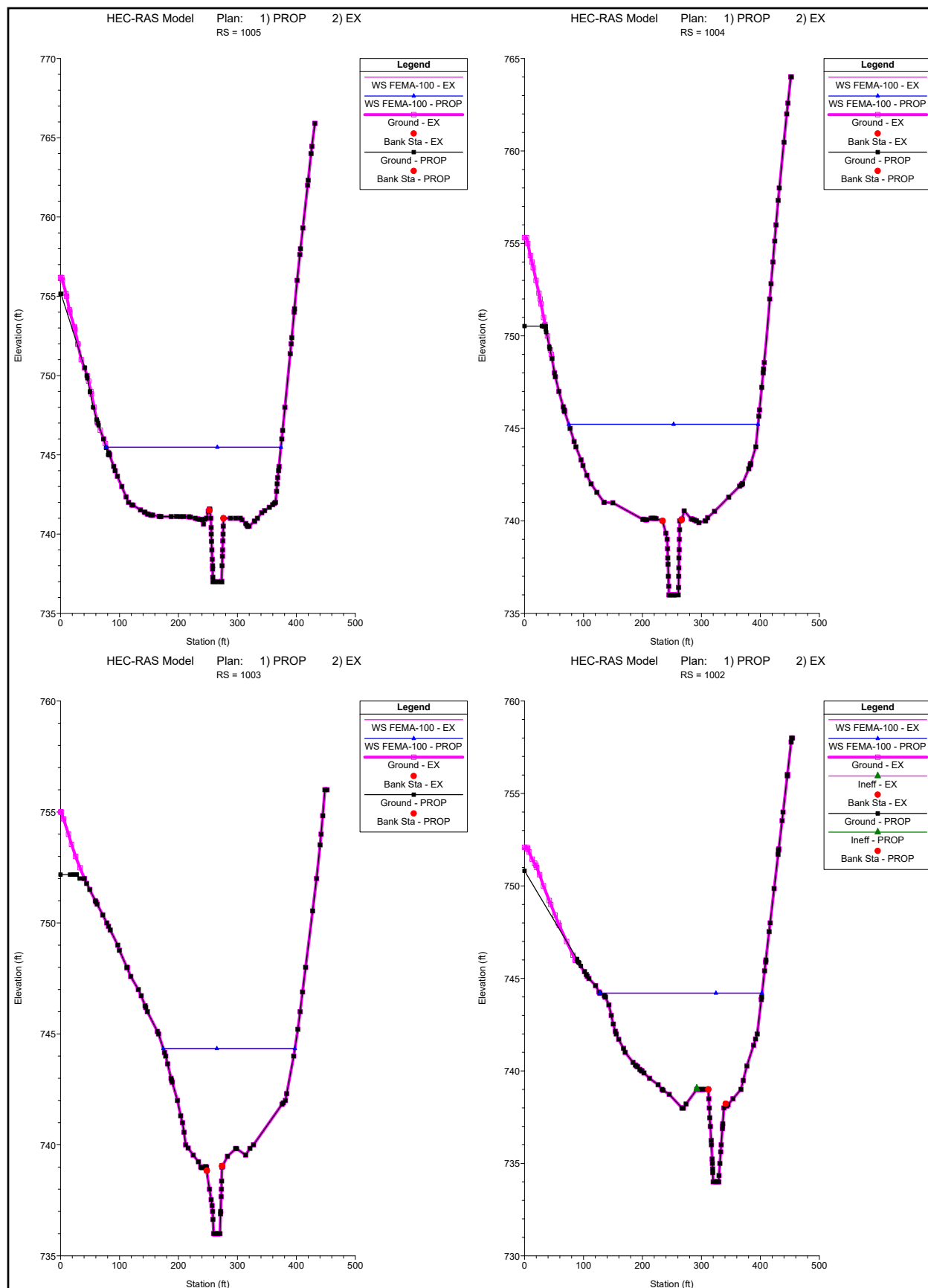
Scenario 1: Boundary condition set to elevation 744 (FEMA mapped BFE)

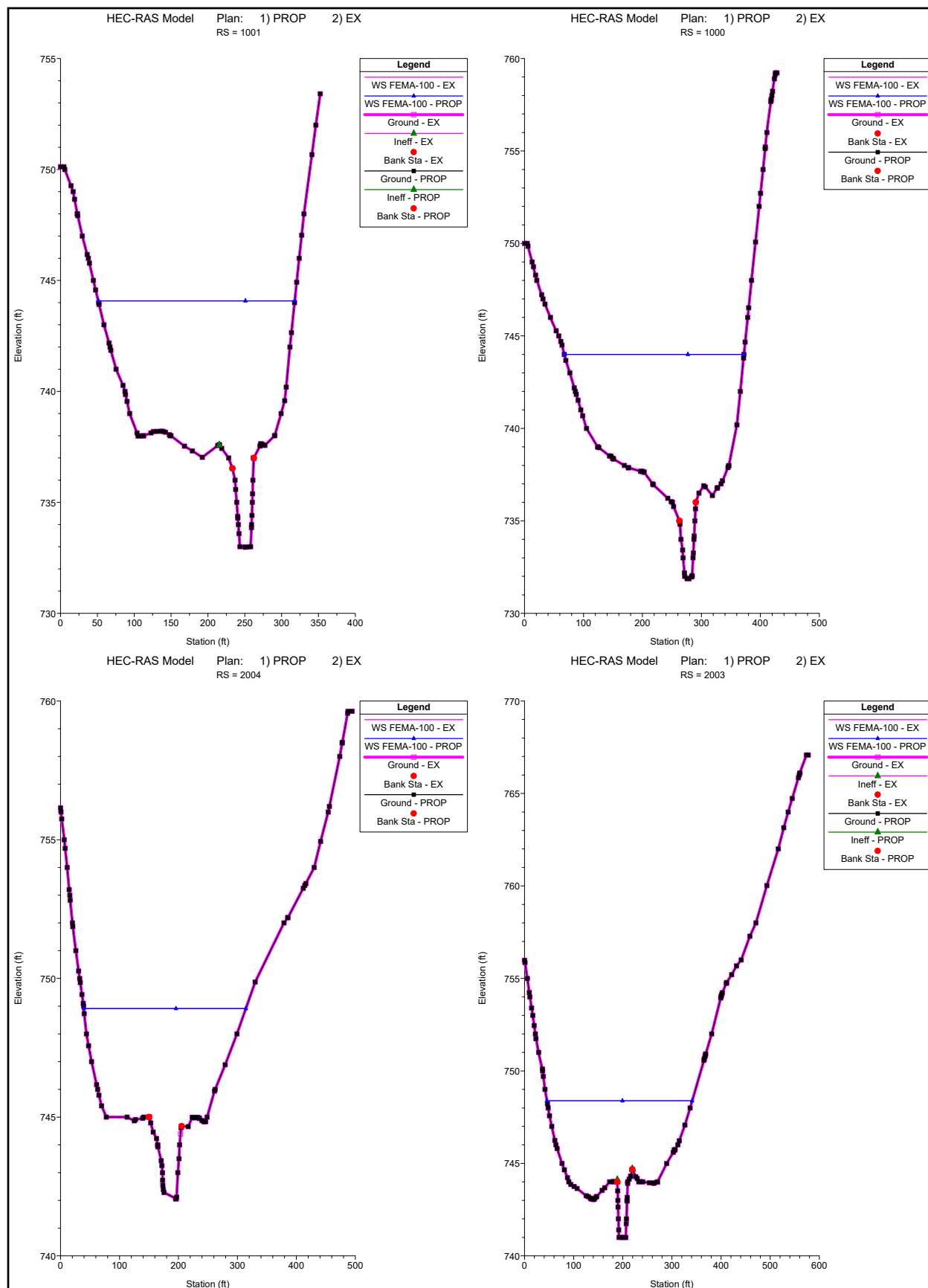
HEC-RAS Profile: FEMA-100

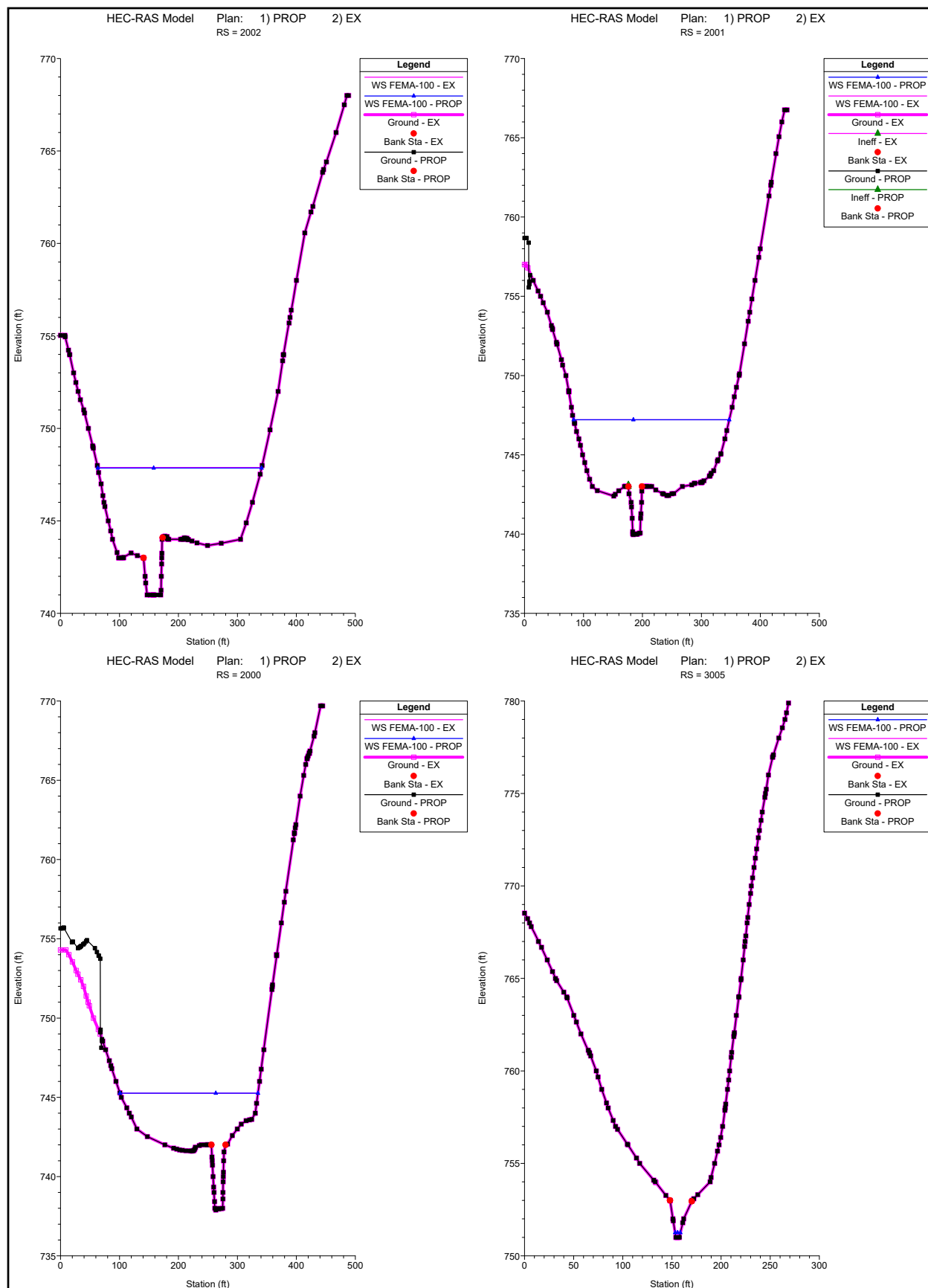
River	Reach	River Sta	Profile	Plan	Q Total (cfs)	Min Ch El (ft)	W.S. Elev (ft)	Crit W.S. (ft)	E.G. Elev (ft)	E.G. Slope (ft/ft)	Vel Chnl (ft/s)	Flow Area (sq ft)	Top Width (ft)	Froude # Chl
UT1	SR3	3005	FEMA-100	EX	3.00	751.00	751.26	751.26	751.36	0.040710	2.63	1.14	5.40	1.01
UT1	SR3	3005	FEMA-100	PROP	3.00	751.00	751.26	751.26	751.36	0.040019	2.62	1.15	5.41	1.00
UT1	SR3	3004	FEMA-100	EX	3.00	748.80	749.37	749.14	749.39	0.003871	1.19	2.51	6.56	0.34
UT1	SR3	3004	FEMA-100	PROP	3.00	748.80	749.36	749.14	749.38	0.004366	1.25	2.41	6.47	0.36
UT1	SR3	3003	FEMA-100	EX	3.00	747.99	748.25	748.25	748.36	0.039973	2.65	1.13	5.21	1.00
UT1	SR3	3003	FEMA-100	PROP	3.00	747.99	748.25	748.25	748.36	0.039672	2.65	1.13	5.21	1.00
UT1	SR3	3002	FEMA-100	EX	3.00	745.00	745.88		745.90	0.002075	1.15	2.62	4.14	0.25
UT1	SR3	3002	FEMA-100	PROP	3.00	745.00	745.89		745.89	0.000056	0.24	12.62	15.36	0.05
UT1	SR3	3001	FEMA-100	EX	3.00	743.00	745.89		745.89	0.000004	0.11	42.23	57.29	0.01
UT1	SR3	3001	FEMA-100	PROP	3.00	743.00	745.89		745.89	0.000004	0.11	44.73	58.51	0.01
UT1	SR3	3000	FEMA-100	EX	3.00	737.83	745.89		745.89	0.000000	0.01	897.10	281.59	0.00
UT1	SR3	3000	FEMA-100	PROP	3.00	737.83	745.89		745.89	0.000000	0.01	898.50	282.21	0.00
Tomahawk	SR1	2004	FEMA-100	EX	3600.00	742.05	748.92		749.45	0.003815	7.24	990.91	274.84	0.54
Tomahawk	SR1	2004	FEMA-100	PROP	3600.00	742.05	748.91		749.45	0.003825	7.25	990.00	274.78	0.54
Tomahawk	SR1	2003	FEMA-100	EX	3600.00	741.00	748.39	746.65	748.76	0.004011	7.42	1168.26	295.53	0.53
Tomahawk	SR1	2003	FEMA-100	PROP	3600.00	741.00	748.38	746.65	748.76	0.004019	7.43	1167.38	295.48	0.53
Tomahawk	SR1	2002	FEMA-100	EX	3600.00	740.99	747.89		748.35	0.003809	7.71	1112.85	278.12	0.53
Tomahawk	SR1	2002	FEMA-100	PROP	3600.00	740.99	747.86		748.33	0.003890	7.77	1104.34	277.72	0.54
Tomahawk	SR1	2001	FEMA-100	EX	3600.00	739.98	747.21	745.81	747.69	0.005084	8.62	1054.86	263.84	0.60
Tomahawk	SR1	2001	FEMA-100	PROP	3600.00	739.98	747.21	745.81	747.69	0.005083	8.62	1054.87	263.84	0.60
Tomahawk	SR1	2000	FEMA-100	EX	3600.00	737.89	745.26	745.26	746.62	0.012026	12.58	699.41	234.08	0.89
Tomahawk	SR1	2000	FEMA-100	PROP	3600.00	737.89	745.26	745.26	746.62	0.012026	12.58	699.41	234.08	0.89
Tomahawk	SR2	1005	FEMA-100	EX	3600.00	736.99	745.48		745.85	0.003395	7.48	1233.26	295.48	0.48
Tomahawk	SR2	1005	FEMA-100	PROP	3600.00	736.99	745.48		745.85	0.003404	7.49	1233.94	296.87	0.48
Tomahawk	SR2	1004	FEMA-100	EX	3600.00	736.00	745.22		745.53	0.002241	6.38	1393.41	321.15	0.41
Tomahawk	SR2	1004	FEMA-100	PROP	3600.00	736.00	745.22		745.53	0.002241	6.38	1393.41	321.15	0.41
Tomahawk	SR2	1003	FEMA-100	EX	3600.00	736.00	744.34		745.14	0.005217	9.75	890.35	223.16	0.63
Tomahawk	SR2	1003	FEMA-100	PROP	3600.00	736.00	744.34		745.14	0.005217	9.75	890.35	223.16	0.63
Tomahawk	SR2	1002	FEMA-100	EX	3600.00	734.00	744.20	741.90	744.59	0.002261	6.95	1271.01	275.13	0.42
Tomahawk	SR2	1002	FEMA-100	PROP	3600.00	734.00	744.20	741.90	744.59	0.002261	6.95	1271.01	275.13	0.42
Tomahawk	SR2	1001	FEMA-100	EX	3600.00	732.98	744.08	740.43	744.32	0.001138	5.54	1578.24	266.66	0.31
Tomahawk	SR2	1001	FEMA-100	PROP	3600.00	732.98	744.08	740.43	744.32	0.001138	5.54	1578.24	266.66	0.31
Tomahawk	SR2	1000	FEMA-100	EX	3600.00	731.88	744.00	739.89	744.18	0.000793	4.99	1868.84	304.72	0.26
Tomahawk	SR2	1000	FEMA-100	PROP	3600.00	731.88	744.00	739.89	744.18	0.000793	4.99	1868.84	304.72	0.26

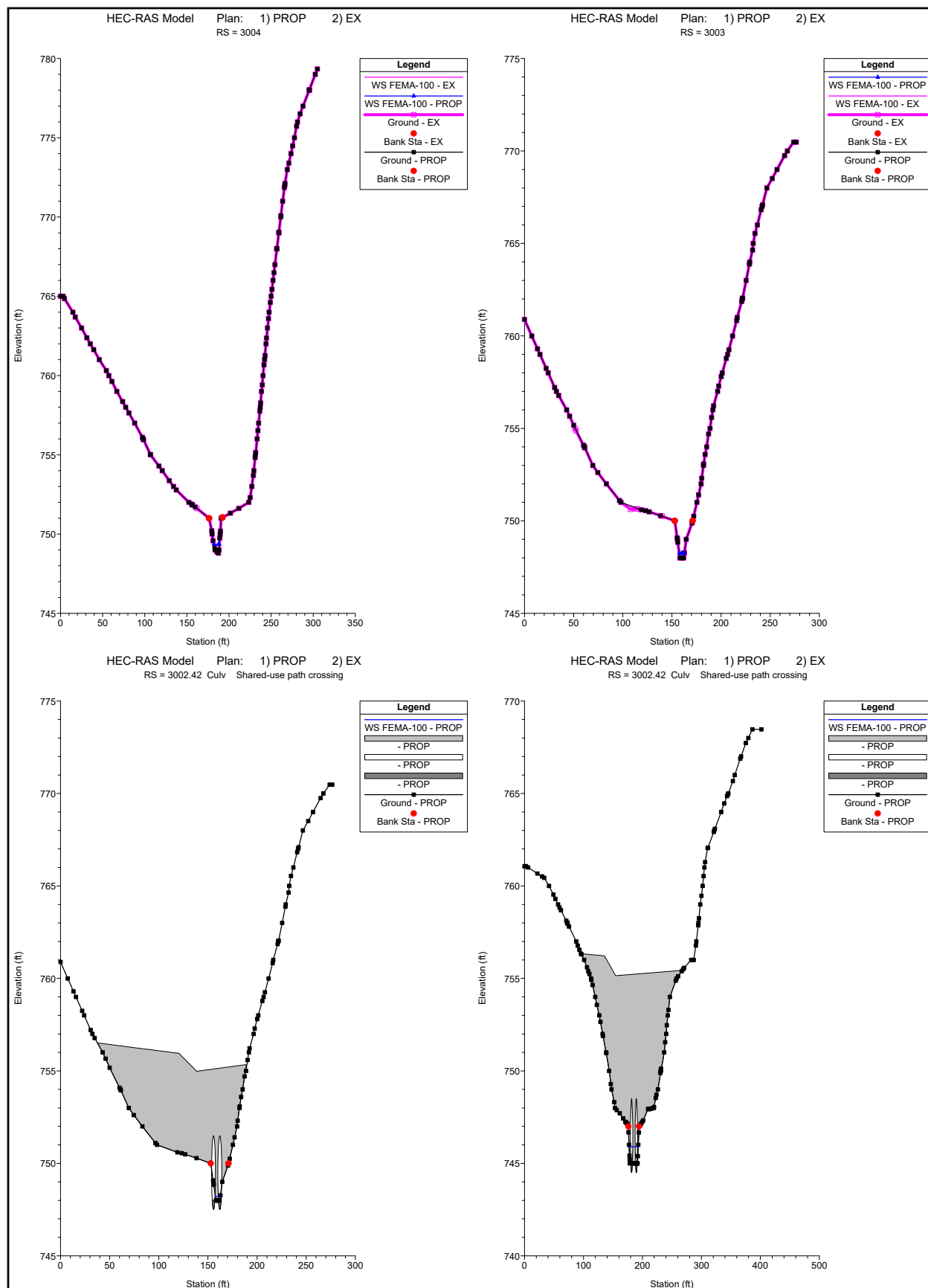
Note:

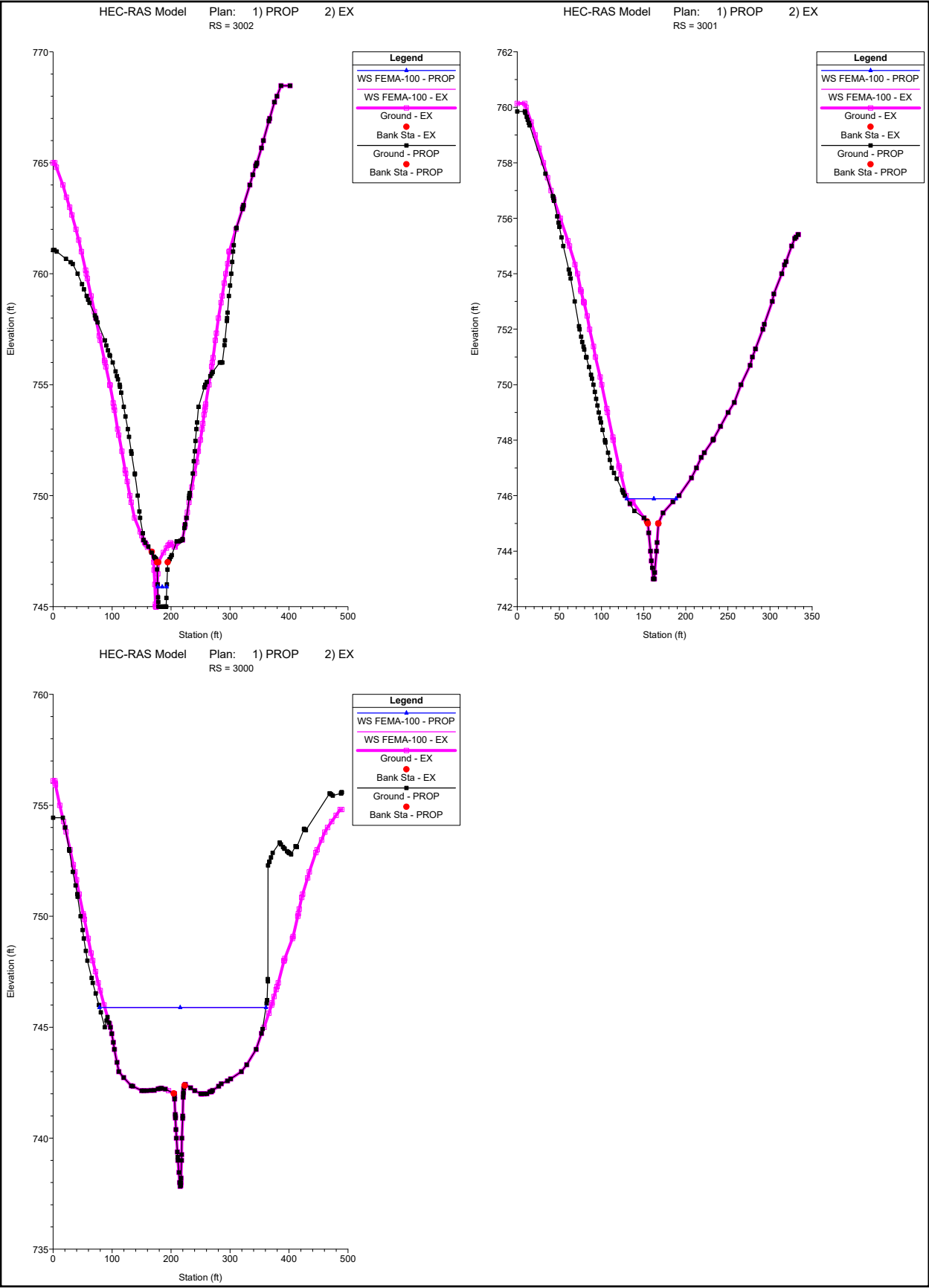
0.01 increase in elevation at cross-section 3001 is likely due to de minimis flow required for modeling purposes and does not represent an increase in BFE at this location.



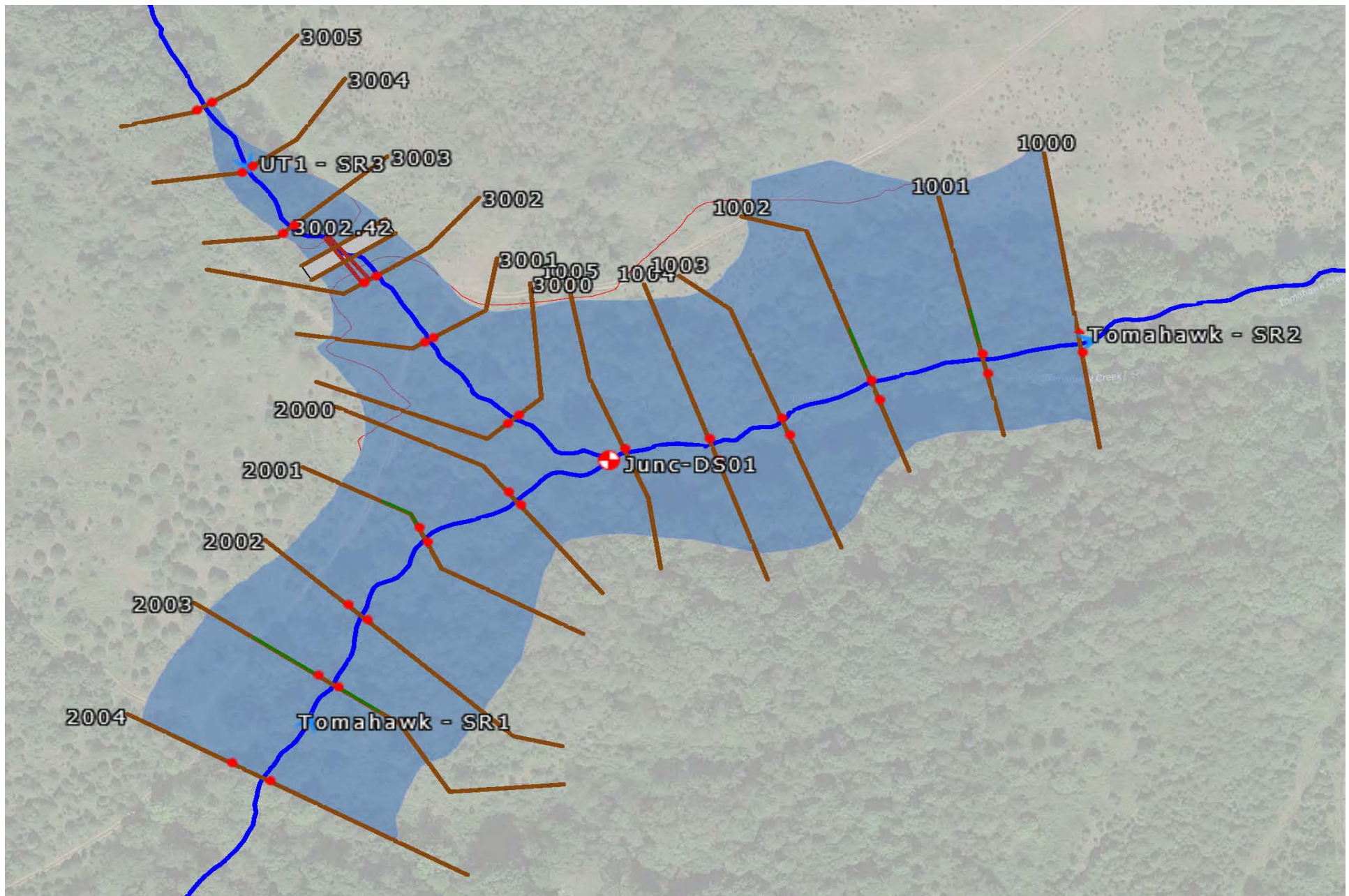








Scenario 2: Boundary Condition set to elevation 752



Note:

Existing conditions are mapped in blue and proposed conditions are mapped in red outline. Changes in flood extents from cross-section 3001 to 1002 are due to proposed cut in floodplain of Tomahawk Creek resulting in additional storage.

Scenario 2: Boundary Condition set to elevation 752

HEC-RAS Profile: FEMA 100

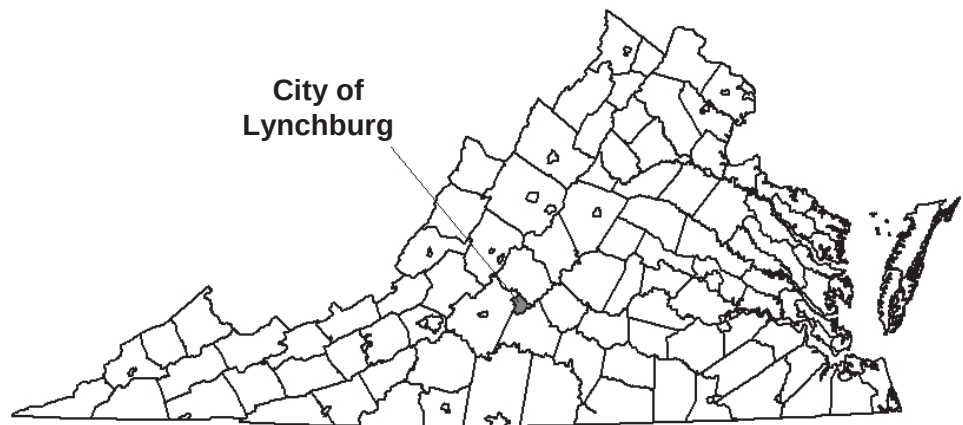
River	Reach	River Sta	Profile	Plan	Q Total (cfs)	Min Ch El (ft)	W.S. Elev (ft)	Crit W.S. (ft)	E.G. Elev (ft)	E.G. Slope (ft/ft)	Vel Chnl (ft/s)	Flow Area (sq ft)	Top Width (ft)	Froude # Chl
UT1	SR3	3005	FEMA 100	EX	1.00	751.00	752.12		752.12	0.000016	0.12	8.58	12.29	0.02
UT1	SR3	3005	FEMA 100	PROP	1.00	751.00	752.12		752.12	0.000016	0.12	8.58	12.30	0.02
UT1	SR3	3004	FEMA 100	EX	1.00	748.80	752.12		752.12	0.000000	0.02	70.78	73.99	0.00
UT1	SR3	3004	FEMA 100	PROP	1.00	748.80	752.12		752.12	0.000000	0.02	70.78	74.01	0.00
UT1	SR3	3003	FEMA 100	EX	1.00	747.99	752.12		752.12	0.000000	0.01	167.68	98.22	0.00
UT1	SR3	3003	FEMA 100	PROP	1.00	747.99	752.12	748.12	752.12	0.000000	0.01	166.01	98.23	0.00
UT1	SR3	3002	FEMA 100	EX	1.00	745.00	752.12		752.12	0.000000	0.01	458.23	131.34	0.00
UT1	SR3	3002	FEMA 100	PROP	1.00	745.00	752.12		752.12	0.000000	0.00	432.99	108.93	0.00
UT1	SR3	3001	FEMA 100	EX	1.00	743.00	752.12		752.12	0.000000	0.00	912.88	207.45	0.00
UT1	SR3	3001	FEMA 100	PROP	1.00	743.00	752.12		752.12	0.000000	0.00	974.38	219.39	0.00
UT1	SR3	3000	FEMA 100	EX	1.00	737.83	752.12		752.12	0.000000	0.00	3033.71	399.87	0.00
UT1	SR3	3000	FEMA 100	PROP	1.00	737.83	752.12		752.12	0.000000	0.00	2832.58	331.61	0.00
Tomahawk	SR1	2004	FEMA 100	EX	3600.00	742.05	752.27		752.40	0.000588	3.87	2060.23	368.47	0.23
Tomahawk	SR1	2004	FEMA 100	PROP	3600.00	742.05	752.27		752.40	0.000588	3.88	2059.32	368.40	0.23
Tomahawk	SR1	2003	FEMA 100	EX	3600.00	741.00	752.22	746.65	752.30	0.000517	3.70	2426.67	362.18	0.21
Tomahawk	SR1	2003	FEMA 100	PROP	3600.00	741.00	752.21	746.65	752.29	0.000517	3.70	2425.85	362.15	0.21
Tomahawk	SR1	2002	FEMA 100	EX	3600.00	740.99	752.16		752.25	0.000439	3.66	2433.31	341.14	0.20
Tomahawk	SR1	2002	FEMA 100	PROP	3600.00	740.99	752.16		752.24	0.000440	3.66	2431.85	341.08	0.20
Tomahawk	SR1	2001	FEMA 100	EX	3600.00	739.98	752.10	745.81	752.18	0.000438	3.70	2478.06	319.48	0.19
Tomahawk	SR1	2001	FEMA 100	PROP	3600.00	739.98	752.10	745.81	752.18	0.000438	3.70	2477.67	319.46	0.19
Tomahawk	SR1	2000	FEMA 100	EX	3600.00	737.89	752.05		752.12	0.000360	3.57	2583.96	321.02	0.17
Tomahawk	SR1	2000	FEMA 100	PROP	3600.00	737.89	752.05		752.12	0.000346	3.50	2536.83	291.89	0.17
Tomahawk	SR2	1005	FEMA 100	EX	3600.00	736.99	752.08		752.11	0.000185	2.67	3412.31	362.43	0.13
Tomahawk	SR2	1005	FEMA 100	PROP	3600.00	736.99	752.08		752.11	0.000185	2.67	3416.86	364.03	0.13
Tomahawk	SR2	1004	FEMA 100	EX	3600.00	736.00	752.06		752.09	0.000127	2.32	3844.22	389.98	0.11
Tomahawk	SR2	1004	FEMA 100	PROP	3600.00	736.00	752.06		752.10	0.000131	2.35	3892.07	415.99	0.11
Tomahawk	SR2	1003	FEMA 100	EX	3600.00	736.00	752.02		752.08	0.000200	3.08	3246.70	394.02	0.14
Tomahawk	SR2	1003	FEMA 100	PROP	3600.00	736.00	752.02		752.08	0.000203	3.10	3246.47	402.30	0.14
Tomahawk	SR2	1002	FEMA 100	EX	3600.00	734.00	752.02	741.90	752.05	0.000113	2.40	4064.60	426.12	0.11
Tomahawk	SR2	1002	FEMA 100	PROP	3600.00	734.00	752.02	741.90	752.05	0.000110	2.38	4118.32	431.20	0.10
Tomahawk	SR2	1001	FEMA 100	EX	3600.00	732.98	752.00	740.43	752.04	0.000088	2.28	4025.72	346.43	0.09
Tomahawk	SR2	1001	FEMA 100	PROP	3600.00	732.98	752.00	740.43	752.04	0.000088	2.28	4025.72	346.43	0.09
Tomahawk	SR2	1000	FEMA 100	EX	3600.00	731.88	752.00	739.90	752.02	0.000064	2.04	4745.31	397.98	0.08
Tomahawk	SR2	1000	FEMA 100	PROP	3600.00	731.88	752.00	739.90	752.02	0.000064	2.04	4745.31	397.98	0.08

ATTACHMENT 2: FEMA FIRMette & FIS

FLOOD INSURANCE STUDY



**CITY OF LYNCHBURG,
VIRGINIA
(INDEPENDENT CITY)**



REVISED:
JUNE 3, 2008



Federal Emergency Management Agency

FLOOD INSURANCE STUDY NUMBER
510093V000A

FLOODING SOURCE AND LOCATION	DRAINAGE AREA (sq. miles)	PEAK DISCHARGES (cubic feet per second)			
		<u>10-Percent- Annual- Chance</u>	<u>2-Percent- Annual- Chance</u>	<u>1-Percent- Annual- Chance</u>	<u>0.2-Percent- Annual- Chance</u>
TOMAHAWK CREEK (continued)					
Downstream from Norfolk & Western railroad bridge	5.4	400	1,300	1,800	3,400
Upstream of Norfolk & Western railroad bridge	5.4	1,500	3,200	5,200	10,900
At upper study limit	3.17	1,100	2,500	3,600	7,700

* Data not available

3.2 Hydraulic Analyses

Analyses of the hydraulic characteristics of flooding from the sources studied were carried out to provide estimates of the elevations of floods of the selected recurrence intervals. Users should be aware that flood elevations shown on the Flood Insurance Rate Map (FIRM) represent rounded whole-foot elevations and may not exactly reflect the elevations shown on the Flood Profiles or in the Floodway Data Table in the FIS report. Flood elevations shown on the FIRM are primarily intended for flood insurance rating purposes. For construction and/or floodplain management purposes, users are cautioned to use the flood elevation data presented in this FIS report in conjunction with the data shown on the FIRM.

Locations of selected cross sections used in the hydraulic analyses are shown on the Flood Profiles (Exhibit 1). For stream segments for which a floodway was computed (Section 4.2), selected cross section locations are also shown on the FIRM (Exhibit 2).

The hydraulic analyses for this study are based on the effects of unobstructed flow. The flood elevations shown on the profiles are valid only if hydraulic structures remain unobstructed, and dams and other flood control structures operate properly and do not fail.

All qualifying benchmarks within a given jurisdiction that are catalogued by the National Geodetic Survey (NGS) and entered into the National Spatial Reference System (NSRS) as First or Second Order Vertical and have a vertical stability classification of A, B or C are shown and labeled on the FIRM with their 6-character NSRS Permanent Identifier.

Benchmarks catalogued by the NGS and entered into the NSRS vary widely in vertical stability classification. NSRS vertical stability classifications are as follows:

For limited detail analyses, flood profiles were computed for the 100-year recurrence interval flood events. Floodways were not computed.

Floodplains were delineated using GeoRAS. Floodplains were mapped to include backwater effects that govern each flooding source near its downstream extent. Floodplains were reviewed for accuracy and adjusted as necessary.

Roughness coefficients for each flooding source were estimated using digital orthophotos and were verified by field inspection. Roughness values were set to 0.04 for the main channel and ranged from 0.05 to 0.10 for the overbank areas.

For the streams that were not restudied but were redelineated, the FEMA effective models were rerun and the elevations adjusted to NAVD 88 to delineate the boundaries on the city topography.

The 1 percent annual chance flood was digitized for the previously studied approximate streams and adjusted to the City of Lynchburg's topographic mapping and significant changes in topography, stream crossings and other planimetric data were taken into account. The digitized approximate studies were then edgematched to adjoining detailed study areas to provide a smooth transition between detailed and approximate flood zones.

Table 4 list all the streams and the special flood hazard area (SFHA) associated with them.

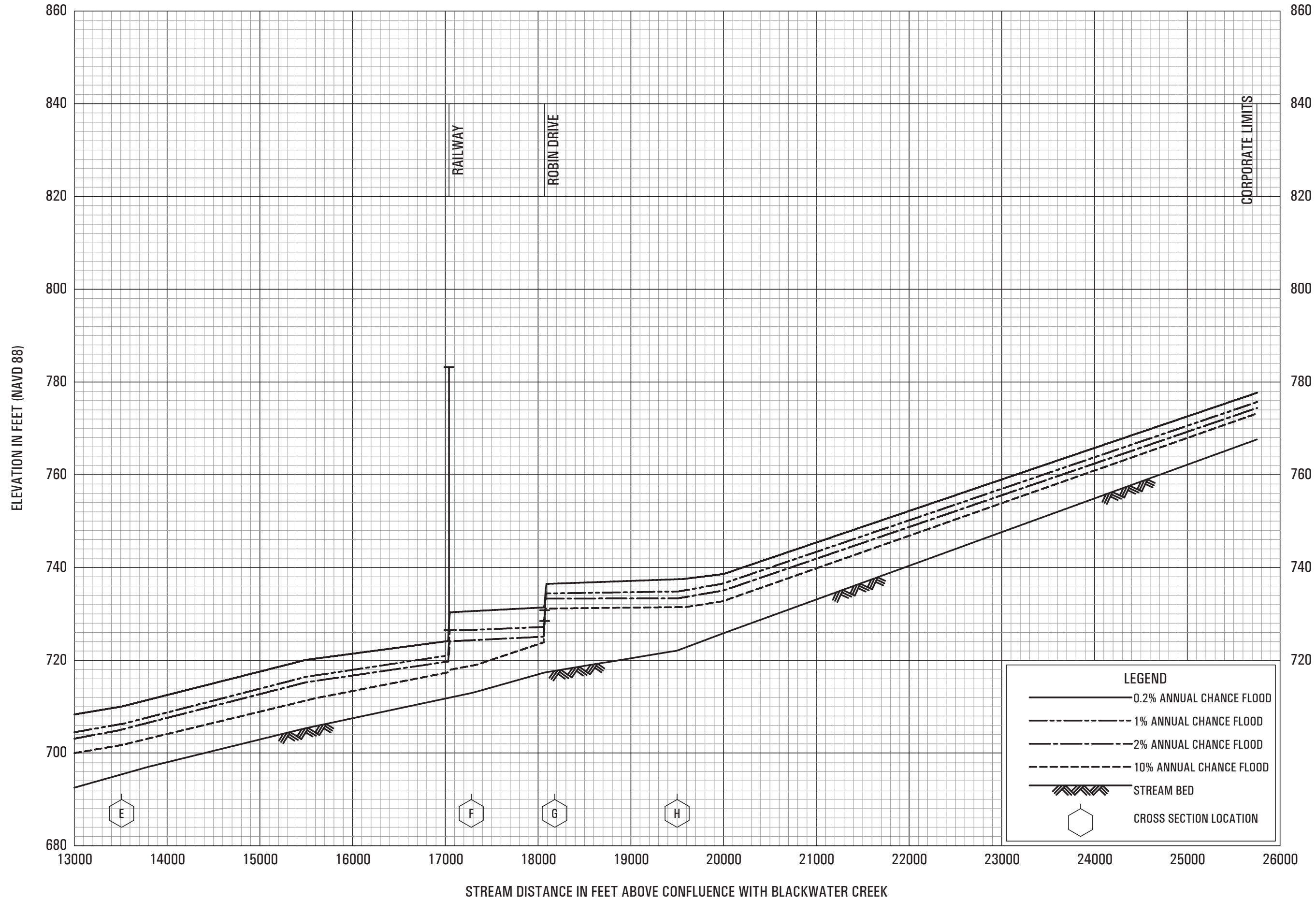
TABLE 4- STUDIED STREAMS

Stream	SFHA	Length (mi)	Hydrology	Hydraulics	Floodplain	Floodway
Burton Creek	Detailed	2.4	Revised	Revised	Revised	Revised
Burton Creek Tributary No. 1	Limited Detailed	0.9	New	New	New	None
Burton Creek Tributary No. 2	Limited Detailed	0.6	New	New	New	None
Burton Creek Tributary No. 3	Limited Detailed	0.5	New	New	New	None
Burton Creek Tributary No. 4	Limited Detailed	0.6	New	New	New	None
Burton Creek Tributary No. 5	Limited Detailed	0.2	New	New	New	None
Burton Creek Tributary No. 6	Limited Detailed	0.2	New	New	New	None
Rock Castle Creek	Detailed	9.6	Revised	Revised	Revised	Revised
Rock Castle Creek Tributary No. 4	Limited Detailed	0.3	New	New	New	None
Rock Castle Creek Tributary No. 5	Limited Detailed	0.4	New	New	New	None
Rock Castle Creek Tributary No. 6	Limited Detailed	0.8	New	New	New	None

FLOODING SOURCE		FLOODWAY			BASE FLOOD WATER SURFACE ELEVATION (FEET NAVD)			
CROSS SECTION	DISTANCE ¹	WIDTH (FEET)	SECTION AREA (SQUARE FEET)	MEAN VELOCITY (FEET PER SECOND)	REGULATORY	WITHOUT FLOODWAY	WITH FLOODWAY	INCREASE
Tomahawk Creek								
A	1,400	90	924	5.1	660.2	660.2	660.8	0.6
B	8,040	120	1,059	4.5	683.3	683.3	683.3	0.0
C	8,850	75	991	4.8	691.4	691.4	691.4	0.0
D	12,200	125	1,120	4.2	702.1	702.1	702.1	0.0
E	13,510	155	977	4.9	706.2	706.2	706.5	0.3
F	17,280	120	1,150	4.5	726.5	726.5	726.5	0.0
G	18,180	105	1,303	4.0	734.4	734.4	734.4	0.0
H	19,500	320	2,367	2.2	734.8	734.8	735.7	0.9

¹Feet above confluence with Blackwater Creek

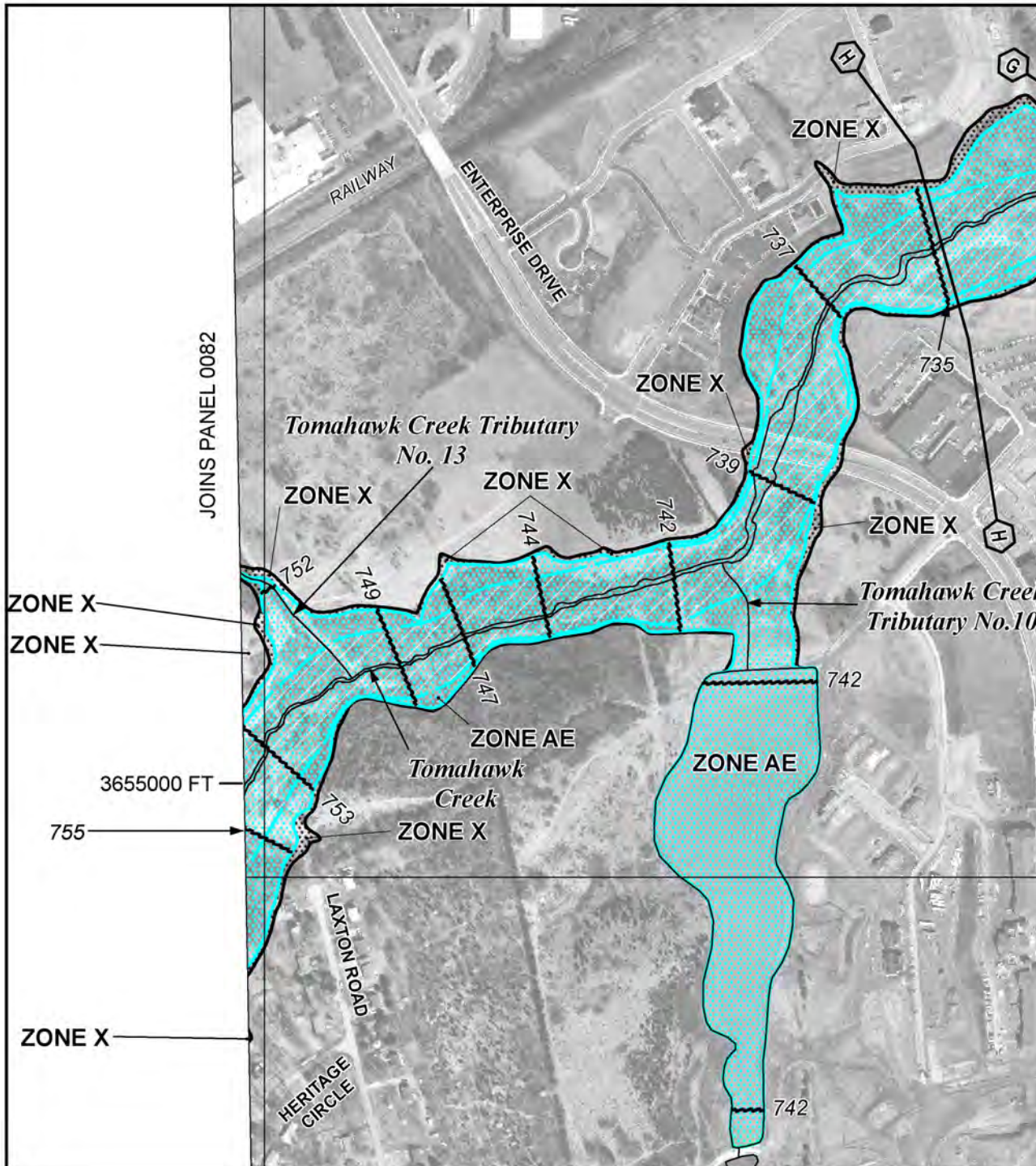
TABLE 5	FEDERAL EMERGENCY MANAGEMENT AGENCY	FLOODWAY DATA
	CITY OF LYNCHBURG, VA (INDEPENDENT CITY)	TOMAHAWK CREEK



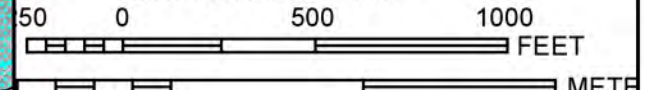
FLOOD PROFILES

TOMAHAWK CREEK

FEDERAL EMERGENCY MANAGEMENT AGENCY
CITY OF LYNCHBURG, VA
(INDEPENDENT CITY)



MAP SCALE 1" = 500'



NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0101D

FIRM
FLOOD INSURANCE RATE MAP
**CITY OF LYNCHBURG,
VIRGINIA**
INDEPENDENT CITY

PANEL 101 OF 131
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
LYNCHBURG, CITY OF	510093	0101	D

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.



MAP NUMBER
5100930101D

MAP REVISED
JUNE 3, 2008

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

April 12, 2017

PLEASE PRINT

[illegible]

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **May 9, 2017**

AGENDA ITEM #: **8**

CONSENT:
ACTION: **X**

REGULAR: **X**
INFORMATION:

WORK SESSION:

CLOSED SESSION:
(Confidential)

ITEM TITLE: Vacate a portion of 17th Street

Strategic Pillar(s) Impacted:

☐ Arts & Culture	☐ Citizen Engagement & Social Capital	☐ Economic Development	☐ Healthy & Active Living
☐ Infrastructure	☒ Land Use	☐ Lifelong Learning	☐ Natural Resources
☐ Neighborhoods	☐ Safe Community	☐ Social Equity	☐ Transportation
			☐ Administrative

RECOMMENDATION: Approval of the right-of-way vacation.

SUMMARY: Seven Hills Food, LLC, the owner of 1803 Holliday Street, is petitioning to vacate a portion of right-of-way known as 17th Street. The total area of the proposed vacation is three-hundred and ninety-four thousandths (0.394) of an acre and includes part of the street. The right-of-way does not serve any other properties and bringing it under private ownership would allow the petitioner to maintain the driveway and secure the property with a fence.

PRIOR ACTION(S):

March 21, 2017: The Technical Review Committee (TRC) reviewed the petition. The TRC comments have been incorporated into the proposed ordinance.

May 9, 2017: The Physical Development Committee will review this item at their meeting.

FISCAL IMPACT: \$11,820 Assessed Value

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

ATTACHMENT(S):

- Ordinance
- Plat

REVIEWED BY: bms

UNCODIFIED ORDINANCE:

AN ORDINANCE VACATING A PORTION OF RIGHT-OF-WAY ALONG 17th STREET.

WHEREAS, Seven Hills Food, LLC, is petitioning to vacate a portion of right-of-way along 17th Street; and

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

WHEREAS, City Council has determined that the City has no need for the portion of public right-of-way in question and the City's continued ownership of such public right-of-way is not necessary or required to serve the best interest of the City;

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

BEGINNING AT A 1/2 INCH REBAR SET, SAID POINT BEING ON A NEW LINE DELINEATING LYNCHBURG EXPRESSWAY AND CURRENT 17th STREET; THENCE ALONG SAID LINE THE FOLLOWING COURSES, NORTH 89 DEGREES 43 MINUTES 51 SECONDS EAST 111.64 FEET TO A 1/2 INCH REBAR SET SOUTH 77 DEGREES 16 MINUTES 35 SECONDS EAST 59.05 FEET TO A 1/2 INCH REBAR SET, SOUTH 68 DEGREES 10 MINUTES 19 SECONDS 88.80 FEET TO A 1/2 INCH REBAR FOUND; THENCE LEAVING SAID NEW LINE AND ALONG CURRENT EXISTING RIGHT OF WAY OF 17th STREET THE FOLLOWING COURSES, SOUTH 53 DEGREES 19 MINUTES 41 SECONDS WEST 78.93 FEET TO A POINT, NORTH 65 DEGREES 14 MINUTES 19 SECONDS WEST 78.00 FEET TO A 1/2 INCH REBAR FOUND, SOUTH 65 DEGREES 58 MINUTES 41 SECONDS WEST 128.10 FEET TO A 1/2 INCH REBAR SET ON A NEW LINE OF 17th STREET; THENCE NORTH 00 DEGREES 16 MINUTES 09 SECONDS WEST 112.11 FEET TO THE POINT OF BEGINNING AND CONTAINING APPROXIMATELY 0.394 ACRES (17169.166 SQUARE FEET)

Provided, however, that any easement to locate, relocate, repair, replace, maintain and perpetually operate all utilities currently located therein or needed by the City in the future is hereby reserved unto the City of Lynchburg and the construction of a permanent structure over any utility line without the prior written approval of the City is prohibited.

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

Adopted:

Certified: _____
Clerk of Council

072K

THIS PLAT HAS BEEN PREPARED FROM AN ACTUAL FIELD SURVEY AS OF DATE SHOWN HEREON AND THERE ARE NO VISIBLE EASEMENTS OR ENCROACHMENTS EXCEPT AS SHOWN. SEE NOTE BELOW FOR EXCEPTIONS TO FIELD SURVEY.

THIS PLAT WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT AND THEREFORE DOES NOT NECESSARILY INDICATE ALL ENCUMBRANCES ON THE PROPERTY.

THE OWNERS DO NOT WISH TO PLACE RESTRICTIONS ON SUBDIVISION AT THIS TIME.

SUBJECT PROPERTY(S) ARE CURRENTLY SERVED BY CITY OF LYNCHBURG PUBLIC WATER AND SANITARY SEWER.

THIS SURVEY WAS COMPLETED AT THE REQUEST OF CITY OF LYNCHBURG OFFICE OF ECONOMIC DEVELOPMENT.

THE AREA SHOWN IS LOCATED IN FLOOD HAZARD ZONE 'A' AS INDICATED ON FLOOD INSURANCE RATE MAP BY FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA), COMMUNITY PANEL NUMBER 5100930044D, DATED (REVISED) JUNE 3, 2008. ZONE 'A' IS DEFINED ON SAID MAP AS "NO BASE FLOOD ELEVATIONS DETERMINED". FLOOD ZONE 'A' SHOWN HEREON SCALED FROM SAID FEMA PANEL AND/OR CITY OF LYNCHBURG GIS DATA.

BUILDINGS AND EDGE OF PAVEMENT (EXCEPT AT AREA OF 60" CONCRETE PIPE) TAKEN FROM CITY OF LYNCHBURG GIS OR OTHER RECORD DATA AND ARE NOT PART OF FIELD SURVEY.

THIS SURVEY DOES NOT ADDRESS ALL POSSIBLE UNDERGROUND UTILITIES.

THE DEDICATION OF THE SUBDIVISION SHOWN HEREON IS WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE UNDERSIGNED OWNERS, PROPRIETORS, AND TRUSTEES, IF ANY. THE OWNERS CERTIFY THAT THEY ARE THE FEE SIMPLE OWNERS OF SAID LAND AND ARE LEGALLY ENTITLED TO SUBDIVIDE THE SAME.

CITY MANAGER, LYNCHBURG, VIRGINIA _____ DATE _____

COMMONWEALTH AT LARGE TO WIT:
STATE OF VIRGINIA - CITY/COUNTY OF _____

I, _____ A NOTARY PUBLIC IN AND FOR
THE STATE AFORESAID, DO HEREBY CERTIFY THAT THE OWNER(S) WHOSE NAME IS SIGNED HEREON HAVE
ACKNOWLEDGED THE SAME BEFORE ME THIS _____ DAY OF _____, 2015.

MY COMMISSION EXPIRES _____

NOTARY PUBLIC _____

THE DEDICATION OF THE SUBDIVISION SHOWN HEREON IS WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE UNDERSIGNED OWNERS, PROPRIETORS, AND TRUSTEES, IF ANY. THE OWNERS CERTIFY THAT THEY ARE THE FEE SIMPLE OWNERS OF SAID LAND AND ARE LEGALLY ENTITLED TO SUBDIVIDE THE SAME.

SEVEN HILLS FOOD, LLC _____ DATE _____

COMMONWEALTH AT LARGE TO WIT:
STATE OF VIRGINIA - CITY/COUNTY OF _____

I, _____ A NOTARY PUBLIC IN AND FOR
THE STATE AFORESAID, DO HEREBY CERTIFY THAT THE OWNER(S) WHOSE NAME IS SIGNED HEREON HAVE
ACKNOWLEDGED THE SAME BEFORE ME THIS _____ DAY OF _____, 2015.

MY COMMISSION EXPIRES _____

NOTARY PUBLIC _____

SOURCE OF TITLE

TM #05001002 & 05001005
SHOWN HEREON AS PARCEL A, B, AND B1
SEVEN HILLS FOOD, LLC
INSTR #140000280

PART OF TM #05001007
SHOWN HEREON AS PARCEL C
CITY OF LYNCHBURG
DB 417 PG 249
SEE CITY DRAWING #H.W. 104-A

PART OF TM #05001007
SHOWN HEREON AS PARCEL C1
CITY OF LYNCHBURG
DB 402 PG 631
SEE CITY DRAWING #H.W. 104-A

SUBDIVISION PLAT APPROVED:

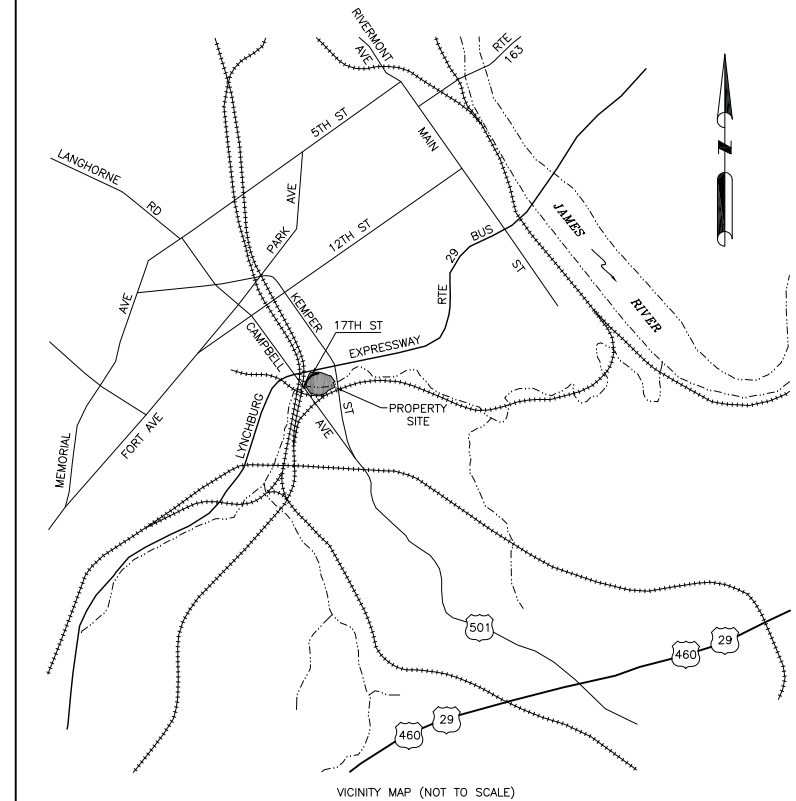
CITY ENGINEER, LYNCHBURG, VA _____ DATE _____

CITY PLANNER, LYNCHBURG, VA _____ DATE _____

CITY MANAGER, LYNCHBURG, VA _____ DATE _____

ALL SUBJECT LOTS ARE CURRENTLY SERVED BY PUBLIC WATER AND SEWER.

**PRELIMINARY
FOR REVIEW ONLY
3/17/2017**



VICINITY MAP (NOT TO SCALE)

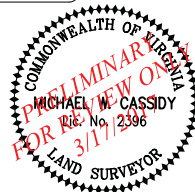
ACREAGE TABLE

AREA (A) - (TAX MAP 05001005) +2.113 ACRES
AREA (B) - (PART OF TAX MAP 05001002) +1.844 ACRES
AREA (B1) - (PART OF TAX MAP 05001002) + 0.181 ACRES
AREA (C) - (PART OF TAX MAP 05001007) +0.357 ACRES
AREA (C1) - (PART OF TAX MAP 05001007) +0.316 ACRES
AREA (D1) - (PART OF 17TH STREET EXISTING R/W) +0.394 ACRES

= REVISED TAX MAP #05001005 BEING 5.205 ACRES
(TO BE KNOWN AS SEVEN HILLS FOOD, LOT 1)
(TO BE KNOWN AS #100 ABATTOIR STREET)

AREA INDEX (PRE-SURVEY)

AREA (A) EXISTING TAX MAP # 05001005 - PROPERTY OF SEVEN HILLS FOOD, LLC
AREA (B) PART OF EXISTING TAX MAP #05001002 - PROPERTY OF SEVEN HILLS FOOD, LLC
AREA (B1) PART OF EXISTING TAX MAP #05001002 - PROPERTY OF SEVEN HILLS FOOD, LLC - FORMERLY HOLIDAY STREET
AREA (C) PART OF TAX MAP #05001007 - CITY OF LYNCHBURG
AREA (C1) PART OF TAX MAP #05001007 - CITY OF LYNCHBURG
AREA (D) EXISTING CITY OF LYNCHBURG R/W KNOWN AS 17TH STREET - TO BE RENAMED ABATTOIR STREET
AREA (D1) EXISTING CITY OF LYNCHBURG R/W KNOWN AS 17TH STREET - TO BE VACATED



PROJECT NO. 2015-739
DRAWING NO. 2015-739-1
DATE 3/17/2017
SCALE 1" = 50'
SHEET 1 OF 2

**PLAT SHOWING
DIVISION, RIGHT OF WAY VACATION, AND EASEMENT DEDICATION
FOR PROPERTY OF
SEVEN HILLS FOOD, LLC AND CITY OF LYNCHBURG
CITY OF LYNCHBURG, VIRGINIA**

EXISTING TOWER SITE EASEMENT LINE TABLE		
LINE	BEARING	DISTANCE
TS-1	N 54°28'41" E	12.60
TS-2	S 35°33'19" E	50.00
TS-3	S 54°28'41" W	40.00
TS-4	N 35°33'19" W	50.00

- EXISTING VARIABLE WIDTH UTILITY AND ACCESS EASEMENT SERVING TOWER SITE SEE DB 1154 PG 735 SEE INSTR #140000280
- NEW 20' WIDE UTILITY AND ACCESS EASEMENT TO SERVE TOWER SITE
- EXISTING TOWER EASEMENT SEE DB 1154 PG 735 SEE INSTR #140000280

LINE FROM POINTS 'A' THRU 'H'-A' IS THAT AREA OF CURRENT 17TH STREET TO BE RENAMED ABATTOIR STREET

LINE FROM POINTS 'C' THRU 'F' TO 'I' THRU 'K' ARE NEW CITY OF RIGHT OF WAY LINE TO DELINEATE LYNCHBURG EXPRESSWAY AND CURRENT 17TH STREET

NEW LOT FOR SEVEN HILLS FOOD TO BE KNOWN AS SEVEN HILLS FOOD LOT 1 #100 ABATTOIR STREET

ALL DASHED INTERIOR LINES WITH BEARING AND DISTANCES SHOWN IN (PARENTHESES) ARE HEREBY VACATED

LYNCHBURG EXPRESSWAY - RTE 29 BUS - VARIABLE WIDTH R/W

PRELIMINARY
FOR REVIEW ONLY
3/17/2017

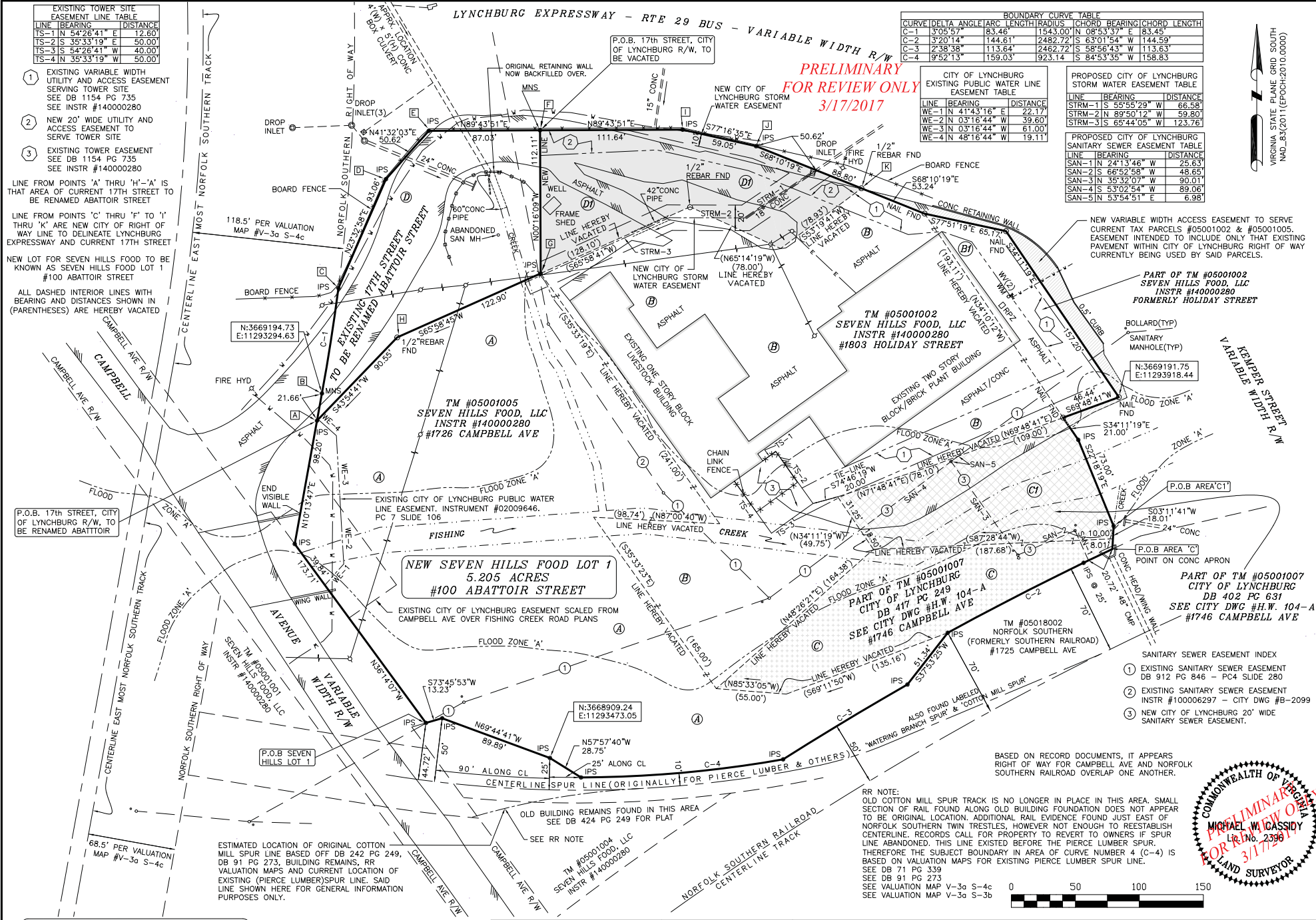
BOUNDARY CURVE TABLE					
CURVE	DELTA ANGLE	ARC LENGTH	RADIUS	CHORD BEARING	CHORD LENGTH
C-1	13°05'57"	83.46	1543.00	N 08°53'37" E	83.45
C-2	3°20'14"	144.61	2482.72	S 63°01'54" W	144.59
C-3	2°38'38"	113.64	2462.72	S 58°56'43" W	113.63
C-4	9°52'13"	159.03	923.14	S 84°53'35" W	158.83

CITY OF LYNCHBURG EXISTING PUBLIC WATER LINE EASEMENT TABLE		
LINE	BEARING	DISTANCE
WE-1	N 41°43'16" E	22.17
WE-2	N 03°16'44" W	39.60
WE-3	N 03°16'44" W	61.00
WE-4	N 48°16'44" W	19.11

PROPOSED CITY OF LYNCHBURG STORM WATER EASEMENT TABLE		
LINE	BEARING	DISTANCE
STRM-1	S 55°55'29" W	66.58
STRM-2	N 89°50'12" W	59.80
STRM-3	S 65°44'05" W	123.76

PROPOSED CITY OF LYNCHBURG SANITARY SEWER EASEMENT TABLE		
LINE	BEARING	DISTANCE
SAN-1	N 24°13'46" W	25.63
SAN-2	S 66°52'58" W	48.68
SAN-3	S 35°32'07" W	90.01
SAN-4	S 53°02'54" W	89.06
SAN-5	N 53°54'51" E	6.98

VIRGINIA STATE PLANE GRID SOUTH
NAD 83(2011) (EPOCH:2010.0000)



SUBDIVISION PLAT APPROVED:	
CITY ENGINEER, LYNCHBURG, VA	DATE
CITY PLANNER, LYNCHBURG, VA	DATE
CITY MANAGER, LYNCHBURG, VA	DATE

- LEGEND
- IPS • 1/2" REBAR SET (UNLESS NOTED OTHER)
 - MNS • MAGNETIC NAIL SET
 - CORNER FOUND AS NOTED
 - OVERHEAD UTILITY LINES
 - E- UNDERGROUND ELECTRIC
 - GUARD RAIL
 - EDGE OF PAVEMENT

PIEDMONT SURVEYORS
3831 OLD FOREST ROAD - SUITE 6
LYNCHBURG, VA 24501
434-426-9510
WWW.PIEDMONTSURVEYORS.COM

PROJECT NO. 2015-739
DRAWING NO. 2015-739-1
DATE 3/17/2017
SCALE 1" = 50'
SHEET 2 OF 2

PLAT SHOWING
DIVISION, RIGHT OF WAY VACATION, AND EASEMENT DEDICATION
FOR PROPERTY OF
SEVEN HILLS FOOD, LLC AND CITY OF LYNCHBURG
CITY OF LYNCHBURG, VIRGINIA

COMMONWEALTH OF VIRGINIA
PRELIMINARY
FOR REVIEW ONLY
MICHAEL W. CASSIDY
Lic. No. 2398
LAND SURVEYOR

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **May 9, 2017**

AGENDA ITEM #: **9**

CONSENT:
ACTION: **X**

REGULAR: **X**
INFORMATION:

WORK SESSION:

CLOSED SESSION:
(Confidential)

ITEM TITLE: Access easement along the Lynchburg Expressway

Strategic Pillar(s) Impacted:

☐ Arts & Culture	☐ Citizen Engagement & Social Capital	☐ Economic Development	☐ Healthy & Active Living
☐ Infrastructure	☒ Land Use	☐ Lifelong Learning	☐ Natural Resources
☐ Neighborhoods	☐ Safe Community	☐ Social Equity	☐ Transportation
			☐ Administrative

RECOMMENDATION: Authorize the City Manager to execute an access easement with Seven Hills Food, LLC.

SUMMARY: Seven Hills Food, LLC, the owner of 1803 Holliday Street, is requesting an access easement within the Lynchburg Expressway right-of-way. A portion of the parking area, as well as part of a drive aisle to access the rear of the building, are currently located within the right-of-way. These paved areas have been used by the occupants of 1803 Holliday Street since at least 1997.

PRIOR ACTION(S):

March 21, 2017: The Technical Review Committee [TRC] reviewed the proposed easement.

FISCAL IMPACT: None

CONTACT(S):

Rachel Frischeisen, Planner – 455-3900
Tom Martin, City Planner – 455-3900
Kent White, Director of Community Development – 455-3900

ATTACHMENT(S):

- Resolution
- Plat

REVIEWED BY: bms

RESOLUTION:

RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A RIGHT-OF-WAY EASEMENT WITH SEVEN HILLS FOOD, LLC.

BE IT RESOLVED by the Lynchburg City Council that the City Manager is hereby authorized to execute a right-of-way easement with Seven Hills Food, LLC granting access across public property along the Lynchburg Expressway to use and maintain the parking lot associated with 1803 Holliday Street (Tax Parcel # 05001002), as shown on the attached plat.

Adopted:

Certified:

Clerk of Council

071K

THIS PLAT HAS BEEN PREPARED FROM AN ACTUAL FIELD SURVEY AS OF DATE SHOWN HEREON AND THERE ARE NO VISIBLE EASEMENTS OR ENCROACHMENTS EXCEPT AS SHOWN. SEE NOTE BELOW FOR EXCEPTIONS TO FIELD SURVEY.

THIS PLAT WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT AND THEREFORE DOES NOT NECESSARILY INDICATE ALL ENCUMBRANCES ON THE PROPERTY.

THE OWNERS DO NOT WISH TO PLACE RESTRICTIONS ON SUBDIVISION AT THIS TIME.

SUBJECT PROPERTY(S) ARE CURRENTLY SERVED BY CITY OF LYNCHBURG PUBLIC WATER AND SANITARY SEWER.

THIS SURVEY WAS COMPLETED AT THE REQUEST OF CITY OF LYNCHBURG OFFICE OF ECONOMIC DEVELOPMENT.

THE AREA SHOWN IS LOCATED IN FLOOD HAZARD ZONE 'A' AS INDICATED ON FLOOD INSURANCE RATE MAP BY FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA), COMMUNITY PANEL NUMBER 5100930044D, DATED (REVISED) JUNE 3, 2008. ZONE 'A' IS DEFINED ON SAID MAP AS "NO BASE FLOOD ELEVATIONS DETERMINED". FLOOD ZONE 'A' SHOWN HEREON SCALED FROM SAID FEMA PANEL AND/OR CITY OF LYNCHBURG GIS DATA.

BUILDINGS AND EDGE OF PAVEMENT (EXCEPT AT AREA OF 60" CONCRETE PIPE) TAKEN FROM CITY OF LYNCHBURG GIS OR OTHER RECORD DATA AND ARE NOT PART OF FIELD SURVEY.

THIS SURVEY DOES NOT ADDRESS ALL POSSIBLE UNDERGROUND UTILITIES.

THE DEDICATION OF THE SUBDIVISION SHOWN HEREON IS WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE UNDERSIGNED OWNERS, PROPRIETORS, AND TRUSTEES, IF ANY. THE OWNERS CERTIFY THAT THEY ARE THE FEE SIMPLE OWNERS OF SAID LAND AND ARE LEGALLY ENTITLED TO SUBDIVIDE THE SAME.

CITY MANAGER, LYNCHBURG, VIRGINIA _____ DATE _____

COMMONWEALTH AT LARGE TO WIT:
STATE OF VIRGINIA - CITY/COUNTY OF _____

I, _____ A NOTARY PUBLIC IN AND FOR
THE STATE AFORESAID, DO HEREBY CERTIFY THAT THE OWNER(S) WHOSE NAME IS SIGNED HEREON HAVE
ACKNOWLEDGED THE SAME BEFORE ME THIS _____ DAY OF _____, 2015.

MY COMMISSION EXPIRES _____

NOTARY PUBLIC _____

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SEVEN HILLS FOOD, LLC _____ DATE _____

COMMONWEALTH AT LARGE TO WIT:
STATE OF VIRGINIA - CITY/COUNTY OF _____

I, _____ A NOTARY PUBLIC IN AND FOR
THE STATE AFORESAID, DO HEREBY CERTIFY THAT THE OWNER(S) WHOSE NAME IS SIGNED HEREON HAVE
ACKNOWLEDGED THE SAME BEFORE ME THIS _____ DAY OF _____, 2015.

MY COMMISSION EXPIRES _____

NOTARY PUBLIC _____

SOURCE OF TITLE

TM #05001002 & 05001005
SHOWN HEREON AS PARCEL A, B, AND B1
SEVEN HILLS FOOD, LLC
INSTR #140000280

PART OF TM #05001007
SHOWN HEREON AS PARCEL C
CITY OF LYNCHBURG
DB 417 PG 249
SEE CITY DRAWING #H.W. 104-A

PART OF TM #05001007
SHOWN HEREON AS PARCEL C1
CITY OF LYNCHBURG
DB 402 PG 631
SEE CITY DRAWING #H.W. 104-A

SUBDIVISION PLAT APPROVED:

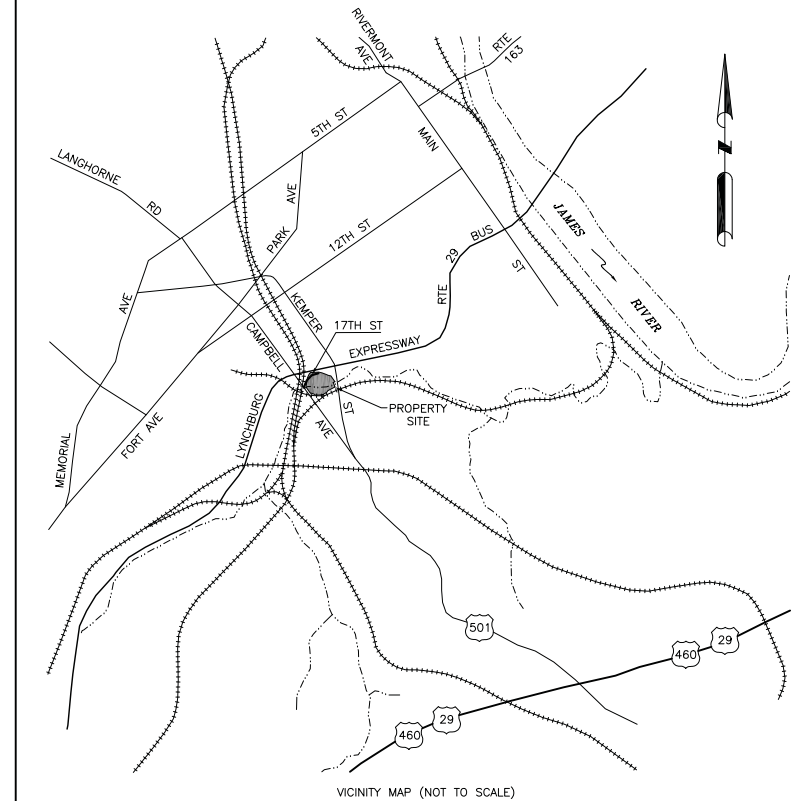
CITY ENGINEER, LYNCHBURG, VA _____ DATE _____

CITY PLANNER, LYNCHBURG, VA _____ DATE _____

CITY MANAGER, LYNCHBURG, VA _____ DATE _____

ALL SUBJECT LOTS ARE CURRENTLY SERVED BY PUBLIC WATER AND SEWER.

**PRELIMINARY
FOR REVIEW ONLY
3/17/2017**



VICINITY MAP (NOT TO SCALE)

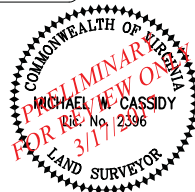
ACREAGE TABLE

AREA (A) - (TAX MAP 05001005) +2.113 ACRES
AREA (B) - (PART OF TAX MAP 05001002) +1.844 ACRES
AREA (B1) - (PART OF TAX MAP 05001002) + 0.181 ACRES
AREA (C) - (PART OF TAX MAP 05001007) +0.357 ACRES
AREA (C1) - (PART OF TAX MAP 05001007) +0.316 ACRES
AREA (D1) - (PART OF 17TH STREET EXISTING R/W) +0.394 ACRES

= REVISED TAX MAP #05001005 BEING 5.205 ACRES
(TO BE KNOWN AS SEVEN HILLS FOOD, LOT 1)
(TO BE KNOWN AS #100 ABATTOIR STREET)

AREA INDEX (PRE-SURVEY)

AREA (A) EXISTING TAX MAP # 05001005 - PROPERTY OF SEVEN HILLS FOOD, LLC
AREA (B) PART OF EXISTING TAX MAP #05001002 - PROPERTY OF SEVEN HILLS FOOD, LLC
AREA (B1) PART OF EXISTING TAX MAP #05001002 - PROPERTY OF SEVEN HILLS FOOD, LLC - FORMERLY HOLIDAY STREET
AREA (C) PART OF TAX MAP #05001007 - CITY OF LYNCHBURG
AREA (C1) PART OF TAX MAP #05001007 - CITY OF LYNCHBURG
AREA (D) EXISTING CITY OF LYNCHBURG R/W KNOWN AS 17TH STREET - TO BE RENAMED ABATTOIR STREET
AREA (D1) EXISTING CITY OF LYNCHBURG R/W KNOWN AS 17TH STREET - TO BE VACATED



PROJECT NO. 2015-739
DRAWING NO. 2015-739-1
DATE 3/17/2017
SCALE 1" = 50'
SHEET 1 OF 2

**PLAT SHOWING
DIVISION, RIGHT OF WAY VACATION, AND EASEMENT DEDICATION
FOR PROPERTY OF
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LYNCHBURG EXPRESSWAY - RTE 29 BUS - VARIABLE WIDTH R/W

PRELIMINARY
FOR REVIEW ONLY
3/17/2017

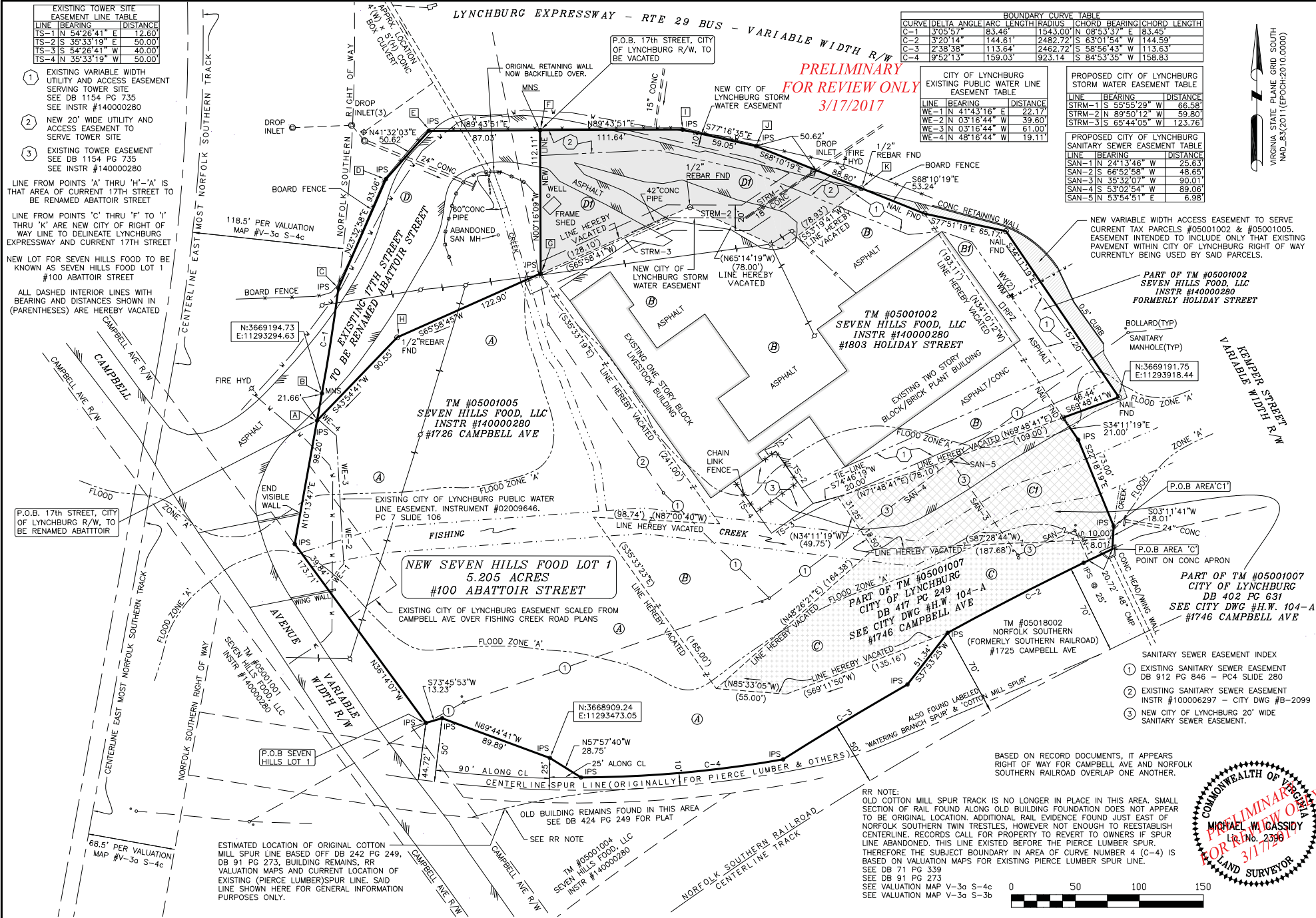
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SAN-4	S 53°02'54" W	89.06
SAN-5	N 53°54'51" E	6.98

VIRGINIA STATE PLANE GRID SOUTH
NAD 83(2011) (EPOCH:2010.0000)



SUBDIVISION PLAT APPROVED:	
CITY ENGINEER, LYNCHBURG, VA	DATE
CITY PLANNER, LYNCHBURG, VA	DATE
CITY MANAGER, LYNCHBURG, VA	DATE

LEGEND	
IPS	1/2" REBAR SET (UNLESS NOTED OTHER)
MNS	MAGNETIC NAIL SET
○	CORNER FOUND AS NOTED
—	OVERHEAD UTILITY LINES
-E-	UNDERGROUND ELECTRIC
—	GUARD RAIL
—	EDGE OF PAVEMENT

PIEDMONT SURVEYORS
3831 OLD FOREST ROAD - SUITE 6
LYNCHBURG, VA 24501
434-426-9510
WWW.PIEDMONTSURVEYORS.COM

PROJECT NO. 2015-739
DRAWING NO. 2015-739-1
DATE 3/17/2017
SCALE 1" = 50'
SHEET 2 OF 2

PLAT SHOWING
DIVISION, RIGHT OF WAY VACATION, AND EASEMENT DEDICATION
FOR PROPERTY OF
SEVEN HILLS FOOD, LLC AND CITY OF LYNCHBURG
CITY OF LYNCHBURG, VIRGINIA

COMMONWEALTH OF VIRGINIA
PRELIMINARY
FOR REVIEW ONLY
MICHAEL W. CASSIDY
LAND SURVEYOR
3/17/2017

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **May 9, 2017**

AGENDA ITEM #: **10**

CONSENT:
ACTION: **X**

REGULAR: **X**
INFORMATION:

WORK SESSION:

CLOSED SESSION:
(Confidential)

ITEM TITLE: Convey and vacate city-owned property at 1746 Campbell Avenue

Strategic Pillar(s) Impacted:

☐ Arts & Culture	☐ Citizen Engagement & Social Capital	☐ Economic Development	☐ Healthy & Active Living
☐ Infrastructure	☒ Land Use	☐ Lifelong Learning	☐ Natural Resources
☐ Neighborhoods	☐ Safe Community	☐ Social Equity	☐ Transportation
			☐ Administrative

RECOMMENDATION: Authorize the City Manager to convey the subject property and vacate public interest.

SUMMARY: The property at 1746 Campbell Avenue was acquired by the City in October 1985 and is bisected by Fishing Creek, with a portion of parking lot encroaching on one side of the property and steep terrain on the other. The parking lot has been used by the occupants of 1803 Holliday Street since at least 1997.

The subject property is bordered by property owned by Seven Hills Food, LLC, the Lynchburg Expressway, and railroad property, and therefore cannot feasibly be used or accessed by any other party than Seven Hills Food, LLC. The property would be conveyed to Seven Hills Food, LLC in exchange for easements as shown on the attached plat.

This property was acquired for the Lynchburg Expressway project, and while it was never formally dedicated as right-of-way, the City should also vacate any public interest in the property.

PRIOR ACTION(S):

March 21, 2017: The Technical Review Committee [TRC] reviewed the proposed conveyance and vacation.

FISCAL IMPACT: \$3,400 Assessed Value

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

ATTACHMENT(S):

- Resolution to convey property
- Ordinance to vacate public interest
- Plat

REVIEWED BY: bms

RESOLUTION:

A RESOLUTION TO CONVEY THE PROPERTY LOCATED AT 1746 CAMPBELL AVENUE TO THE SEVEN HILLS FOOD, LLC.

WHEREAS, the City of Lynchburg owns the property located at 1746 Campbell Avenue (Tax Parcel # 05001007) consisting of approximately six hundred seventy-three thousandths (0.673) acres;

WHEREAS, the property was transferred to the City of Lynchburg by Mid State Realty Co. on October 20, 1985; and

WHEREAS, the property contains an encroaching parking lot and the City has no plans for the property; and

WHEREAS, the property is to be transferred to Seven Hills Food, LLC in exchange for the easements described in the attached plat.

NOW, THEREFORE, BE IT RESOLVED that City Council had determined that the City has no need for the land located at 1746 Campbell Avenue (Tax Parcel #05001007) and finds the City's continued ownership of the property is no longer necessary or required for the best interests of the City; and

BE IT FURTHER RESOLVED that the City Council hereby vacates any public purpose in the property located at 1746 Campbell Avenue; approves the conveyance of the property to Seven Hills Food, LLC in exchange for easements; and authorizes the City Manager to execute a deed and any other documents that may be needed to convey said property to Seven Hills Food, LLC.

Introduced:

Adopted:

Certified:

Clerk of Council

069K

UNCODIFIED ORDINANCE:

AN ORDINANCE VACATING PUBLIC INTEREST IN 1746 CAMPBELL AVENUE.

WHEREAS, City Council finds that no public inconvenience will result from vacating the property; and

WHEREAS, City Council has determined that the City has no need for the portion of public right-of-way in question and the City's continued ownership of such public right-of-way is not necessary or required to serve the best interest of the City;

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

LEGAL DESCRIPTION FOR AREA 'C' - PART OF TAX MAP #05001007.

BEGINNING AT A POINT ON CONCRETE APRON FOR A 48 INCH CORROGATED METAL PIPE, SAID POINT BEING AT THE INTERSECTION OF THE NORTHERLY LINE OF NORFOLK SOUTHERN AND THE WESTERLY RIGHT OF WAY OF KEMPER STREET; THENCE ALONG A CURVE TO THE LEFT HAVING A CENTRAL ANGLE OF 03 DEGREES 20 MINUTES 14 SECONDS A LENGTH OF 144.61 FEET A RADIUS OF 2482.72 FEET A CHORD BEARING OF SOUTH 63 DEGREES 01 MINUTES 54 SECONDS WEST AND A CHORD DISTANCE OF 144.59 FEET TO A 1/2 INCH REBAR SET, PASSING A 1/2 INCH REBAR SET AT 25.00' ALONG SAID CURVE; THENCE LEAVING SAID NORFOLK SOUTHERN LINE SOUTH 69 DEGREES 11 MINUTES 50 SECONDS WEST TO A POINT; THENCE NORTH 85 DEGREES 33 MINUTES 05 SECONDS WEST 55.00 FEET TO A POINT; THENCE NORTH 48 DEGREES 26 MINUTES 21 SECONDS EAST 164.38 FEET TO A POINT; THENCE SOUTH 87 DEGREES 28 MINUTES 44 SECONDS EAST 187.68 FEET TO A POINT ON WESTERLY RIGHT OF WAY OF KEMPER STREET; THENCE ALONG SAID RIGHT OF WAY SOUTH 03 DEGREES 11 MINUTES 41 SECONDS WEST 8.01 FEET TO THE POINT OF BEGINNING AND CONTAINING APPROXIMATELY 0.357 ACRES (15,550.92 SQUARE FEET).

LEGAL DESCRIPTION FOR AREA 'C1' - PART OF TAX MAP #05001007.

BEGINNING AT A 1/2 INCH REBAR SET, SAID POINT BEING AT THE WESTERLY RIGHT OF WAY OF KEMPER STREET JUST SOUTH OF FISHING CREEK; THENCE ALONG SAID LINE SOUTH 03 DEGREES 11 MINUTES 41 SECONDS WEST 10.00 FEET TO A POINT; THENCE LEAVING SAID LINE SOUTH 87 DEGREES 28 MINUTES 44 SECONDS WEST 187.68 FEET TO A POINT; THENCE NORTH 34 DEGREES 11 MINUTES 19 SECONDS WEST 49.75 FEET TO A POINT; THENCE NORTH 71 DEGREES 48 MINUTES 41 SECONDS EAST 78.10 FEET TO A POINT; THENCE NORTH 69 DEGREES 48 MINUTES 41 SECONDS EAST 109.00 FEET TO A NAIL FOUND IN PAVEMENT, SAID POINT BEING ON THE WESTERLY RIGHT OF WAY OF KEMPER STREET; THENCE ALONG SAID LINE THE FOLLOWING COURSES, SOUTH 34 DEGREES 11 MINUTES 19 SECONDS EAST 21.00 FEET TO A 1/2 INCH REBAR SET, SOUTH 22 DEGREES 18 MINUTES 19 SECONDS EAST 73.00 FEET, CROSSING FISHING CREEK, TO THE POINT OF BEGINNING AND CONTAINING APPROXIMATELY 0.316 ACRES (13,764.96 SQUARE FEET).

Provided, however, that any easement to locate, relocate, repair, replace, maintain and perpetually operate all utilities currently located therein or needed by the City in the future is

hereby reserved unto the City of Lynchburg and the construction of a permanent structure over any utility line without the prior written approval of the City is prohibited.

BE IT FURTHER ORDAINED that the Clerk of Council is hereby authorized and directed to deliver a duly certified copy of this Ordinance to the Clerk of the Circuit Court for the City of Lynchburg so that said certified copy of this ordinance may be recorded as deeds are recorded and indexed in the name of the City of Lynchburg, and the City Manager is hereby authorized to sign any documents that may be needed to complete the vacation of the right-of-way and to convey any interest the City of Lynchburg may had in the vacated right of way to Seven Hills Food, LLC.

Adopted:

Certified: _____
Clerk of Council

070K

THIS PLAT HAS BEEN PREPARED FROM AN ACTUAL FIELD SURVEY AS OF DATE SHOWN HEREON AND THERE ARE NO VISIBLE EASEMENTS OR ENCROACHMENTS EXCEPT AS SHOWN. SEE NOTE BELOW FOR EXCEPTIONS TO FIELD SURVEY.

THIS PLAT WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT AND THEREFORE DOES NOT NECESSARILY INDICATE ALL ENCUMBRANCES ON THE PROPERTY.

THE OWNERS DO NOT WISH TO PLACE RESTRICTIONS ON SUBDIVISION AT THIS TIME.

SUBJECT PROPERTY(S) ARE CURRENTLY SERVED BY CITY OF LYNCHBURG PUBLIC WATER AND SANITARY SEWER.

THIS SURVEY WAS COMPLETED AT THE REQUEST OF CITY OF LYNCHBURG OFFICE OF ECONOMIC DEVELOPMENT.

THE AREA SHOWN IS LOCATED IN FLOOD HAZARD ZONE 'A' AS INDICATED ON FLOOD INSURANCE RATE MAP BY FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA), COMMUNITY PANEL NUMBER 5100930044D, DATED (REVISED) JUNE 3, 2008. ZONE 'A' IS DEFINED ON SAID MAP AS "NO BASE FLOOD ELEVATIONS DETERMINED". FLOOD ZONE 'A' SHOWN HEREON SCALED FROM SAID FEMA PANEL AND/OR CITY OF LYNCHBURG GIS DATA.

BUILDINGS AND EDGE OF PAVEMENT (EXCEPT AT AREA OF 60" CONCRETE PIPE) TAKEN FROM CITY OF LYNCHBURG GIS OR OTHER RECORD DATA AND ARE NOT PART OF FIELD SURVEY.

THIS SURVEY DOES NOT ADDRESS ALL POSSIBLE UNDERGROUND UTILITIES.

THE DEDICATION OF THE SUBDIVISION SHOWN HEREON IS WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE UNDERSIGNED OWNERS, PROPRIETORS, AND TRUSTEES, IF ANY. THE OWNERS CERTIFY THAT THEY ARE THE FEE SIMPLE OWNERS OF SAID LAND AND ARE LEGALLY ENTITLED TO SUBDIVIDE THE SAME.

CITY MANAGER, LYNCHBURG, VIRGINIA _____ DATE _____

COMMONWEALTH AT LARGE TO WIT:
STATE OF VIRGINIA - CITY/COUNTY OF _____

I, _____ A NOTARY PUBLIC IN AND FOR
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MY COMMISSION EXPIRES _____

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SEVEN HILLS FOOD, LLC _____ DATE _____

COMMONWEALTH AT LARGE TO WIT:
STATE OF VIRGINIA - CITY/COUNTY OF _____

I, _____ A NOTARY PUBLIC IN AND FOR
THE STATE AFORESAID, DO HEREBY CERTIFY THAT THE OWNER(S) WHOSE NAME IS SIGNED HEREON HAVE
ACKNOWLEDGED THE SAME BEFORE ME THIS _____ DAY OF _____, 2015.

MY COMMISSION EXPIRES _____

NOTARY PUBLIC _____

SOURCE OF TITLE

TM #05001002 & 05001005
SHOWN HEREON AS PARCEL A, B, AND B1
SEVEN HILLS FOOD, LLC
INSTR #140000280

PART OF TM #05001007
SHOWN HEREON AS PARCEL C
CITY OF LYNCHBURG
DB 417 PG 249
SEE CITY DRAWING #H.W. 104-A

PART OF TM #05001007
SHOWN HEREON AS PARCEL C1
CITY OF LYNCHBURG
DB 402 PG 631
SEE CITY DRAWING #H.W. 104-A

SUBDIVISION PLAT APPROVED:

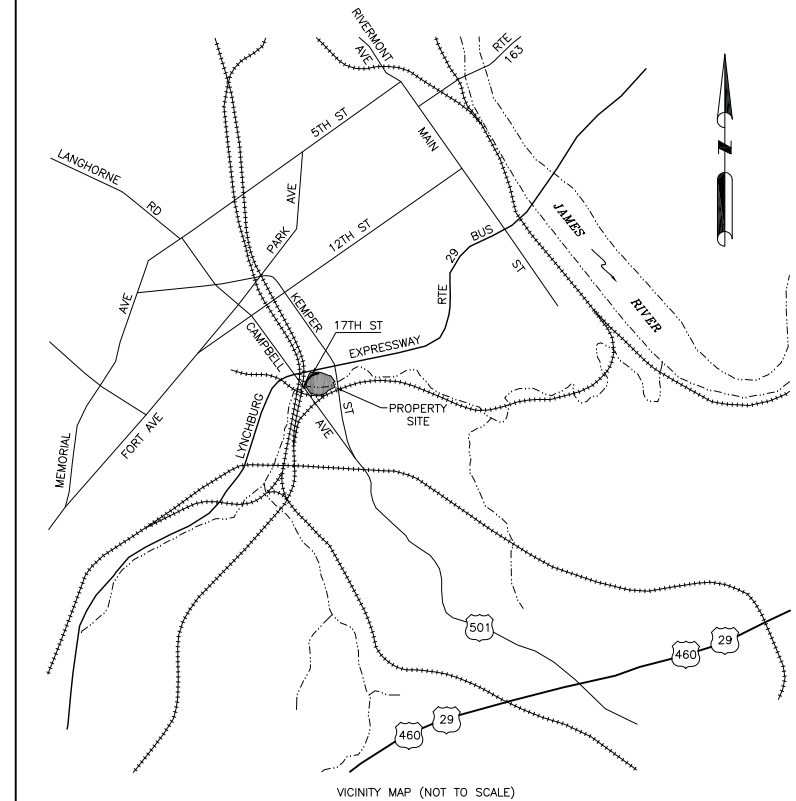
CITY ENGINEER, LYNCHBURG, VA _____ DATE _____

CITY PLANNER, LYNCHBURG, VA _____ DATE _____

CITY MANAGER, LYNCHBURG, VA _____ DATE _____

ALL SUBJECT LOTS ARE CURRENTLY SERVED BY PUBLIC WATER AND SEWER.

**PRELIMINARY
FOR REVIEW ONLY
3/17/2017**



VICINITY MAP (NOT TO SCALE)

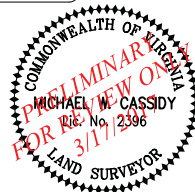
ACREAGE TABLE

AREA (A) - (TAX MAP 05001005) +2.113 ACRES
AREA (B) - (PART OF TAX MAP 05001002) +1.844 ACRES
AREA (B1) - (PART OF TAX MAP 05001002) + 0.181 ACRES
AREA (C) - (PART OF TAX MAP 05001007) +0.357 ACRES
AREA (C1) - (PART OF TAX MAP 05001007) +0.316 ACRES
AREA (D1) - (PART OF 17TH STREET EXISTING R/W) +0.394 ACRES

= REVISED TAX MAP #05001005 BEING 5.205 ACRES
(TO BE KNOWN AS SEVEN HILLS FOOD, LOT 1)
(TO BE KNOWN AS #100 ABATTTOIR STREET)

AREA INDEX (PRE-SURVEY)

AREA (A) EXISTING TAX MAP # 05001005 - PROPERTY OF SEVEN HILLS FOOD, LLC
AREA (B) PART OF EXISTING TAX MAP #05001002 - PROPERTY OF SEVEN HILLS FOOD, LLC
AREA (B1) PART OF EXISTING TAX MAP #05001002 - PROPERTY OF SEVEN HILLS FOOD, LLC - FORMERLY HOLIDAY STREET
AREA (C) PART OF TAX MAP #05001007 - CITY OF LYNCHBURG
AREA (C1) PART OF TAX MAP #05001007 - CITY OF LYNCHBURG
AREA (D) EXISTING CITY OF LYNCHBURG R/W KNOWN AS 17TH STREET - TO BE RENAMED ABATTTOIR STREET
AREA (D1) EXISTING CITY OF LYNCHBURG R/W KNOWN AS 17TH STREET - TO BE VACATED



PROJECT NO. 2015-739
DRAWING NO. 2015-739-1
DATE 3/17/2017
SCALE 1" = 50'
SHEET 1 OF 2

**PLAT SHOWING
DIVISION, RIGHT OF WAY VACATION, AND EASEMENT DEDICATION
FOR PROPERTY OF
SEVEN HILLS FOOD, LLC AND CITY OF LYNCHBURG
CITY OF LYNCHBURG, VIRGINIA**

EXISTING TOWER SITE EASEMENT LINE TABLE	LINE BEARING	DISTANCE
TS-1	N 54°28'41" E	12.60
TS-2	S 35°33'19" W	50.00
TS-3	S 54°28'41" W	40.00
TS-4	N 35°33'19" W	50.00

- EXISTING VARIABLE WIDTH UTILITY AND ACCESS EASEMENT SERVING TOWER SITE SEE DB 1154 PG 735 SEE INSTR #140000280
- NEW 20' WIDE UTILITY AND ACCESS EASEMENT TO SERVE TOWER SITE
- EXISTING TOWER EASEMENT SEE DB 1154 PG 735 SEE INSTR #140000280

LINE FROM POINTS 'A' THRU 'H'-A' IS THAT AREA OF CURRENT 17TH STREET TO BE RENAMED ABATTOIR STREET

LINE FROM POINTS 'C' THRU 'F' TO 'I' THRU 'K' ARE NEW CITY OF RIGHT OF WAY LINE TO DELINEATE LYNCHBURG EXPRESSWAY AND CURRENT 17TH STREET

NEW LOT FOR SEVEN HILLS FOOD TO BE KNOWN AS SEVEN HILLS FOOD LOT 1 #100 ABATTOIR STREET

ALL DASHED INTERIOR LINES WITH BEARING AND DISTANCES SHOWN IN (PARENTHESES) ARE HEREBY VACATED

LYNCHBURG EXPRESSWAY - RTE 29 BUS - VARIABLE WIDTH R/W

PRELIMINARY
FOR REVIEW ONLY
3/17/2017

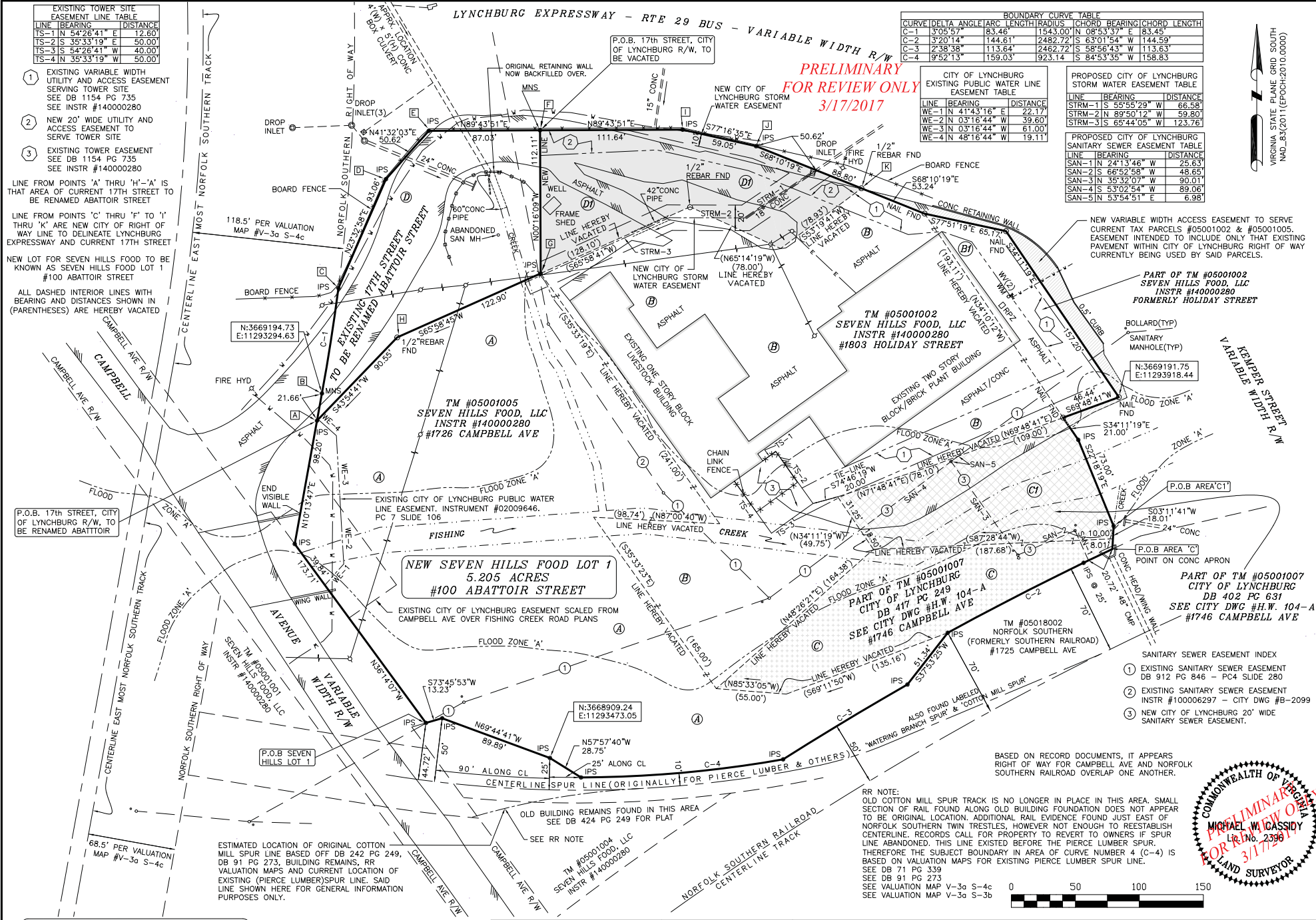
CURVE DELTA ANGLE	ARC LENGTH	RADIUS	CHORD BEARING	CHORD LENGTH
C-1	13°05'57"	83.46	N 08°53'37" E	83.45
C-2	3°20'14"	144.61	S 63°01'54" W	144.59
C-3	2°38'38"	113.64	S 58°56'43" W	113.63
C-4	9°52'13"	159.03	S 84°53'35" W	158.83

CITY OF LYNCHBURG EXISTING PUBLIC WATER LINE EASEMENT TABLE	LINE BEARING	DISTANCE
WE-1	N 41°43'16" E	22.17
WE-2	N 03°16'44" W	39.60
WE-3	N 03°16'44" W	61.00
WE-4	N 48°16'44" W	19.11

PROPOSED CITY OF LYNCHBURG STORM WATER EASEMENT TABLE	LINE BEARING	DISTANCE
STRM-1	S 55°55'29" W	66.58
STRM-2	N 89°50'12" W	59.80
STRM-3	S 65°44'05" W	123.76

PROPOSED CITY OF LYNCHBURG SANITARY SEWER EASEMENT TABLE	LINE BEARING	DISTANCE
SAN-1	N 24°13'46" W	25.63
SAN-2	S 66°52'58" W	48.68
SAN-3	S 35°32'07" W	90.01
SAN-4	S 53°02'54" W	89.06
SAN-5	N 53°54'51" E	6.98

VIRGINIA STATE PLANE GRID SOUTH
NAD 83(2011) (EPOCH:2010.0000)



SUBDIVISION PLAT APPROVED:	
CITY ENGINEER, LYNCHBURG, VA	DATE
CITY PLANNER, LYNCHBURG, VA	DATE
CITY MANAGER, LYNCHBURG, VA	DATE

- LEGEND
- IPS • 1/2" REBAR SET (UNLESS NOTED OTHER)
 - MNS • MAGNETIC NAIL SET
 - CORNER FOUND AS NOTED
 - OVERHEAD UTILITY LINES
 - E- UNDERGROUND ELECTRIC
 - GUARD RAIL
 - EDGE OF PAVEMENT

PIEDMONT SURVEYORS
3831 OLD FOREST ROAD - SUITE 6
LYNCHBURG, VA 24501
434-426-9510
WWW.PIEDMONTSURVEYORS.COM

PROJECT NO. 2015-739
DRAWING NO. 2015-739-1
DATE 3/17/2017
SCALE 1" = 50'
SHEET 2 OF 2

PLAT SHOWING
DIVISION, RIGHT OF WAY VACATION, AND EASEMENT DEDICATION
FOR PROPERTY OF
SEVEN HILLS FOOD, LLC AND CITY OF LYNCHBURG
CITY OF LYNCHBURG, VIRGINIA

COMMONWEALTH OF VIRGINIA
PRELIMINARY
FOR REVIEW ONLY
MICHAEL W. CASSIDY
L.S. No. 2398
LAND SURVEYOR
3/17/2017

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **May 9, 2017**

AGENDA ITEM #: **11**

CONSENT:
ACTION: **X**

REGULAR: **X**
INFORMATION:

WORK SESSION:

CLOSED SESSION:
(Confidential)

ITEM TITLE: Rezoning: R-3, Medium Density Residential to R-4, High Density Residential – 1223 Fillmore Street

Strategic Pillar(s) Impacted:

☐ Arts & Culture	☐ Citizen Engagement & Social Capital	☐ Economic Development	☐ Healthy & Active Living
☐ Infrastructure	☒ Land Use	☐ Lifelong Learning	☐ Natural Resources
☒ Neighborhoods	☐ Safe Community	☐ Social Equity	☐ Transportation
			☐ Administrative

RECOMMENDATION: Denial of the rezoning petition.

SUMMARY: Rose T. Properties, LLC, is petitioning to rezone one (1) tract of twenty-five hundredths (0.25) of an acre located at 1223 Fillmore Street from R-3, Medium Density Residential to R-4, High Density Residential. The rezoning is being sought to correct zoning violations related to the number of unrelated people residing in the structure. The area is recommended for Neighborhood Commercial and Traditional Residential uses on the *Future Land Use Map (FLUM)*. The area is “predominately” single-household residential and is designated as a neighborhood conservation area in the *Comprehensive Plan 2012-2030*.

PRIOR ACTION(S):

April 12, 2017: The Planning Division recommended denial of the rezoning petition.
The Planning Commission recommended denial (7-0) of the rezoning petition.

FISCAL IMPACT: N/A

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

ATTACHMENT(S):

- Ordinance
- Planning Commission Minutes – April 12, 2017
- Planning Commission Packet – April 12, 2017
 - o Planning Commission Report
 - o Zoning Map with Adjoining Property Owners
 - o Future Land Use Map
 - o Watershed Map
 - o Planimetric and Topographic Map
 - o Concept Plan
 - o Narrative
 - o Property Photograph
 - o Speaker Signup Sheet

REVIEWED BY: bms

UNCODIFIED ORDINANCE

AN ORDINANCE CHANGING A CERTAIN AREA LOCATED AT 1223 FILLMORE STREET FROM R-3, MEDIUM DENSITY RESIDENTIAL TO R-4, HIGH DENSITY RESIDENTIAL.

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 section shall read as follows:

Section 35.2-54. _____. Change of a certain area located at 1223 Fillmore Street from R-3, Medium Density Residential to R-4, High Density Residential.

The area embraced within the following boundaries:

BEGINNING AT THE CORNER OF THE INTERSECTION OF FILLMORE STREET AND 13TH STREET; THENCE ALONG THE RIGHT OF WAY OF 13TH STREET S54°55'19"W 132.00' TO AN IRON REBAR FOUND; THENCE LEAVING THE RIGHT OF WAY OF 13TH STREET N35°04'41"W 82.50' TO AN IRON REBAR FOUND; THENCE N54°55'19"E 132.00' TO A CORNER AT THE RIGHT OF WAY OF FILLMORE STREET; THENCE ALONG THE RIGHT OF WAY OF FILLMORE STREET S35°04'41"E 82.50' TO THE POINT OF BEGINNING. BEING TAX PARCEL 02603009 AND CONTAINING 0.250 ACRES.

...is hereby changed from R-3, Low-Medium Density Residential District, to R-4, High Density Residential District, 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

066K

MINUTES OF THE APRIL 12, 2017 PLANNING COMMISSION MEETING (MINUTES HAVE NOT BEEN APPROVED):

b. Petition of Rose T. Properties LLC, to rezone approximately twenty-five hundredths (0.25) of an acre at 1223 Fillmore Street from R-3, Medium Density Residential to R-4, High Density Residential to allow the use of the property as four (4) apartments with associated parking:

Ms. Rachel Frischeisen summarized the report for the commissioners. She explained that apartments are not allowed in R-3 zoning districts. She noted that this unit has been cited for zoning and building code violations due to exceeding the allowable number of unrelated people living in a dwelling unit. If this petition for rezoning is denied by City Council, a court date regarding the zoning violation will be scheduled.

The *Future Land Use Map (FLUM)* recommends Neighborhood Commercial use for the subject property and Traditional Residential land use for the area. These areas are intended to consist of office, retail, personal service and restaurant uses. The land use of this property more closely matches the *FLUM* designation across from it on 13th Street, which is Traditional Residential. These include the older areas of the City and are areas designated as Neighborhood Conservation areas. Neighborhood Conservation areas are especially sensitive areas which need careful consideration and attention to neighborhood character and stabilization. Conversion of some homes in Neighborhood Conservation areas to rental units has resulted in gradual deterioration.

Ms. Frischeisen explained that the neighborhood is predominantly single-family homes. 1223 Fillmore Street could be converted into a duplex by right. Planning staff does not support the addition of more rental units into the neighborhood as it would do little to stabilize the area or encourage home ownership.

Mr. Valerie Brooks and Mr. Josh Nixon of Nixon Land Surveying were present to represent the petitioner. Ms. Brooks explained that the property is currently being used as a multi-family unit. When Mr. Antonio Rose bought the property, he was unaware that it was not code compliant. He was an investor buying a piece of property that he thought was rental property. The purpose of this petition is to get the structure into code compliance as well as allow the owner to continue to use his investment as rental property.

Ms. Brooks indicated that four hundred feet from this property is 1402 Fillmore Street, which was rezoned for apartments and in 2014 was granted a conditional use permit to allow more density. This neighborhood is mainly a single-family neighborhood; however, most of the units in this neighborhood are rental properties. There are also commercial, institutional and historic properties in the immediate area. Ms. Brooks studied 67 properties in the area and found that only 38 percent of them were owner occupied. The other 62 percent were rental, commercial, institutional or historic.

Ms. Brooks pointed out that this request would make the unit code compliant as well as require the owner to put in landscaping. In her opinion and as politely as she could word it, this neighborhood is unkempt. This request would clean up this property and keep it consistent with the other uses in the neighborhood.

Chair Perault asked if there was anyone else to speak in favor of the petition. No one came forward. He asked if there was anyone who wished to speak in opposition to the petition. No one came forward. He closed the public hearing of the petition.

Commissioner Rogers asked if the owner had considered converting it to a duplex, which he can do by right and allow him to still use the property as income property. Mr. Nixon thinks that based on the

size of the home and its condition, Mr. Rose feels it is very capable of handling four apartments. Mr. Rose owns a lot of investment properties in the City and surrounding counties. It is Mr. Rose's goal to provide better housing for the residents that are already living in this house. He would like to provide a nicer level of housing in this area. This house is one of the better kept houses on the street. Mr. Nixon thinks the owner is trying to find a viable solution to the size of the home. Ms. Brooks pointed out that the size of the duplex units he could create would probably make the rent unaffordable to people that would desire to live in this neighborhood.

Commissioner Marion asked for clarification that each unit could have three unrelated people living in it or as many family members as the fire code would allow. Mr. Martin said that is correct. In her opinion, a duplex with maybe five family members in each unit would be a better way to subdivide this house. It is a beautiful house; it is a large house and it is also pretty sad how it looks now. Commissioner Marion cannot understand how rezoning this property to allow him to have apartments is going to suddenly make Mr. Rose want to take care of the property. Ms. Brooks pointed out that he will have to put in sprinklers, handicap accessibility and landscaping. Otherwise, the house might remain vacant like two other properties with boarded windows on the street. Let's face it. This is a deteriorated neighborhood.

Mr. Martin noted that the house will have to be made code compliant if he is renting it. Period. It is not a question of whether or not it is made into apartments. There are code violations that are going to have to be addressed. Ms. Brooks said it could be vacant. Commissioner Marion and Mr. Martin pointed out that it is not vacant now.

Commissioner Lowe said he is very familiar with this neighborhood due to his work with Parkview Community Mission. Some of his volunteers lived in this neighborhood. He has driven by this house many times and he disagrees with Ms. Brooks. This house was the biggest eyesore on the street. For Mr. Rose to have bought this and now want to bring it in compliance—why didn't he make it in compliance earlier? Ms. Brooks commented that he had reported to them that he was unaware that house could not be used for multi-family. Commissioner Lowe asked why he did not research the property before he purchased it. Ms. Brooks said a lot of people do not research properties before they buy them. Commissioner Lowe said it can be a lesson for the future. People need to start researching what they are buying. Ms. Brooks agreed with that statement. Commissioner Lowe reiterated that this house was an eyesore and is still an eyesore.

Commissioner Lowe commented that if you put four apartments in with three occupants in each one that is 12 people. There are not 12 parking spaces. Ms. Brooks said the code only requires one space per unit. Commissioner Lowe said there are not four parking spaces. Ms. Frischeisen did clarify that there is one parking space on the property and three on street parking spaces, so he does meet the parking requirement. Ms. Frischeisen acknowledged that our parking requirements are minimal and it is a consideration. Ms. Brooks feels that this neighborhood is mainly pedestrian and pointed out that GLTC services this area. Ms. Brooks noted that there was only one car at the house when she visited it. Ms. Brooks does not think that most of the people in the neighborhood can afford a car. Commissioner Lowe did not agree and said it depends on what time of day you drive through the neighborhood.

Chair Perault commented that they look at whether a petition fits and improves the parcel and where it is found. He is not sure it would. It is surrounded predominantly by R-3 zoning. One of the biggest concerns they hear from citizens is the number of unrelated people occupying a dwelling. Changing the zoning of a property to allow more of that to occur legally does not seem like it will benefit the overall region. Chair Perault agrees with planning staff's recommendation of denial. Staff does not take that lightly and does not do it often.

Ms. Brooks understands what they are saying but realistically this is not a single-family neighborhood. Most of the people do not own their homes. It is a rental neighborhood. He would be providing more

nice housing for the people that do want to live in this neighborhood and he would have to get the property up to code compliance and improve the property. Ms. Frischeisen pointed out home ownership and owner occupancy is reiterated in the *Comprehensive Plan*. Having a mix of that is a positive thing. Just because there are already a lot of rental units in the neighborhood does not necessarily mean that more multi-family rental units is a benefit.

Commissioner Rogers sees that the ownership of this house has been in the same hands for six or seven years. He thinks that it is a little disingenuous to come and try to be in compliance by getting a rezoning. He sticks with a duplex. He owned a duplex and you can rent them out. He looks at the neighborhood and he thinks that they are trying to put too many people in places. As a planner, they are supposed to look at how they are utilizing the space in the City. He does not think that is good for a community.

Commissioner Johnson thinks that any time they are asked to deviate from the City's plan, they need to take it very seriously. Knowing that Mr. Rose has owned this property for five or six years and has not made any of the improvements or done any landscaping, it makes her question why all of a sudden he is going to go in and do these things. Ms. Brooks reiterated that he did not know he could not use it as multi-family and he was cited for housing code violations.

Commissioner Rogers made the following motion, which was seconded by Commissioner Marion:

"That the Planning Commission recommends to City Council denial of the petition of Rose T. Properties, LLC, to rezone approximately twenty-five hundredths acre located at 1223 Fillmore Street from R-3, Medium Density Residential to R-4, Multi-Family Residential."

AYES:	Bowden, Johnson, Light, Lowe, Marion, Perault and Rogers	7
NOES:		0
ABSTENTIONS:		0
ABSENT:		0

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

To: Planning Commission
From: Planning Division
Date: April 12, 2017
Re: **Rezoning: R-3, Medium Density Residential to R-4, High Density Residential – 1223 Fillmore Street**

I. PETITIONER

Rose T. Properties, LLC, P. O. Box 4731 Lynchburg, Virginia 24502

Representative: Mr. Russell Nixon, Nixon Land Surveying, LLC, 1063 Airport Road, Lynchburg, Virginia 24502

II. LOCATION

The subject property includes one (1) tract of twenty-five hundredths (0.25) of an acre located at 1223 Fillmore Street.

Property Owner: Rose T Properties, LLC, P. O. Box 4731, Lynchburg, Virginia 24502

III. PURPOSE

The purpose of the petition is to rezone the property from R-3, Medium Density Residential to R-4, High Density Residential to allow the conversion of the structure into four (4) apartment units.

IV. SUMMARY

- The *Comprehensive Plan* recommends a Neighborhood Commercial use for the subject property and Traditional Residential for the area.
- The property is in the Twelfth Street Neighborhood Conservation Area.
- The area is zoned R-3, Medium Density Residential District, however; is predominantly single-household.
- The property has been cited for Zoning & Building Code violations related to the number of unrelated people. A court date will be scheduled, pending outcome of the rezoning petition.

The Planning Division recommends denial of the rezoning petition.

V. FINDINGS OF FACT

1. **Comprehensive Plan.** The *Future Land Use Map (FLUM)* from the Comprehensive Plan 2013-2030 recommends a Neighborhood Commercial use for the block. These areas are intended to consist primarily of office, retail, personal service and restaurant uses that area 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. *(p.75)*

The area to the south across 13th Street is indicated for Traditional Residential land uses. These areas are applied to the City's older neighborhoods generally built before World War II and before the City was zoned. Most of these neighborhoods are identified as Neighborhood

Conservation Areas on the *Plan Framework Map* and are planned for further study, for appropriate zoning changes, public investment and community building efforts. **(p.75)**

The Twelfth Street Area is listed as a Neighborhood Conservation Area in the *Comprehensive Plan*. Although rich in historic and cultural fabric, these mature neighborhoods face challenges of reinvestment and rehabilitation. Some of the homes are very large wood structures over 3,000 square feet in size. The cost of rehabilitating and maintain these large homes may deter some potential home buyers and investors. Other houses are very small, less than 1,000 square feet, and not as attractive to families as larger suburban homes. Conversion of some homes in Neighborhood Conservation Areas to rental units has resulted in their gradual deterioration. Citizens in public meetings have expressed concerns about the negative effects of poorly maintained, deteriorating, vacant and abandoned homes within their neighborhoods. Maintaining the existing housing stock and encouraging public and private investment that supports neighborhood character is critical to neighborhood stabilization. **(pp. 65-66)**

2. **Zoning.** The subject property was annexed into the City in 1870. The existing R-3, Medium Density Residential Zoning was established in 1978.
3. **Proffers.** The petitioner has not submitted proffers.
4. **Board of Zoning Appeals (BZA).** The Zoning Official 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 August 11, 1987, City Council approved the petition of Free Clinic of Central Virginia, Inc., to allow the construction of a parking lot at 1022 Floyd Street.
 - On September 8, 1987, City Council approved the petition of Lynchburg Covenant Fellowship for a rezoning from R-3, Medium Density Residential to R-4C, High Density Residential (Conditional) and for a conditional use permit to allow a residential facility for individuals with mental disabilities at 1402 Fillmore Street.
 - On February 9, 1998, City Council approved the petition of James & Gayle Shaner to allow the construction of a parking lot at 1209 Taylor Street.
 - On July 14, 1992, City Council approved the petition of David & Martha Henley for a conditional use permit to allow a group home at 1402 Fillmore Street.
 - On February 13, 2007, City Council approved the petition of Lynchburg Neighborhood Development Foundation to rezone eight-two hundredths (.82) acres located at 1402 Fillmore Street from R-4C, High Density Residential (Conditional) to R-4C, High Density Residential (Conditional) to amend previously approved proffers.
 - On October 22, 2013, City Council approved the petition of Wanjema Muhoro for a conditional use permit to allow the use of an existing structure as a duplex at 1116 Wise Street.
6. **Site Description.** The property proposed for rezoning includes one tract of twenty-five hundredths (.25) acre located at 1223 Fillmore Street. Assessor Office records indicate the property contains a three thousand six hundred seventy-two (3672) square foot, two stories,

with basement, wood frame and vinyl siding structure constructed in 1909. Assessor Office records indicate the use to be “single-family”.

The property is bounded to the north by a small vacant lot and single-family homes, to the east across Fillmore by R. S. Payne Elementary School, to the south across 13th Street by single-family homes and to the west by a vacant lot and single-family homes.

The property has been cited for Zoning and Building Code violations as a result of too many unrelated occupants in the structure.

7. **Proposed Use of Property.** If the petition is approved, the property would be converted to four (4) apartment units.
8. **Traffic, Parking and Public Transit.**

The City’s Transportation Engineer had no comments of concern related to the rezoning. The property contains a driveway from 13th Street. The submitted concept plan indicates one (1) handicap space would be accessed from the driveway while all other required parking would be on Fillmore Street. The Zoning Ordinance would require one (1) parking space per unit or four (4) parking spaces.

The property is served by Greater Lynchburg Transit Company Route 1B along Buchanan Street with a stop at Buchanan and 13th Streets which is within four hundred sixty feet. The property is also served by Greater Lynchburg Transit Company Route 3A with a bus stop located at 12th & Taylor streets which is within seven hundred seventy feet.

9. **Stormwater Management.** An Erosion and Sediment / Stormwater Management Plan will be required prior to final site plan approval if disturbed areas exceed thresholds.
10. **Emergency Services:** The City’s Fire Marshal provided comment related to indicating fire hydrant and fire department connections on the plan. This comment would need to be addressed prior to final site plan approval. The City’s Police Department had no comments of concern related to the rezoning.
11. **Impact.** Notes on the submitted concept plan indicate that the property was used as “multi-family” when purchased by the petitioner. City Assessor records indicate the use as a single-family dwelling and the petitioner has been cited for Zoning & Building code violations for having too many unrelated individuals in the dwelling. The rezoning would help bring the property into compliance with the zoning.

The submitted concept plan also makes reference to a rezoning approved by Council in 2007 at 1402 Fillmore Street. This property had originally been used as a group home setting and was converted to apartments by Lynchburg Neighborhood Development Foundation. The two properties differ in that the property proposed for rezoning is twenty-five hundredths (0.25) of an acre and 1402 Fillmore is eighty-two hundredths (0.82) of an acre. The larger parcel allows for conformance with off-street parking requirements and required setbacks.

The property is located within the Twelfth Street Neighborhood Conservation area and is indicated for Neighborhood Commercial use on the Future Land Use Map. Other land uses in the area are Traditional Residential and Institutional. The area is predominantly small single-family homes. While the property could be converted into a duplex by-right, the Planning Division does not support introducing additional multi-family rental units into the neighborhood as it would do little to stabilize the area or encourage home ownership.

12. **Technical Review Committee.** The Technical Review Committee (TRC) reviewed the rezoning on March 21, 2017. Comments have or will be addressed by the petitioner prior to final site plan approval.

VI. PLANNING DIVISION RECOMMENDATION

Based on the preceding Findings of Fact, the Planning Commission recommends to City Council denial of the petition of Rose T. Properties, LLC, to rezone approximately twenty-five hundredths acre located at 1223 Fillmore Street from R-3, Medium Density Residential to R-4, Multi-Family Residential.

This matter is respectfully offered for your consideration.



William T. Martin, AICP
City Planner

pc: Ms. Bonnie M. Svrcek, City Manager
Mr. Charles Hartgrove, Deputy City Manager
Mr. Walter C. Erwin, City Attorney
Mr. Kent L. White, Director of Community Development
Mr. J. Lee Newland, City Engineer
Ms. Cynthia Kozerow, Lynchburg Police Department
Battalion Chief Thomas Goode, Fire Marshal
Ms. Maggie Cossman, Transportation Engineer
Mr. Doug Saunders, Building Official
Mr. Kevin Henry, Zoning Administrator
Mr. Norm Walton, Representative
Mr. Antonio Rose, Petitioner
Mr. Russ Nixon, Representative

VII. ATTACHMENTS

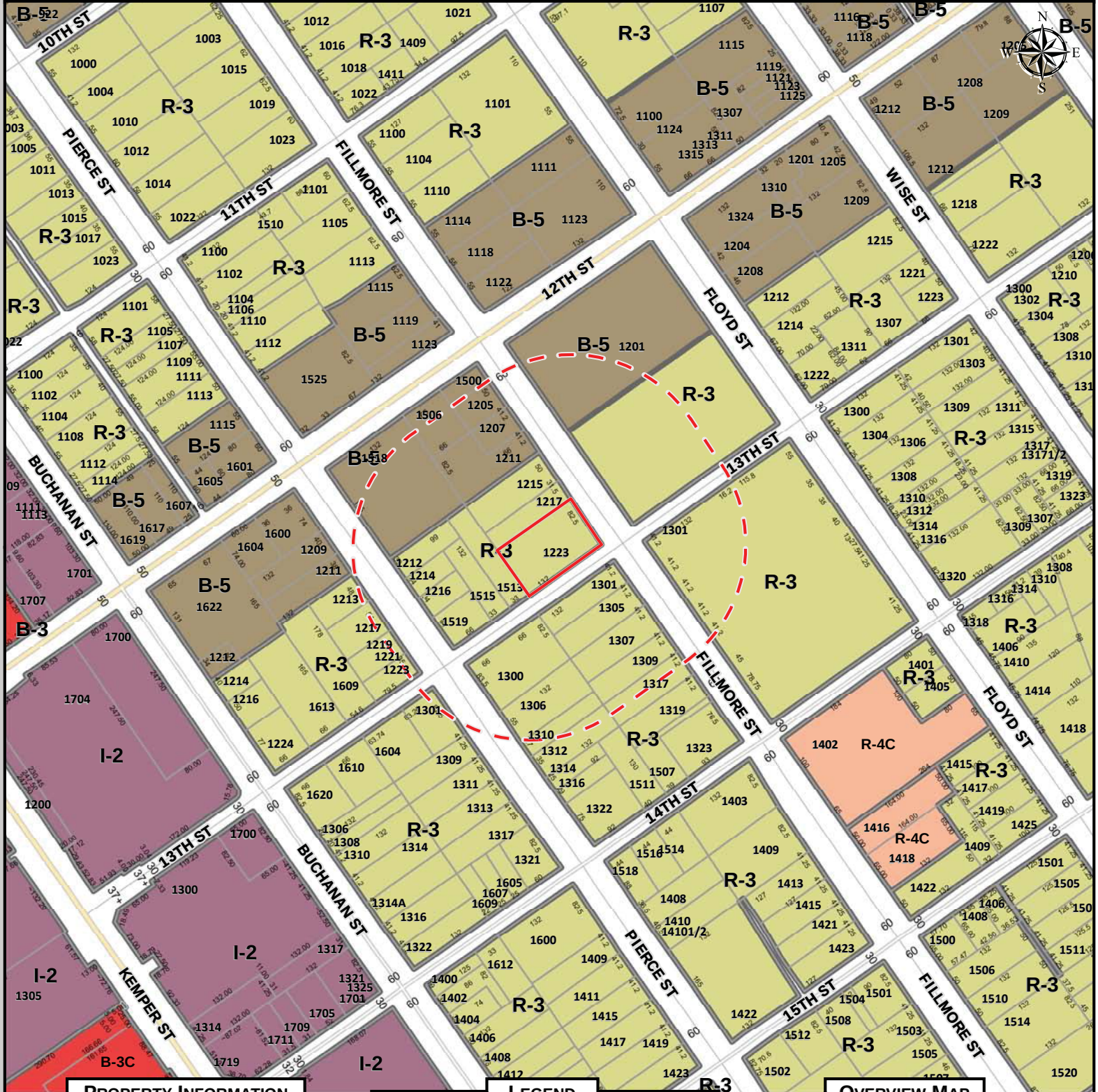
1. **Zoning Map with Adjoining Owners List**
2. **Future Land Use Map**
3. **Watershed Map**
4. **Planimetric and Topographic Map**
5. **Narrative**
6. **Concept Plan**
7. **Property Photograph**

Zoning Map

APARTMENTS

Zoning Request

Rose T. Properties, LLC



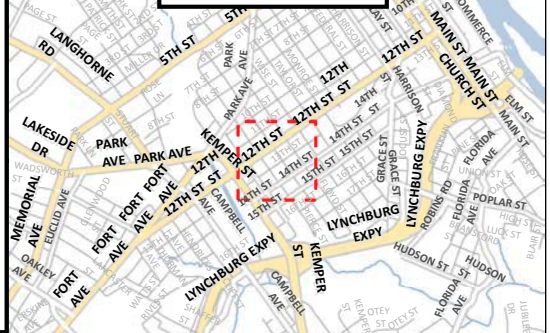
PROPERTY INFORMATION

PARCEL ID	ADDRESS
02603009	1223 FILLMORE ST

LEGEND

- Subject Property
 - 215' Buffer
- | | | |
|---|---|--|
| B-1 | I-1 | R-4 |
| B-2 | I-2 | R-5 |
| B-3 | I-3 | R-C |
| B-4 | R-1 | IN-1 |
| B-5 | R-2 | IN-2 |
| B-6 | R-3 | |

OVERVIEW MAP



MAP SCALE: 1" to 200' DATE PRINTED: 4/6/2017

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.

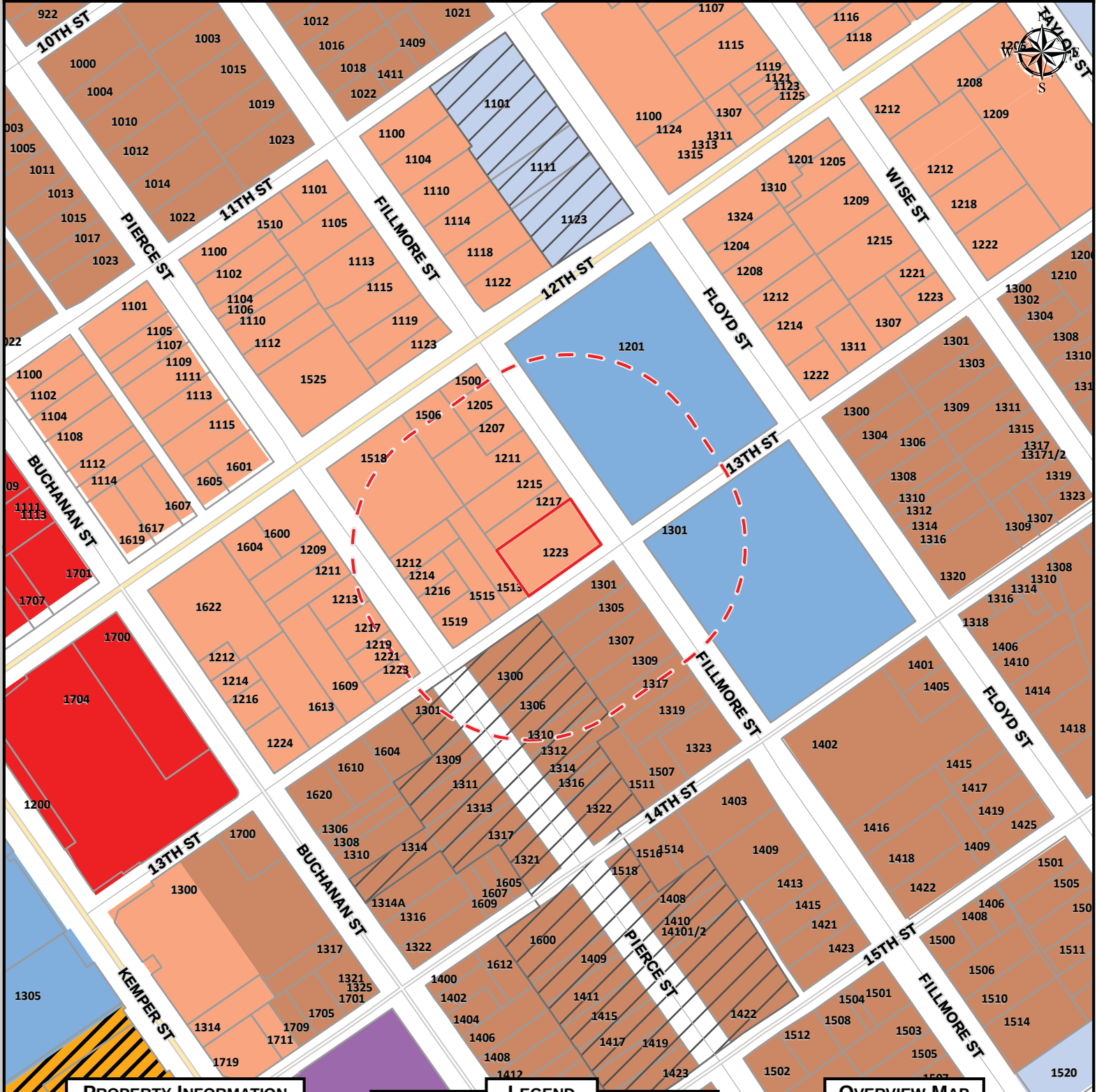
Parcel ID	Address	Owner
02612014	1310 PIERCE ST	CHARTER CAPITAL LLC
02604001	1201 FLOYD ST	CITY OF LYNCHBURG
02612001	1300 PIERCE ST	FULLER, BRADY A
02612016	1309 FILLMORE ST	HAMLETT INVESTMENTS LLC
02602010	1219 PIERCE ST	HANCOCK, CHRIS A & DIANE R
02603011	1515 13TH ST	HONEYSUCKLE HOMES LLC
02612003	1301 FILLMORE ST	HUNDLEY, PRESTON B JR & ISABEL C &
02603015	1212 PIERCE ST	JENKINS, STEFANEE N
02612013	1312 PIERCE ST	JONES, THOMAS R
02603004	1205 FILLMORE ST	LEWIS, DEBRA A
02603013	1216 PIERCE ST	LOGAN, MARLENE C
02611001	1301 FLOYD ST	LYNCHBURG CITY SCHOOL- MISC-PAYNE
02612005	1307 FILLMORE ST	MARSHALL AFRICAN METHODIST CHURCH
02603006	1211 FILLMORE ST	MORTON, BARBARA P
02603010	1513 13TH ST	PHILLIPS, WAYNE
02603008	1217 FILLMORE ST	PHILLIPS, WAYNE
02603001	1518 12TH ST	POOL, PHILLIP S
02602009	1217 PIERCE ST	PSA PROPERTIES LLC
02603002	1506 12TH ST	RICHIE, DONALD & ALMETRIUS
02602008	1213 PIERCE ST	RICHIE, DONALD T
02603007	1215 FILLMORE ST	ROSE T PROPERTIES LLC
02603009	1223 FILLMORE ST	ROSE T PROPERTIES LLC
02603014	1214 PIERCE ST	SAUNDERS, HARRY C JR & MARIE P
02612006	1317 FILLMORE ST	SMITH, BRENDA G
02613003	1301 PIERCE ST	SPENCER, ANNA M
02612015	1306 PIERCE ST	SPENCER, ANNA M
02612004	1305 FILLMORE ST	SPENCER, CHAUNCEY E & ANNA M
02603012	1519 13TH ST	STREAMLINE LLC
02603005	1207 FILLMORE ST	WALKER, PAT
02602017	1223 PIERCE ST	WOOD, GERALDINE LIFE ESTATE

FLUM Map

APARTMENTS

Zoning Request

Rose T. Properties, LLC



PROPERTY INFORMATION

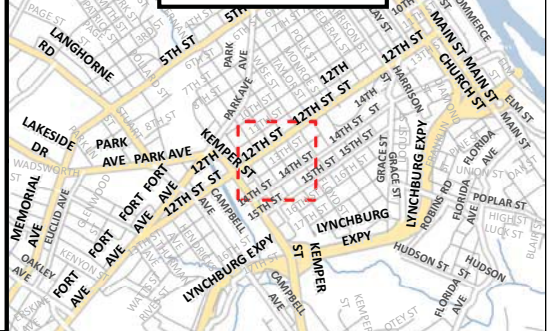
PARCEL ID	ADDRESS
02603009	1223 FILLMORE ST

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 |

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OVERVIEW MAP



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Watershed Map

Zoning Request

APARTMENTS

Rose T. Properties, LLC



PROPERTY INFORMATION

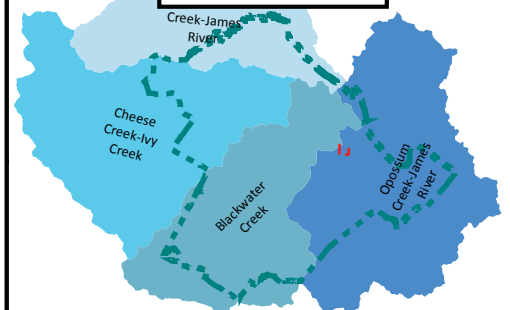
PARCEL ID	ADDRESS
02603009	1223 FILLMORE ST

LEGEND

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

MAP SCALE: 1" to 200' DATE PRINTED: 4/6/2017

OVERVIEW MAP



Opossum Creek-James River

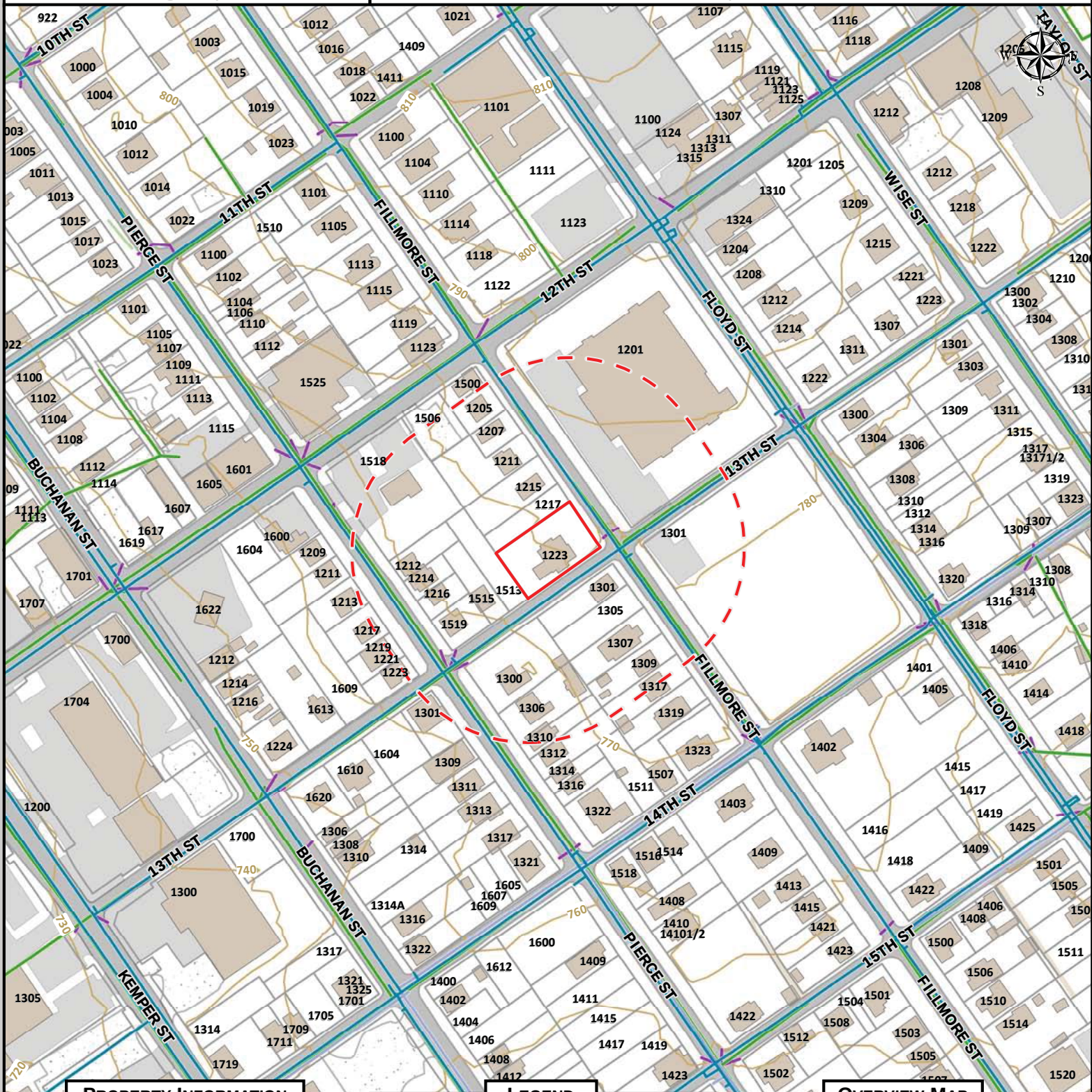
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Planimetric and Topographic Map

APARTMENTS

Zoning Request

Rose T. Properties, LLC



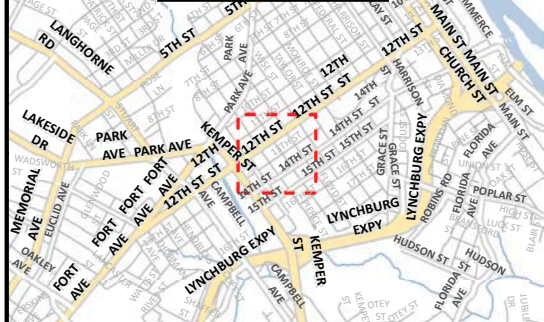
PROPERTY INFORMATION

PARCEL ID	ADDRESS
02603009	1223 FILLMORE ST

LEGEND

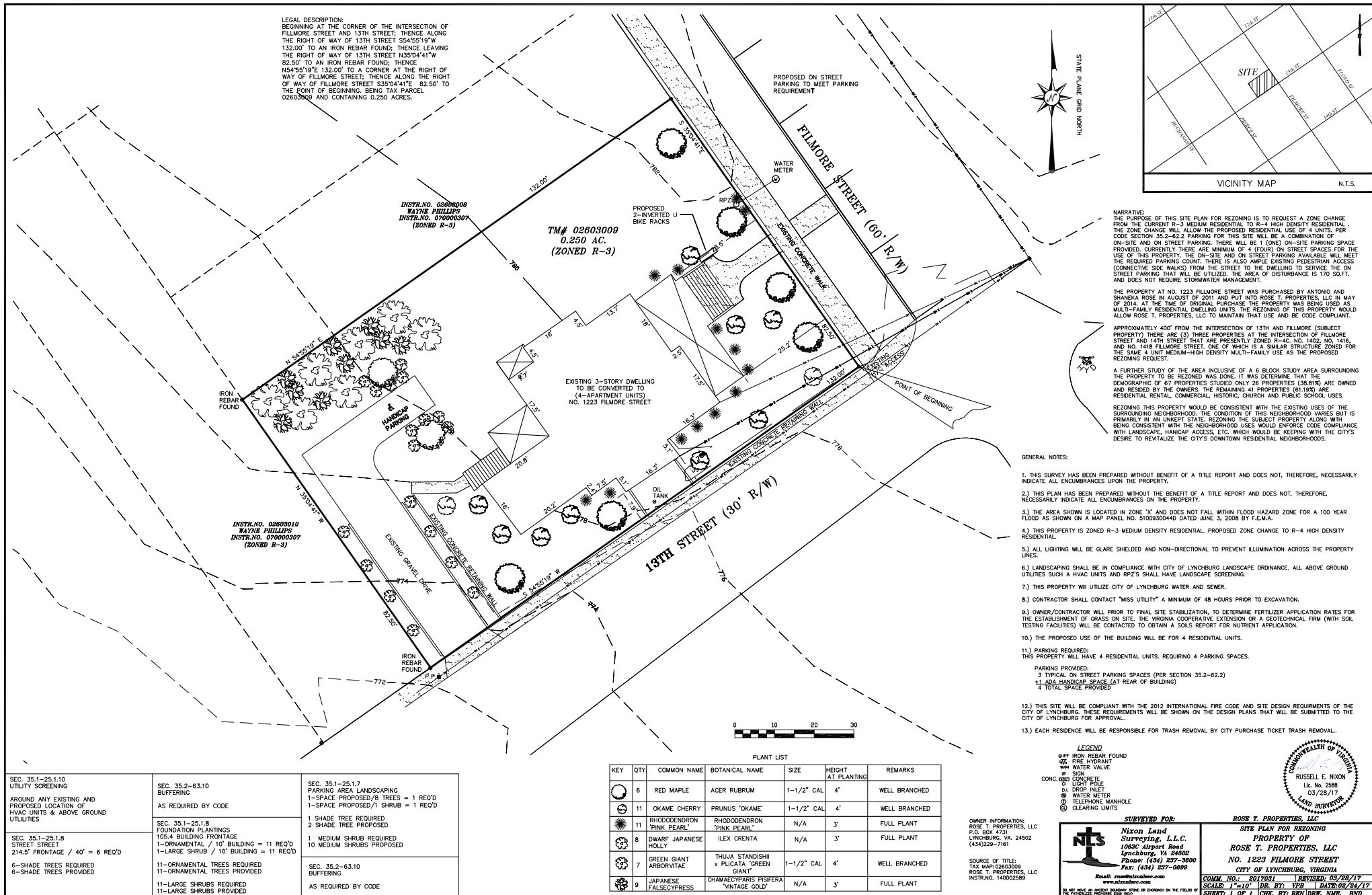
	Active	Proposed	Abandoned
Utilities			
Water			
Sanitary			
Storm			
Planimetrics			
Structure			
Roadway			
Parking			
Sidewalk			
Driveway			
Topography			
Contour			

OVERVIEW MAP



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KEY	QTY	COMMON NAME	BOTANICAL NAME	SIZE	HEIGHT AT PLANTING	REMARKS
	6	RED MAPLE	ACER RUBRUM	1-1/2" CAL	4'	WELL BRANCHED
	11	OKAME CHERRY	PRUNUS "OKAME"	1-1/2" CAL	4'	WELL BRANCHED
	11	RHODODENDRON "PINK PEARL"	RHODODENDRON "PINK PEARL"	N/A	3'	FULL PLANT
	8	DWARF JAPANESE HOLLY	ILEX CRENTA	N/A	3'	FULL PLANT
	7	GREEN GIANT ARBORVITAE	THUJA STANDISHI x PULICATA "GREEN GIANT"	1-1/2" CAL	4'	WELL BRANCHED
	9	JAPANESE CAMELLIA "SECDYSS" "VINTAGE GOLD"	CHAMAECARPUS FISBERA "VINTAGE GOLD"	N/A	3'	FULL PLANT

NARRATIVE:

The purpose of the site plan for rezoning is to request a zone change from the current R-3 Medium Residential to R-4 High Density Residential. The zone change will allow the proposed residential use of four (4) units. Per Code Section 35.2-62.2 parking for this site will be a combination of on-site and on street parking. There will be one (1) on-site parking space provided. Currently, there are a minimum of four (4) on street spaces for the use of this property. The on-site and on street parking available will meet the required parking count. There is also ample existing pedestrian access (connective sidewalks) from the street to the dwelling to service the on street parking that will be utilized. The area of disturbance is 170 square feet and does not require stormwater management.

The property at 1223 Fillmore Street was purchased by Antonio and Shaneka Rose in August of 2011 and put into Rose T. Properties, LLC in May of 2014. At the time of original purchase, the property was being used as multi-family residential dwelling units. The rezoning of this property would allow Rose T. Properties, LLC to maintain that use and be code compliant.

Approximately four hundred feet (400') from the intersection of 13th and Fillmore Streets (subject property) there are three (3) properties at the intersection of Fillmore and 14th Streets that are presently zoned R-4C (1402, 1416 and 1418 Fillmore Street), one of which is a similar structure zoned for the same four (4)-unit Medium-High Density Multi-Family use as the proposed rezoning request.

A further study of the area inclusive of a six (6)-block study area surrounding the property to be rezoned was done. It was determined that in the demographic of sixty-seven (67) properties studied only twenty-six (26) properties (38.81%) are owned and resided in by the owners. The remaining forty-one (41) properties (61.19%) are residential, rental, commercial, historic, church and public school uses.

Rezoning this property would be consistent with the existing uses of the surrounding neighborhood. The condition of this neighborhood varies but is primarily in an unkempt state. Rezoning the subject property, along with being consistent with the neighborhood uses, would enforce code compliance with landscaping, handicap access, etc., which would be keeping with the City's desire to revitalize the City's downtown residential neighborhoods.



Public Hearing
April 12, 2017

PLEASE PRINT

[illegible]

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **May 9, 2017**

AGENDA ITEM #: **12**

CONSENT:
ACTION: **X**

REGULAR: **X**
INFORMATION:

WORK SESSION:

CLOSED SESSION:
(Confidential)

ITEM TITLE: *Zoning Ordinance Amendment – Proffers*

Strategic Pillar(s) Impacted:

☐ Arts & Culture	☐ Citizen Engagement & Social Capital	☐ Economic Development	☐ Healthy & Active Living
☐ Infrastructure	☒ Land Use	☐ Lifelong Learning	☐ Natural Resources
☐ Neighborhoods	☐ Safe Community	☐ Social Equity	☐ Transportation
			☒ Administrative

RECOMMENDATION: Approval of the *Zoning Ordinance Amendments*.

SUMMARY: On November 8, 2016, Council directed staff to proceed with Zoning Ordinance amendments related to proffers as a result of changes to the Code of Virginia. As directed, staff has worked with the City Attorney and Greg Haley of Gentry Locke to draft amended language that is consistent with State Code. The amended language indicates that in order for the City to accept a proffer for a residential development, the residential development or new residential use creates a need or an identifiable portion of a need for public facility improvements and that the new residential development or new residential use receives a direct and material benefit from the proffer. The amended language would also require the petitioner and owners to submit a “proffer statement” including information on how the submitted proffer addresses an impact or provides a benefit to the new residential development or residential use.

PRIOR ACTION(S):

November 8, 2016: City Council initiated Zoning Ordinance amendments related to proffers.

March 22, 2017: The Planning Division recommended approval of the *Zoning Ordinance Amendments*.

The Planning Commission recommended approval (6-0, with 1 member absent, Light) of the *Zoning Ordinance Amendments*.

FISCAL IMPACT: N/A

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

ATTACHMENT(S):

- Ordinance
- Planning Commission Minutes – March 22, 2017
- Planning Commission Memorandum – March 22, 2017

REVIEWED BY: bms

ORDINANCE:

AN ORDINANCE TO AMEND AND REENACT THE CODE OF THE CITY OF LYNCHBURG, 1981 BY AMENDING ZONING ORDINANCE SECTION 35.2-11.3, SECTION 35.2-11.6, SECTION 35.2-11.7 AND 35.2-11.12 RELATED TO CONDITIONAL REZONINGS FOR NEW RESIDENTIAL DEVELOPMENTS AND NEW RESIDENTIAL USES:

WHEREAS, the General Assembly enacted Va. Code Ann. § 15.2-2303.4, effective July 1, 2016, which provides for new requirements for conditional rezonings for new residential developments and new residential uses.

WHEREAS, the City wishes to amend the Zoning Ordinance to implement the provisions of Va. Code Ann. § 15.2-2303.4 (the "Zoning Ordinance Amendments").

WHEREAS, the Planning Commission held a public hearing to consider and address the proposed Zoning Ordinance Amendments and to receive public comment on March 22, 2017.

WHEREAS, the City Council held a public hearing to consider and address the proposed Zoning Ordinance Amendments and to receive public comment on May 9, 2017.

WHEREAS, the City Council finds that this Ordinance should be adopted in order to promote the public necessity, convenience, welfare, and good zoning practice.

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

1. That Sections 35.2-11.3, 35.2-11.6, 35.2-11.7 and 35.2-11.12 of the Code of the City of Lynchburg, 1981, be and the same is hereby amended and reenacted as follows:

35.2-11.3 Applications

(a) Initiation. The Planning Commission, the City Council or the owner, contract purchaser with the owner's written consent, or the owner's agent may initiate a request.

(b) Pre-Application Conference Recommended. Before any application is made, the applicant may schedule a pre-application conference with the City Planner to discuss applicable procedures and requirements.

(c) Submittal Requirements. Applicants shall provide the information listed in Exhibit II-5.

(d) Conditional Zoning Proffers.

1. Purpose. The purpose of conditional zoning is to provide a method for permitting the reasonable and orderly development and use of land in those situations in which peculiar specific circumstances indicate that the existing zone ordinance district regulations are not adequate. In such instances reasonable conditions voluntarily proffered by the owner of the subject property to which such conditions are applicable for the protection of the community (which conditions are not generally applicable to other land similarly zoned) when considered with existing zoning ordinance district regulations should cause the requested rezoning to be compatible with existing zoning and uses in the area.

2. Application. An applicant seeking conditional rezoning shall voluntarily proffer in writing such conditions as the applicant deems appropriate. The applicant shall generally file such a proffered condition in writing at the time of filing an application to rezone a property. An applicant may file such voluntary proffers in writing prior to the public hearing before the Council. The Council may refer such later filed proffered conditions back to the Planning Commission for review. City Council may consider additional proffers, deletions, and/or amendments to all such conditions provided same have been voluntarily proffered in writing by the owner of the property which is the subject of the rezoning request.

3. Applications for conditional rezoning for new residential development and new residential uses.

(i) Defined Terms. The terms used in this subsection, shall have the meanings stated for the same terms as defined in Va. Code Ann. § 15.2-2303.4.

(ii) The Applicant's Proffer Statement. An applicant seeking a conditional rezoning or a proffer condition amendment for a new residential development or a new residential use shall provide a written proffer statement at the time the applicant proffers any conditions. The applicant's proffer statement shall include the information designated below.

(iii) Required Contents of Proffer Statement. An applicant shall include the following information in a proffer statement submitted pursuant to this subsection.

a) Proffers and Proffer Condition Amendments. A description and explanation of how each proffer or proffer condition amendment, whether onsite or offsite, addresses an impact that is specifically attributable to the proposed new residential development or other new residential use applied for.

b) Offsite Proffers. A description and explanation of how an offsite proffer addresses an impact to an offsite public facility such that:

1. The new residential development or new residential use creates a need, or an identifiable portion of a need, for one or more public facility improvements in excess of existing public facility capacity at the time of the rezoning or proffered condition amendment; and

2. Each new residential development or new residential use applied for will receive a direct and material benefit from the proffer made with respect to any such public facility improvements; and

3. The projected impacts on public facility capacity specifically attributable to the proposed new residential development or new residential use.

(c) Certifications. The applicant's proffer statement shall include the following certifications:

1. A certification by the applicant that all proffers and proffer condition amendments are voluntary.

2. A certification by the applicant that the information in the proffer statement is true, accurate, and complete to the best of the applicant's knowledge.

(d) Identification of Proffers Suggested by the City. The proffer statement shall specifically identify any proffer or proffer condition amendment that was suggested, requested, or required by the City.

(e) Waiver of Required Contents. The Zoning Administrator or the City Planner may waive any element of the required contents of a proffer statement pursuant to § 35.2-10.12(b) of this Zoning Ordinance.

(f) Application Fee. The City Council may require a specific application fee for a conditional rezoning application for a proposed new residential development or new residential use pursuant to § 35.2-101 of this Zoning Ordinance.

(e) Concurrent Review Allowed. Applications for Comprehensive Plan amendments and other development approvals may be submitted and reviewed concurrently.

(f) Completeness Review. The City Planner shall review the application and shall determine if the application is complete pursuant to the provisions of section 35.2-10.12 (Completeness).

(g) Staff Review and Recommendation. Upon finding that the application is complete the City Planner shall consult with the Technical Review Committee (TRC), prepare a report making findings and recommendations on the application, and authorize notice to be provided in accordance with section 35.2-10.14 (Notice) and Exhibit II-6.

35.2-11.6 City Council Hearing and Action

(a) Hearing and Action. Following the Planning Commission recommendation, the application shall be submitted to the City Council to review at a public hearing. Following the hearing and consideration of the applicable approval criteria, the Council may approve or deny the application by an affirmative vote of at least a majority of a quorum of the City Council.

(b) Changes to the Area. If, in the judgment of Council, consideration should be given to changing a greater or lesser area than that proposed in an application, Council may refer such change to the Commission for report and recommendation. It shall be the duty of the City Manager, or any official designated by him, to bring to the attention of Council such instances where, in his opinion, a greater or lesser area shall be considered for change than that contained in a specific petition, and the Planning Commission may also recommend to Council that a greater or lesser area be changed, or that the zoning be changed in any other respect differently from what was proposed in the petition.

(c) Conditions for Conditional Rezoning. City Council may approve reasonable conditions to rezoning, provided that:

1. The rezoning itself must give rise to the need for the conditions.
2. Such conditions shall have a reasonable relation to the rezoning.
3. Such conditions shall not include a cash contribution to the City.
4. Such conditions shall not include mandatory dedication of real or personal property for open space, parks, schools, fire departments, or other public facilities not otherwise authorized by law.
5. Such conditions shall not include payment for or construction of off-site improvements except those provided for in section 15.2-2241 of the code of Virginia.
6. Such conditions shall not include a requirement that the applicant create a property owners association under Chapter 25 (sec 55-508 et seq) of Title 55, which includes an express further condition that members of a property owners association pay an assessment for the maintenance of public facilities owned in fee by a public entity, including open space, parks, schools, fire departments

and other public facilities not otherwise provided for in section 15.2-2241 of the code of Virginia; however, such facilities shall not include sidewalks, special street signs or markers, or special street lighting in public rights-of-way not maintained by the Department of Transportation.

7. No condition shall be proffered that is not related to the physical development or physical operation of the property.
 8. All such conditions shall be in conformity with the city's comprehensive plan as defined in section 15.2-2223 of the code of Virginia.
 9. The provisions of this ordinance shall not be used for the purpose of discrimination in housing.
 10. Such conditions shall be voluntary.
 11. In conditional rezonings involving a proposed new residential development or new residential use:
 - (a) Compliance with Va. Code Ann. § 15.2-2303.4. Such conditions shall comply with Va. Code Ann. § 15.2-2303.4.
 - (b) Defined Terms. The terms used in this subsection shall have the meanings stated for the same terms as defined in Va. Code Ann. § 15.2-2303.4.
 - (c) Onsite and Offsite Proffers. Proffers and proffer condition amendments, whether onsite or offsite, shall address an impact that is specifically attributable to the proposed new residential development or other new residential use applied for.
 - (d) Offsite Proffers. Offsite proffers shall address an impact to an offsite public facility such that:
 1. The new residential development or new residential use creates a need, or an identifiable portion of a need, for one or more public facility improvements in excess of existing public facility capacity at the time of the rezoning or proffer condition amendment; and
 2. The new residential development or new residential use applied for receives a direct and material benefit from a proffer made with respect to any such public facility improvements.
- (d) **Changes to Category, District or Use.** The Council may approve a change to a less intensive land use category, zoning district or use than listed in the public notice without additional notice.
- (e) **Resubmittal of Denied Applications.** When the Council has denied an application to amend, supplement or change these regulations, or the boundaries of any district or classification of any property, it shall not be required to consider another petition requesting the same change until at least one (1) year has elapsed, except by the favorable vote of five (5) members of City Council.

Exhibit II-5: Submittal Requirements for Applications Requiring Public Hearings before City Council

Criteria	Development Application					
	Comp. Plan Map Amendment	Zoning Text Amendment	Zoning Map Amendment	Conditional Zoning and Proffers	Conditional Use Permit	Appeal to Certificate of Appropriateness
Completed application form	✓	✓	✓	✓	✓	✓
Name and address of petitioner	✓	✓	✓	✓	✓	✓
A check payable to the City of Lynchburg in the amount set forth in the fee schedule adopted by City Council	✓	✓	✓	✓	✓	✓
A map showing the subject property (preferably a copy of the valuation map available from the department of community development, City Hall)	✓		✓	✓	✓	✓
Two (2) photographs of each required notification sign posted on the property shall be provided at least thirty (30) days prior to the public hearing	✓		✓	✓	✓	✓
Detailed description of the request (e.g., plan map amendment including existing and proposed future land use category or rezoning, including existing and proposed zoning)	✓		✓	✓	✓	✓
Legal description of applicable property	✓		✓	✓	✓	✓
Purpose of proposed change, including intentions of petitioner for use of the property	✓		✓	✓	✓	✓
Documentation demonstrating the amendment's consistency with the vision, goals and policies of the Comprehensive Plan	✓	✓	✓	✓	✓	✓
Concept plan meeting the requirements of Exhibit II-16(plans for planned unit, cluster commercial, traditional neighborhood, or corporate campus development shall demonstrate substantial compliance with the applicable objectives)			✓	✓	✓	✓
Plan showing phases and planned street layout If less than the entire contiguous holdings of the applicant are shown or the project is to be developed in phases				✓	✓	
Metes and bounds description of the property subject to the application			✓	✓		
Proffers volunteered by the owner of the property				✓		
Existing zoning and use of adjacent properties				✓	✓	✓
<u>Applicants proffer statement pursuant to Section 35.2-11.3(d)(3) of this Zoning Ordinance</u>				✓		

✓ = Required

Exhibit II-7 Development Approval Criteria

Criteria	Development Application					
	Comprehensive Plan Amendment	Zoning Text Amendment	Zoning Map Amendment	Conditional Zoning and Proffers	Conditional Use Permit	Appeal to Certificate of Appropriateness
Health, Safety, and Welfare. The change bears a substantial relationship to the public health, safety or general welfare, or protects and preserves historical and cultural places and areas.	✓	✓	✓	✓	✓	✓
Original Errors or Omissions: Whether there was error or omission in the adoption of the Comprehensive Plan, or in the supporting premises and findings.	✓					
Subsequent Events: Whether events subsequent to the Comprehensive Plan adoption have invalidated portions of the Plan, changed the character of the City, or demonstrated new information, such that an amendment is acceptable.	✓					
Consistency. The extent to which the text amendment or rezoning may be substantially consistent with some or all of the provisions of the Comprehensive Plan, including applicable area, corridor, sector or other plans.		✓	✓			
Adverse Impacts on Neighboring Lands. The nature and degree of adverse impacts of the proposed development upon neighboring lands are mitigated by adopted compatibility standards and outweighed by benefits to the public health, safety and welfare.			✓	✓	✓	✓
Public Policy. The extent to which the text amendment or rezoning may be substantially consistent with some or all of the provisions of the Comprehensive Plan, such as the need for housing, economic development, redevelopment, or environmental protection.		✓	✓	✓	✓	✓
Accessibility of Public Services. In order to protect the health, safety and general welfare of the public the City may restrict or deny a rezoning request due to the inaccessibility of water and/or sewer lines.			✓	✓		

Criteria	Development Application					
	Comprehensive Plan Amendment	Zoning Text Amendment	Zoning Map Amendment	Conditional Zoning and Proffers	Conditional Use Permit	Appeal to Certificate of Appropriateness
Suitability as Presently Zoned. For rezonings, the hearing body may consider the suitability or unsuitability of the area for its use as presently zoned. This factor, like the others, must often be weighed in relation to the other standards, and instances can exist in which the use for which land is zoned may be rezoned upon proof of a real public need, substantially changed conditions in the neighborhood, or to implement important goals, policies, and strategies stated in the Comprehensive Plan.			✓	✓		
Application Causes Need for Conditions. The application shall comply with the requirements of section Error! Reference source not found. of this zoning ordinance				✓		
Housing Discrimination Prohibited. The provisions of this ordinance shall not be used for the purpose of discrimination in housing.				✓	✓	✓
Only Authorized Uses Allowed. The use shall be authorized in the zoning district where the applicant seeks such permit.					✓	✓
Adverse Effects Limited. The approval body should consider the extent to which the proposal as submitted or modified might have adverse effects on health, safety, or comfort of persons living or working in the neighborhood, and the extent to which the proposal may be injurious to property or improvements in the neighborhood as compared to other uses permitted in the same district. In making such a determination, consideration shall be given to: The location, type, and height of buildings or structures; The type and extent of landscaping and screening on the site; and The extent to which the proposed use is consistent with the goals and policies of the Comprehensive Plan.					✓	✓
Concept Plan Compliance. The concept plan substantially complies with the specific standards for the applicable use or development pattern in the district in which the proposed development is located.					✓	✓
Public Utilities. Electricity, sanitary sewerage, potable water and stormwater management facilities will be available and adequate to comply with adopted City standards	✓		✓	✓	✓	

Criteria	Development Application					
	Comprehensive Plan Amendment	Zoning Text Amendment	Zoning Map Amendment	Conditional Zoning and Proffers	Conditional Use Permit	Appeal to Certificate of Appropriateness
Compliance with Special Development Criteria. The concept plan substantially complies with the objectives and other applicable criteria for the use or development pattern standards established in Articles VII and VIII of this Zoning Ordinance					✓	
Phasing Plan. The phasing plan, if applicable is consistent with the requirements for phased conditional use development established in section 35.2-11.4.					✓	
Proffer Statement. <u>The Application shall comply with the requirements of Section 35.2-11.3(d)(3) of this Zoning Ordinance.</u>				✓		

35.2-11.12 Records

- (a) The City Council and Planning Commission shall keep minutes and records of all meetings and proceedings including voting records, attendance, resolutions, findings, determinations, and decisions by any appropriate means as prescribed by rule and consistent with the Code of Virginia.
- (b) All development review decisions and all approved maps, plans and plats shall be maintained in the permanent files of the City Planner and shall be recorded as required by City Code and statute.
- (c) Conditions attached to a property shall be met by the owner, successors, assigns and heirs unless the conditions are modified or eliminated through the process for Zoning Map amendments or conditional use permits as applicable.
- (d) Records of conditional rezoning
 - 1. The zoning map shall show by an appropriate symbol the existence of conditions attached to the zoning.
 - 2. The City Planner shall maintain a conditional zoning index which index shall be available in the planning division office for public inspection during regular office hours. The index shall provide ready access to the ordinance creating such conditions in accordance with the article and shall clearly list all conditions applicable to each
 - 3. Before any permits can be issued to begin construction or for the occupancy of an existing structure, the petitioner shall file and record in the office of the clerk of the circuit court of the City of Lynchburg, Virginia, the conditions approved by city Council.
 - 4. These conditions shall be indexed under the names of the landowners of the property being conditionally zoned. The petitioner shall submit a notarized letter to the Clerk of City Council, the zoning administration and the City Planner certifying that the conditions have been recorded with the Clerk of the Circuit Court.
 - 5. The City Planner shall maintain the proffer statement provided by the applicant pursuant to Section 35.2-11.3(d)(3) of this Zoning Ordinance.

2. That this ordinance shall become effective upon its adoption.

Adopted:

Certified:

Clerk of Council

067K

MINUTES OF THE MARCH 22, 2017 PLANNING COMMISSION MEETING (MINUTES HAVE BEEN APPROVED):

b. Consideration of amending Section 35.2-11.3 and Section 35.2-11.6, Section 35.2-11.7 and 35.2-11.12 of the Zoning Ordinance to add proffer submittal requirements for new conditional rezonings for new residential developments and new residential units as is required by the Code of Virginia 15.2-2303.4. The proposed submittal requirements would include proffer statements indicating how an onsite or offsite proffer addresses an impact that is specifically attributable to the proposed new residential development:

Mr. Martin explained that in July of 2016, the General Assembly passed code revisions regarding any new residential development that involved a rezoning or rezonings that had a residential component to them. The General Assembly requires that a proffer statement be submitted stating that any voluntarily submitted proffers had to provide a material benefit to the actual development. If it is an offsite proffer, it has to address an impact that was directly tied back to the development. Mr. Martin thinks this language developed from cash proffer requirements in some of our Northern Virginia areas. There are cash proffer formulas and it is difficult to tie that back and say the development was getting material benefit from that money.

Council directed staff to work with the City Attorney and Mr. Greg Haley from Gentry, Locke and Moore to draft these amendments. What the commission will start to see in the reports for any conditional residential rezonings is a statement of how the proffers actually provide a benefit to the development.

Chair Perault feels like the proffers they have received have benefitted the development. Mr. Martin acknowledged that fact and noted that they have to be careful how they discuss proffers with the developer. If staff actually suggests a proffer to a developer, it has to be outlined in their proffer statement that it was suggested by staff and we are still voluntarily proffering it. Our arm is not being twisted; it does provide a benefit to our development. Chair Perault asked if that would have to be clarified when they take a last minute proffer at a meeting. Mr. Martin said yes and that might be a little tricky. You might not be able to do those things any more.

Commissioner Bowden thinks that anything that comes up last minute at a meeting has already been discussed with the petitioner. Mr. Martin thinks that all in all, the City has done a good job in its proffer discussions throughout the years. He does not think that anything has been proffered that has not provided a direct benefit to the development or addressed a specific impact that is attributable to the development. We always operated under the whole nexus approach. There has to be a direct relationship between the proffer and the development. Commissioner Bowden sees this as a more formal documentation of that conversation.

Commissioner Rogers made the motion to recommend consideration of amending Section 35.2-11.3 and Section 35.2-11.6, Section 35.2-11.7 and 35.2-11.12 of the Zoning Ordinance to add proffer submittal requirements for new conditional rezonings for new residential developments and new residential units as is required by the Code of Virginia 15.2-2303.4. The proposed submittal requirements would include proffer statements indicating how an onsite or offsite proffer addresses an impact that is specifically attributable to the proposed new residential development:

The motion was seconded by Commissioner Bowden and passed by the following vote:

AYES:	Bowden, Johnson, Lowe, Perault, Marion and Rogers	6
NOES:		0
ABSTENTIONS:		0
ABSENT:	Light	1



Memorandum

Planning Division • Community Development

900 Church Street
Lynchburg, Virginia 24504
P 434-455-3900

To: Planning Commission

From: Tom Martin, AICP, City Planner

CC: File

Date: March 22, 2017

Re: Zoning Ordinance Amendments - Proffers

The General Assembly enacted Virginia Code § 15.2-2303.4, effective July 1, 2016. The new requirements enacted by the General Assembly provide for new requirements associated with new residential developments or mixed use developments with residential uses.

As directed by Council, Planning staff has worked with City Attorney, Walter Erwin and Greg Haley, Gentry Locke to draft amended language dealing with proffers to be consistent with State Code.

The required language indicates that in order for the City to accept a proffer, the residential development or new residential use creates a need or an identifiable portion of a need for public facility improvements and that the new residential development or new residential use receives a direct and material benefit from the proffer.

The required language also indicates that the petitioner and owners are to submit a "proffer statement" including information on how the submitted proffer addresses an impact or provides a benefit to the new residential development or residential use.

AGENDA ITEM #_13__

From: Mark Hartless

Sent: Monday, April 24, 2017 4:31 PM

To: Chambers, Valeria

Subject: Message From the City Website

Hello Clerk Chambers,

I am requesting placement on the City Council's Agenda for their meeting on Tuesday, May 9th, to discuss traffic concerns on Breezewood Drive.

Thank you,

Mark Hartless

(970) 291-9289

062K

From: Aaron Reid [<mailto:reidaa@lcsedu.net>]

Sent: Monday, May 01, 2017 9:14 AM

To: Chambers, Valeria

Subject: May 9 City Council

To Whom It May Concern:

My name is Aaron Reid and I am a public school teacher for Lynchburg City Schools. I am interested in addressing city council on May 9th about the city budget and I was led to believe this was the email to direct my request. Please let me know if there is additional work or contacts I need to make to speak to the council.

Thank you!

Aaron

--

Aaron Reid

E.C. Glass High School

reidaa@lcsedu.net

063K

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **May 9, 2017**

AGENDA ITEM #: **15**

CONSENT:
ACTION: **X**

REGULAR: **X**
INFORMATION:

WORK SESSION:

CLOSED SESSION:
(Confidential)

ITEM TITLE: Public street renaming: 17th Street to Abattoir Street

Strategic Pillar(s) Impacted:

☐ Arts & Culture	☐ Citizen Engagement & Social Capital	☐ Economic Development	☐ Healthy & Active Living
☒ Infrastructure	☐ Land Use	☐ Lifelong Learning	☐ Natural Resources
☐ Neighborhoods	☐ Safe Community	☐ Social Equity	☒ Transportation
			☒ Administrative

RECOMMENDATION: Rename the street as proposed.

SUMMARY: Seven Hills Food, LLC has submitted an application to rename a portion of 17th Street to Abattoir Street. The purpose of the renaming request is to provide the petitioner with a street name and address that is easily identifiable and distinct from the other section of 17th Street.

PRIOR ACTION(S):

March 21, 2017: The Technical Review Committee [TRC] reviewed the petition. The TRC comments have been incorporated into the proposed resolution.

April 12, 2017: Planning Commission reviewed the petition and had no concerns.

FISCAL IMPACT: None

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

ATTACHMENT(S):

- Resolution
- Planning Commission Minutes – April 12, 2017
- Planning Commission Packet – April 12, 2017
 - o Planning Commission Report
 - o Zoning Map
 - o Future Land Use Map
 - o Watershed Map
 - o Planimetric and Topographic Map
 - o Plat

REVIEWED BY: bms

RESOLUTION:

A RESOLUTION APPROVING THE RENAMING OF THE PORTION OF 17TH STREET
LOCATED OFF OF CAMPBELL AVENUE.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF LYNCHBURG that the portion of 17th
Street located off of Campbell Avenue is hereby changed to Abattoir Street.

Adopted:

Certified:

Clerk of Council

074K

MINUTES OF THE APRIL 12, 2017 PLANNING COMMISSION MEETING (MINUTES HAVE NOT BEEN APPROVED):

Portion of 17th Street Renaming to Abattoir Street:

Ms. Rachel Frischeisen summarized the Planning Commission report for the commissioners. She explained that this item is for their comment only and does not require a motion or vote. After hearing the report, the commissioners did not have any comments or concerns with the street renaming and were in consensus that it should be forwarded to City Council for its consideration.

The Department of Community Development

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

To: Planning Commission
From: Planning Division
Date: April 12, 2017
Re: **Seven Hills Food Street Renaming – 17th Street to Abattoir Place**

I. PETITIONER

Seven Hills Food LLC, 1726 Campbell Avenue, Lynchburg, VA 24501

Representative: Mr. Michael W. Cassidy, Piedmont Surveyors, 3831 Old Forest Road, Suite #6, Lynchburg, VA 24501

II. LOCATION

The street renaming request applies to the portion of 17th Street extending from Campbell Avenue.

Property Owner: Ryan Ford, 1726 Campbell Avenue, Lynchburg, VA 24501

III. PURPOSE

The purpose of the petition is to rename a portion of 17th Street to Abattoir Place.

IV. SUMMARY

- The request complies with the requirements of Section 35-111 of the City Code, which specifies that “proposed street names will be reviewed by the city technical review committee, planning commission, and council, with the final decision resting with council.”

The Planning Division has submitted the following information for comment by the Planning Commission.

V. FINDINGS OF FACT

1. **Comprehensive Plan.** N/A
2. **Zoning.** N/A
3. **Board of Zoning Appeals (BZA).** N/A
4. **Surrounding Area.** The following item previously required City Council approval in the immediate area:
 - On May 8, 2012, City Council approved the petition of Virginia University of Lynchburg for a conditional use permit at 2057, 2059, and 2221 Campbell Avenue and to rezone 2057 and 2059 Campbell Avenue from I-2, Light Industrial District to R-3C, Medium Density Residential District (Conditional) to allow for the construction of two (2) dormitories for students attending Virginia University of Lynchburg.
 - On July 12, 2016, City Council approved the petition of 1600 Campbell Ave, LLC to rezone approximately one and ninety-two thousandths (1.092) acres from I-2, Light Industrial District, to B-3C, Community Business District (Conditional) to allow the reuse of an existing building as a counseling center.
5. **Site Description.** This portion of 17th Street connects to a relatively unpopulated portion of Campbell Avenue near multiple railroad lines, the Lynchburg Expressway and other industrially zoned property.

6. **Proposed Use of Property.** N/A
7. **Traffic, Parking and Public Transit.** The City's Transportation Engineer had no comments of concern regarding the petition.
8. **Stormwater Management.** N/A
9. **Emergency Services.** There were no comments of concern regarding the petition.
10. **Impact.** The proposed street renaming would have little impact on the surrounding area, as the area is relatively unpopulated and the petitioner or the City of Lynchburg own all properties using this street.
11. **Technical Review Committee.** The Technical Review Committee (TRC) reviewed the application on March 21, 2017 and had no comments of concern regarding the petition.

VI. PLANNING DIVISION RECOMMENDATION

These findings have been provided for review and comment by the Planning Commission prior to submitting to the City Council.

This matter is respectfully offered for your consideration.



William T. Martin, AICP
City Planner

pc: Ms. Bonnie M. Svrcek, City Manager
Mr. Charles Hartgrove, Deputy City Manager
Mr. Walter C. Erwin, City Attorney
Mr. Kent L. White, Director of Community Development
Mr. J. Lee Newland, City Engineer
Ms. Cynthia Kozerow, Lynchburg Police Department
Battalion Chief Greg Wormser, Fire Marshal
Ms. Maggie Cossman, Transportation Engineer
Mr. Doug Saunders, Building Official
Mr. Kevin Henry, Zoning Administrator
Mr. Michael Cassidy, Representative
Mr. Ryan Ford, Petitioner

VII. ATTACHMENTS

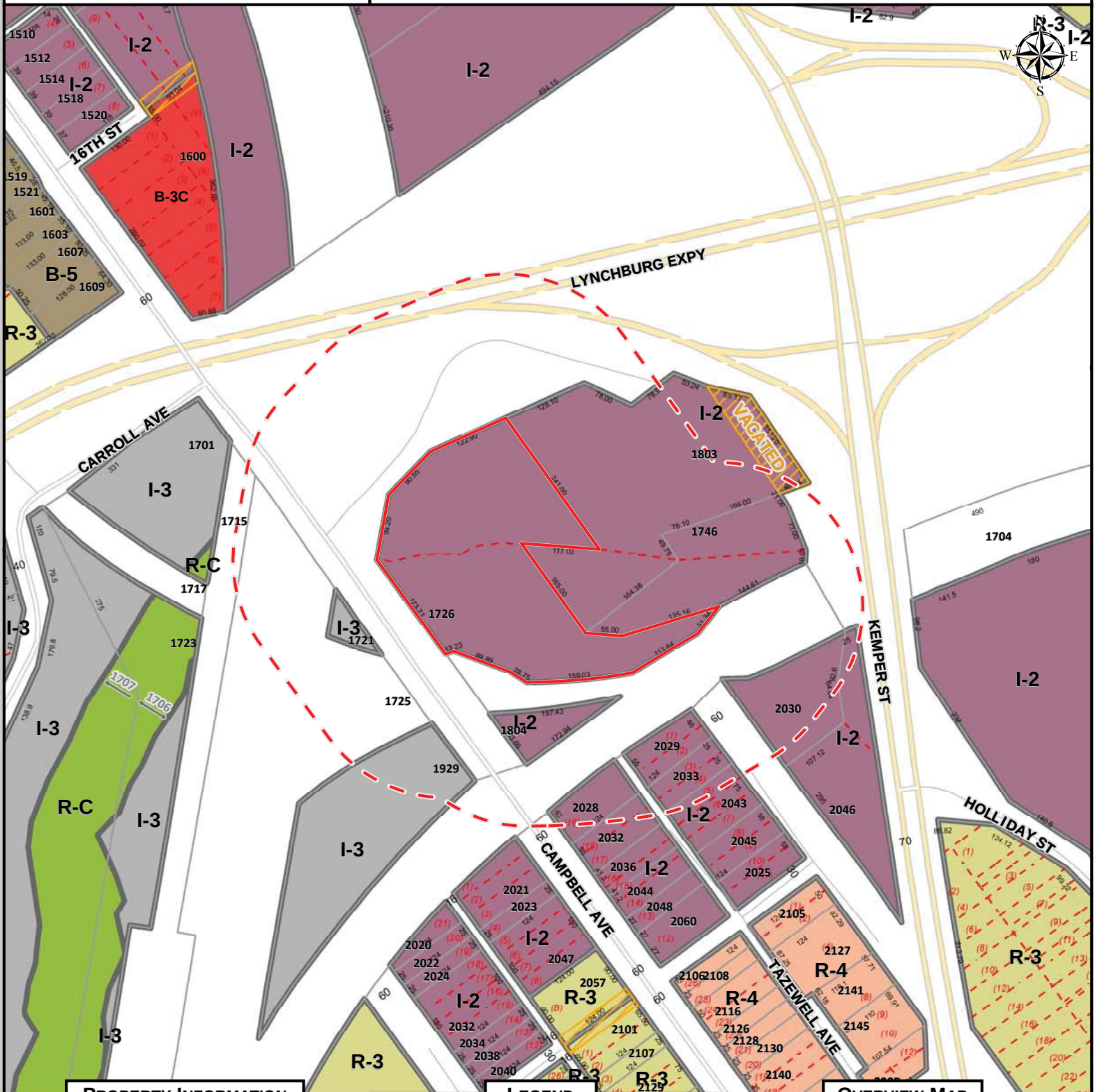
1. **Zoning Map**
2. **Future Land Use Map**
3. **Watershed Map**
4. **Plainmetric and Topographic Map**
5. **Plat**

Zoning-TRC Map

17TH STREET RENAMING TO ABATTOIR STREET

TRC

SEVEN HILLS FOOD, LLC



PROPERTY INFORMATION

PARCEL ID	ADDRESS
05001005	1726 CAMPBELL AVE

LEGEND

Subject Property

215' Buffer

B-1

I-1

R-4

B-2

I-2

R-5

B-3

I-3

R-C

B-4

R-1

IN-1

B-5

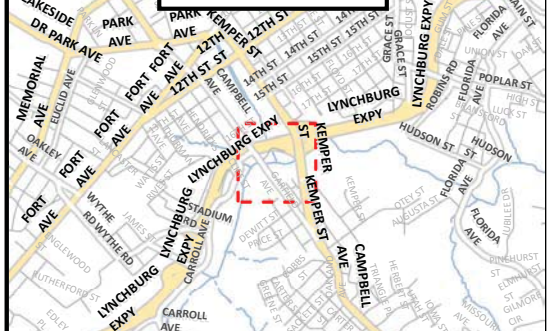
R-2

IN-2

B-6

R-3

OVERVIEW MAP



MAP SCALE: 1" to 4,000' DATE PRINTED: 4/27/2017

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.

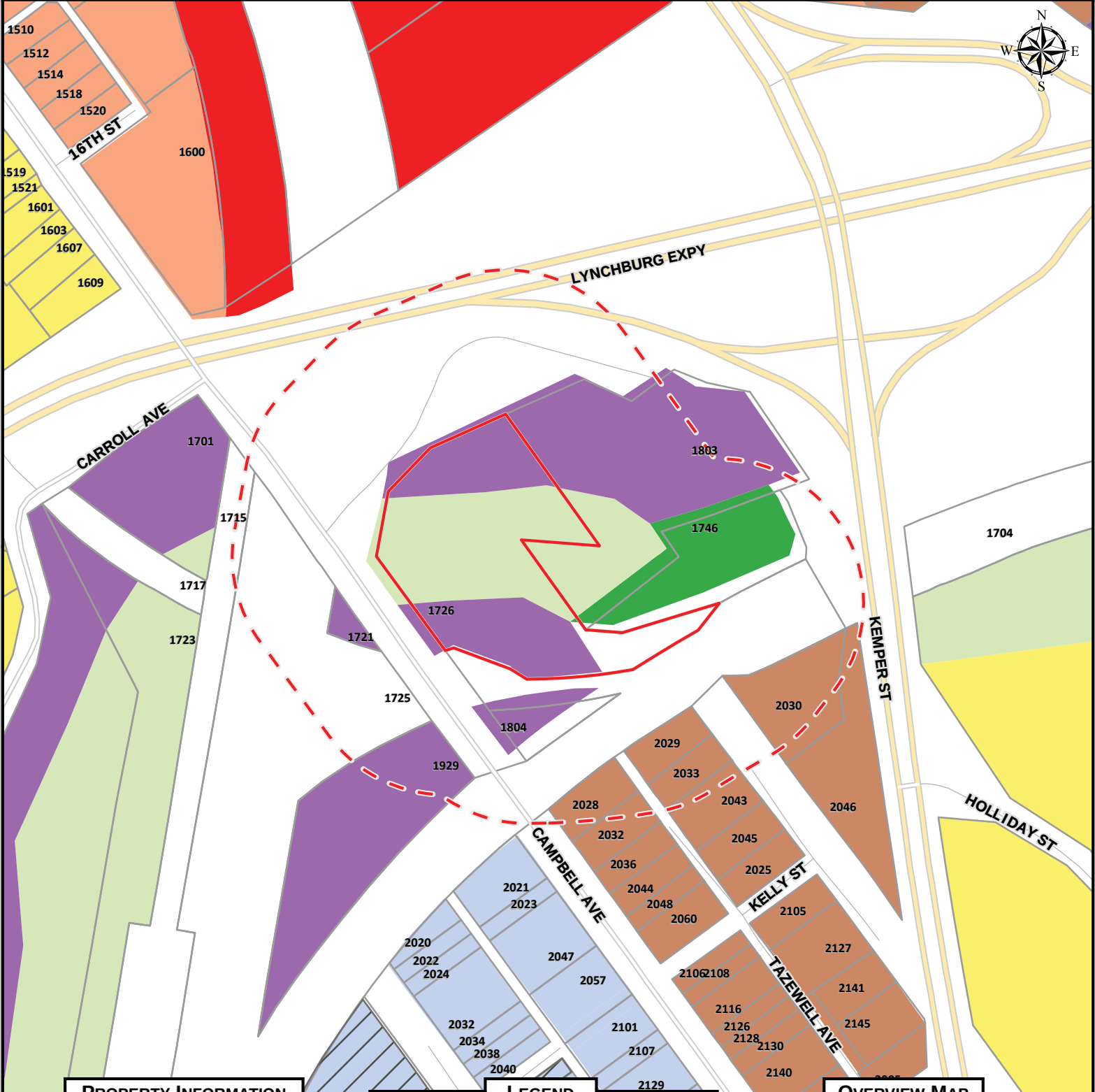
Parcel ID	Address	Owner
05008013	2028 CAMPBELL AVE	BORN AGAIN CHRISTIAN CONST CO
05001007	1746 CAMPBELL AVE	CITY OF LYNCHBURG
05018026	1929 CAMPBELL AVE	GEORGIA INDUSTRIES REALTY CO
05018004	1715 CAMPBELL AVE	NORFOLK & WESTERN RAILWAY
05008002	2033 TAZEWELL AVE	PERIGEE LLC
05008004	2043 TAZEWELL AVE	PERIGEE LLC
05008001	2029 TAZEWELL AVE	PERIGEE LLC
05001005	1726 CAMPBELL AVE	SEVEN HILLS FOOD LLC
05001001	1721 CAMPBELL AVE	SEVEN HILLS FOOD LLC
05001004	1804 CAMPBELL AVE	SEVEN HILLS FOOD LLC
05001002	1803 HOLLIDAY ST	SEVEN HILLS FOOD LLC
05028031	2046 TAZEWELL AVE	SMILEY, HENRY M
05028001	2030 TAZEWELL AVE	SMILEY, HENRY MORRELL
05008012	2032 CAMPBELL AVE	SOUTHERLAND, VICTOR E
05018002	1725 CAMPBELL AVE	SOUTHERN RAILWAY C/O NORFOLK & SOUTHERN RAILWAY

FLUM Map

17TH STREET RENAMING TO ABATTOIR STREET

TRC

SEVEN HILLS FOOD, LLC



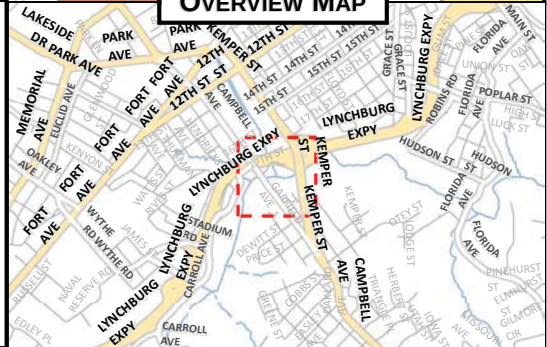
PROPERTY INFORMATION

PARCEL ID	ADDRESS
05001005	1726 CAMPBELL AVE

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" to 4,000' DATE PRINTED: 4/27/2017

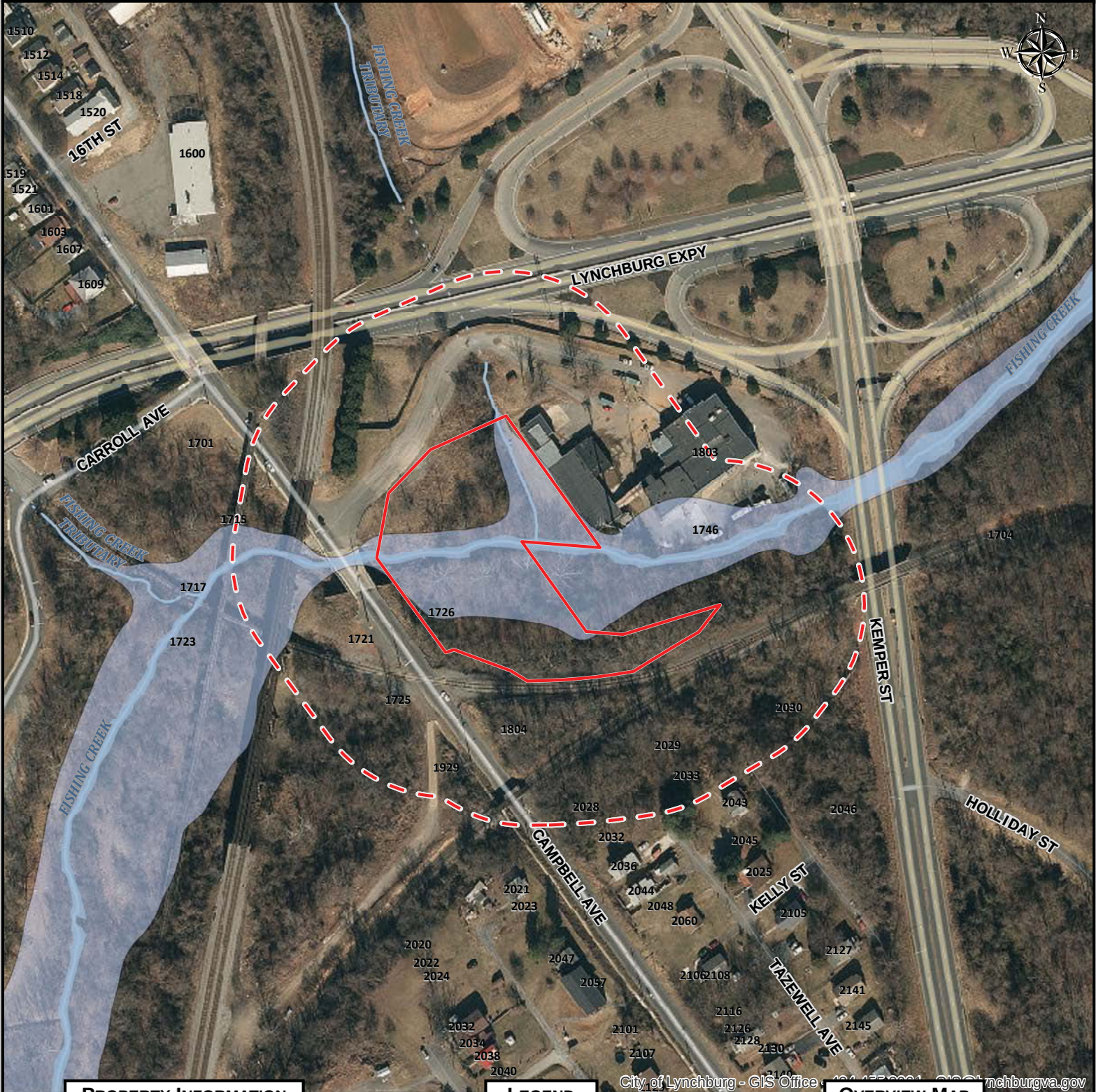
DISCLAIMER: THIS MAP IS NEITHER A LEGALLY RECORDED MAP NOR A SURVEY AND IS NOT INTENDED TO BE USED AS SUCH. THE INFORMATION DISPLAYED IS A COMPILATION OF RECORDS, INFORMATION, AND DATA OBTAINED FROM VARIOUS SOURCES. THE CITY OF LYNCHBURG IS NOT RESPONSIBLE FOR ITS ACCURACY OR HOW CURRENT IT MAY BE.

Watershed Map

TRC

17TH STREET RENAMING TO ABATTOIR STREET

SEVEN HILLS FOOD, LLC



PROPERTY INFORMATION

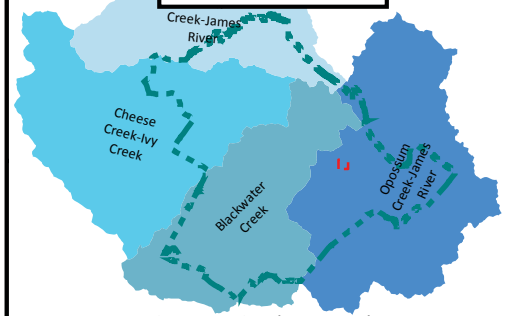
PARCEL ID	ADDRESS
05001005	1726 CAMPBELL AVE

LEGEND

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

MAP SCALE: 1" to 33,333' DATE PRINTED: 4/27/2017

OVERVIEW MAP

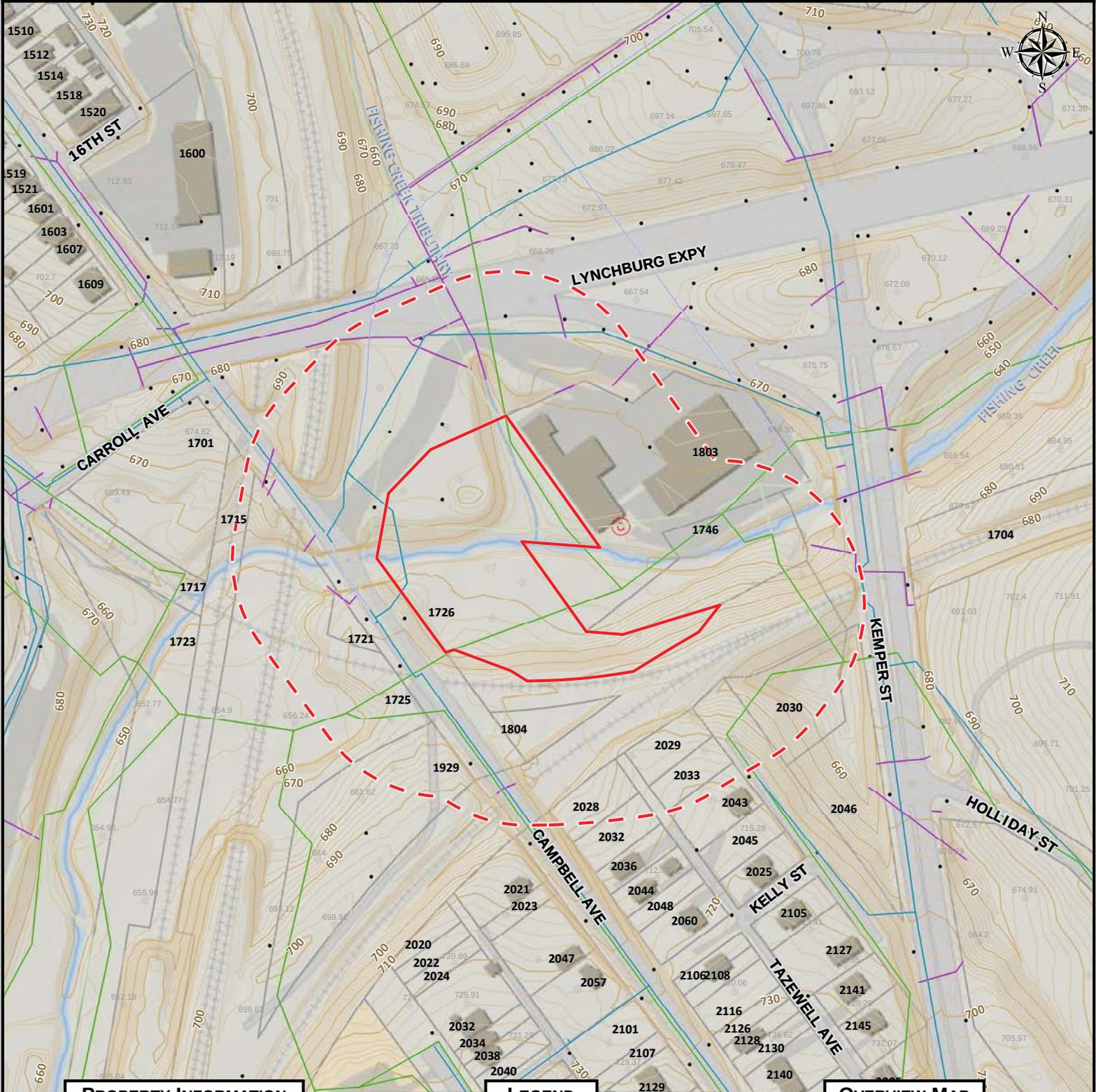


Opossum Creek-James River

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.

TRC

SEVEN HILLS FOOD, LLC



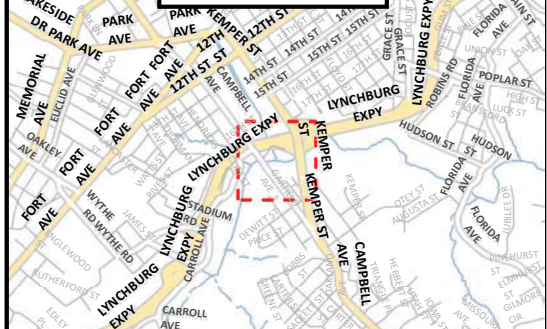
PROPERTY INFORMATION

PARCEL ID	ADDRESS
05001005	1726 CAMPBELL AVE

LEGEND

	Active	Proposed	Abandoned
Utilities	Water (solid blue)	Sanitary (dashed blue)	Storm (dotted blue)
Structure	10' (solid brown)	10' Obs (dashed brown)	2' (dotted brown)
Planimetrics	Roadway (solid grey)	Parking (dashed grey)	Sidewalk (dotted grey)
Towers & Trans. Lines	Elec. Trans (solid yellow)	Trans. Tower (solid black)	Comm. Tower (solid red)
	Other (solid black)	Pole (solid black)	Cemetery (solid black)

OVERVIEW MAP



MAP SCALE: 1" to 4,000' DATE PRINTED: 4/27/2017

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THIS PLAT HAS BEEN PREPARED FROM AN ACTUAL FIELD SURVEY AS OF DATE SHOWN HEREON AND THERE ARE NO VISIBLE EASEMENTS OR ENCROACHMENTS EXCEPT AS SHOWN. SEE NOTE BELOW FOR EXCEPTIONS TO FIELD SURVEY.

THIS PLAT WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT AND THEREFORE DOES NOT NECESSARILY INDICATE ALL ENCUMBRANCES ON THE PROPERTY.

THE OWNERS DO NOT WISH TO PLACE RESTRICTIONS ON SUBDIVISION AT THIS TIME.

SUBJECT PROPERTY(S) ARE CURRENTLY SERVED BY CITY OF LYNCHBURG PUBLIC WATER AND SANITARY SEWER.

THIS SURVEY WAS COMPLETED AT THE REQUEST OF CITY OF LYNCHBURG OFFICE OF ECONOMIC DEVELOPMENT.

THE AREA SHOWN IS LOCATED IN FLOOD HAZARD ZONE 'A' AS INDICATED ON FLOOD INSURANCE RATE MAP BY FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA), COMMUNITY PANEL NUMBER 5100930044D, DATED (REVISED) JUNE 3, 2008. ZONE 'A' IS DEFINED ON SAID MAP AS "NO BASE FLOOD ELEVATIONS DETERMINED". FLOOD ZONE 'A' SHOWN HEREON SCALED FROM SAID FEMA PANEL AND/OR CITY OF LYNCHBURG GIS DATA.

BUILDINGS AND EDGE OF PAVEMENT (EXCEPT AT AREA OF 60" CONCRETE PIPE) TAKEN FROM CITY OF LYNCHBURG GIS OR OTHER RECORD DATA AND ARE NOT PART OF FIELD SURVEY.

THIS SURVEY DOES NOT ADDRESS ALL POSSIBLE UNDERGROUND UTILITIES.

THE DEDICATION OF THE SUBDIVISION SHOWN HEREON IS WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE UNDERSIGNED OWNERS, PROPRIETORS, AND TRUSTEES, IF ANY. THE OWNERS CERTIFY THAT THEY ARE THE FEE SIMPLE OWNERS OF SAID LAND AND ARE LEGALLY ENTITLED TO SUBDIVIDE THE SAME.

CITY MANAGER, LYNCHBURG, VIRGINIA _____ DATE _____

COMMONWEALTH AT LARGE TO WIT:
STATE OF VIRGINIA - CITY/COUNTY OF _____

I, _____ A NOTARY PUBLIC IN AND FOR
THE STATE AFORESAID, DO HEREBY CERTIFY THAT THE OWNER(S) WHOSE NAME IS SIGNED HEREON HAVE
ACKNOWLEDGED THE SAME BEFORE ME THIS _____ DAY OF _____, 2015.

MY COMMISSION EXPIRES _____

NOTARY PUBLIC _____

THE DEDICATION OF THE SUBDIVISION SHOWN HEREON IS WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE UNDERSIGNED OWNERS, PROPRIETORS, AND TRUSTEES, IF ANY. THE OWNERS CERTIFY THAT THEY ARE THE FEE SIMPLE OWNERS OF SAID LAND AND ARE LEGALLY ENTITLED TO SUBDIVIDE THE SAME.

SEVEN HILLS FOOD, LLC _____ DATE _____

COMMONWEALTH AT LARGE TO WIT:
STATE OF VIRGINIA - CITY/COUNTY OF _____

I, _____ A NOTARY PUBLIC IN AND FOR
THE STATE AFORESAID, DO HEREBY CERTIFY THAT THE OWNER(S) WHOSE NAME IS SIGNED HEREON HAVE
ACKNOWLEDGED THE SAME BEFORE ME THIS _____ DAY OF _____, 2015.

MY COMMISSION EXPIRES _____

NOTARY PUBLIC _____

SOURCE OF TITLE

TM #05001002 & 05001005
SHOWN HEREON AS PARCEL A, B, AND B1
SEVEN HILLS FOOD, LLC
INSTR #140000280

PART OF TM #05001007
SHOWN HEREON AS PARCEL C
CITY OF LYNCHBURG
DB 417 PG 249
SEE CITY DRAWING #H.W. 104-A

PART OF TM #05001007
SHOWN HEREON AS PARCEL C1
CITY OF LYNCHBURG
DB 402 PG 631
SEE CITY DRAWING #H.W. 104-A

SUBDIVISION PLAT APPROVED:

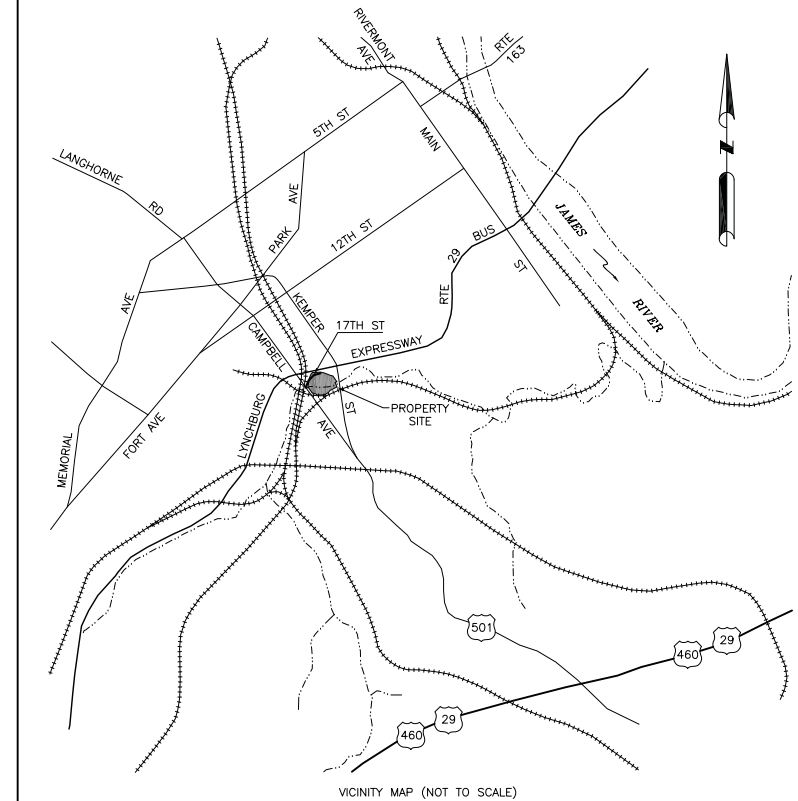
CITY ENGINEER, LYNCHBURG, VA _____ DATE _____

CITY PLANNER, LYNCHBURG, VA _____ DATE _____

CITY MANAGER, LYNCHBURG, VA _____ DATE _____

ALL SUBJECT LOTS ARE CURRENTLY SERVED BY PUBLIC WATER AND SEWER.

**PRELIMINARY
FOR REVIEW ONLY
3/17/2017**



VICINITY MAP (NOT TO SCALE)

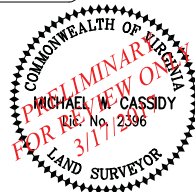
ACREAGE TABLE

AREA (A) - (TAX MAP 05001005) +2.113 ACRES
AREA (B) - (PART OF TAX MAP 05001002) +1.844 ACRES
AREA (B1) - (PART OF TAX MAP 05001002) + 0.181 ACRES
AREA (C) - (PART OF TAX MAP 05001007) +0.357 ACRES
AREA (C1) - (PART OF TAX MAP 05001007) +0.316 ACRES
AREA (D1) - (PART OF 17TH STREET EXISTING R/W) +0.394 ACRES

= REVISED TAX MAP #05001005 BEING 5.205 ACRES
(TO BE KNOWN AS SEVEN HILLS FOOD, LOT 1)
(TO BE KNOWN AS #100 ABATTOIR STREET)

AREA INDEX (PRE-SURVEY)

AREA (A) EXISTING TAX MAP # 05001005 - PROPERTY OF SEVEN HILLS FOOD, LLC
AREA (B) PART OF EXISTING TAX MAP #05001002 - PROPERTY OF SEVEN HILLS FOOD, LLC
AREA (B1) PART OF EXISTING TAX MAP #05001002 - PROPERTY OF SEVEN HILLS FOOD, LLC - FORMERLY HOLIDAY STREET
AREA (C) PART OF TAX MAP #05001007 - CITY OF LYNCHBURG
AREA (C1) PART OF TAX MAP #05001007 - CITY OF LYNCHBURG
AREA (D) EXISTING CITY OF LYNCHBURG R/W KNOWN AS 17TH STREET - TO BE RENAMED ABATTOIR STREET
AREA (D1) EXISTING CITY OF LYNCHBURG R/W KNOWN AS 17TH STREET - TO BE VACATED



PROJECT NO. 2015-739
DRAWING NO. 2015-739-1
DATE 3/17/2017
SCALE 1" = 50'
SHEET 1 OF 2

**PLAT SHOWING
DIVISION, RIGHT OF WAY VACATION, AND EASEMENT DEDICATION
FOR PROPERTY OF
SEVEN HILLS FOOD, LLC AND CITY OF LYNCHBURG
CITY OF LYNCHBURG, VIRGINIA**

EXISTING TOWER SITE EASEMENT LINE TABLE
LINE BEARING DISTANCE
TS-1 N 54°28'41" E 12.60
TS-2 S 35°33'19" E 50.00
TS-3 S 54°28'41" W 40.00
TS-4 N 35°33'19" W 50.00

- EXISTING VARIABLE WIDTH UTILITY AND ACCESS EASEMENT SERVING TOWER SITE SEE DB 1154 PG 735 SEE INSTR #140000280
- NEW 20' WIDE UTILITY AND ACCESS EASEMENT TO SERVE TOWER SITE
- EXISTING TOWER EASEMENT SEE DB 1154 PG 735 SEE INSTR #140000280

LINE FROM POINTS 'A' THRU 'H'-A' IS THAT AREA OF CURRENT 17TH STREET TO BE RENAMED ABATTOIR STREET

LINE FROM POINTS 'C' THRU 'F' TO 'I' THRU 'K' ARE NEW CITY OF RIGHT OF WAY LINE TO DELINEATE LYNCHBURG EXPRESSWAY AND CURRENT 17TH STREET

NEW LOT FOR SEVEN HILLS FOOD TO BE KNOWN AS SEVEN HILLS FOOD LOT 1 #100 ABATTOIR STREET

ALL DASHED INTERIOR LINES WITH BEARING AND DISTANCES SHOWN IN (PARENTHESES) ARE HEREBY VACATED

LYNCHBURG EXPRESSWAY - RTE 29 BUS - VARIABLE WIDTH R/W

PRELIMINARY
FOR REVIEW ONLY
3/17/2017

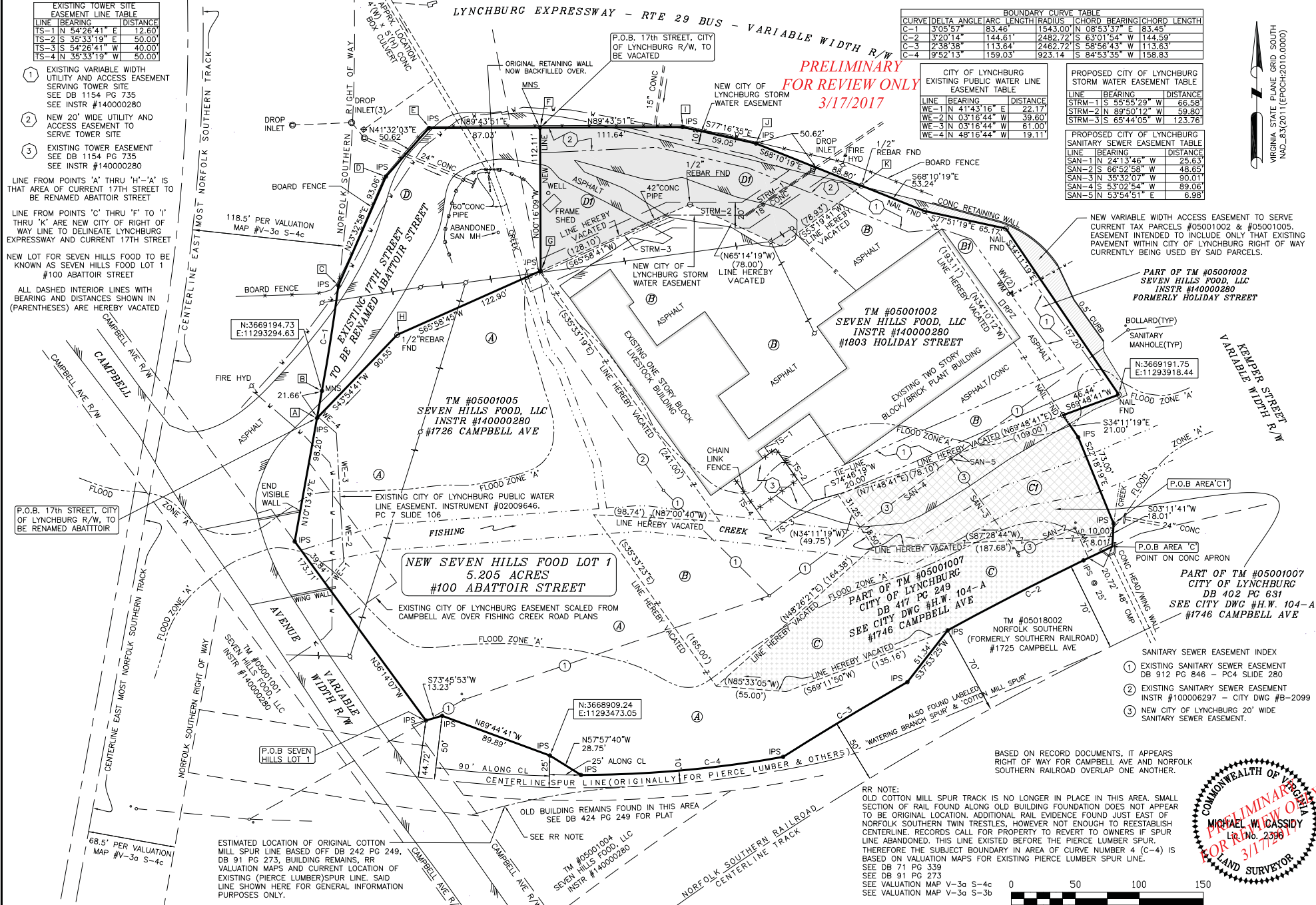
CURVE DELTA ANGLE	ARC LENGTH	RADIUS	CHORD BEARING	CHORD LENGTH
C-1 13°05'57"	83.46	1543.00	N 08°53'37" E	83.45
C-2 3°20'14"	144.61	2482.72	S 63°01'54" W	144.59
C-3 2°38'38"	113.64	2462.72	S 58°56'43" W	113.63
C-4 9°52'13"	159.03	923.14	S 84°53'35" W	158.83

CITY OF LYNCHBURG EXISTING PUBLIC WATER LINE EASEMENT TABLE
LINE BEARING DISTANCE
WE-1 N 41°43'16" E 22.17
WE-2 N 03°16'44" W 39.60
WE-3 N 03°16'44" W 61.00
WE-4 N 48°16'44" W 19.11

PROPOSED CITY OF LYNCHBURG STORM WATER EASEMENT TABLE
LINE BEARING DISTANCE
STRM-1 S 55°55'29" W 66.58
STRM-2 N 89°50'12" W 59.80
STRM-3 S 65°44'05" W 123.76

PROPOSED CITY OF LYNCHBURG SANITARY SEWER EASEMENT TABLE
LINE BEARING DISTANCE
SAN-1 N 24°13'46" W 25.63
SAN-2 S 66°52'07" W 48.69
SAN-3 N 35°32'07" W 90.01
SAN-4 S 53°02'54" W 89.06
SAN-5 N 53°54'51" E 6.98

VIRGINIA STATE PLANE GRID SOUTH
NAD 83 (2011) (EPOCH 2010.0000)



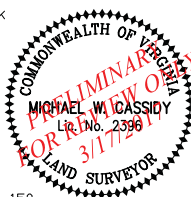
SUBDIVISION PLAT APPROVED:	
CITY ENGINEER, LYNCHBURG, VA	DATE
CITY PLANNER, LYNCHBURG, VA	DATE
CITY MANAGER, LYNCHBURG, VA	DATE

LEGEND	
IPS	1/2" REBAR SET (UNLESS NOTED OTHER)
MNS	MAGNETIC NAIL SET
○	CORNER FOUND AS NOTED
—	OVERHEAD UTILITY LINES
-E-	UNDERGROUND ELECTRIC
—	GUARD RAIL
—	EDGE OF PAVEMENT

PIEDMONT SURVEYORS
3831 OLD FOREST ROAD - SUITE 6
LYNCHBURG, VA 24501
434-426-9510
WWW.PIEDMONTSURVEYORS.COM

PROJECT NO. 2015-739
DRAWING NO. 2015-739-1
DATE 3/17/2017
SCALE 1" = 50'
SHEET 2 OF 2

PLAT SHOWING
DIVISION, RIGHT OF WAY VACATION, AND EASEMENT DEDICATION
FOR PROPERTY OF
SEVEN HILLS FOOD, LLC AND CITY OF LYNCHBURG
CITY OF LYNCHBURG, VIRGINIA



BASED ON RECORD DOCUMENTS, IT APPEARS RIGHT OF WAY FOR CAMPBELL AVE AND NORFOLK SOUTHERN RAILROAD OVERLAP ONE ANOTHER.

RR NOTE:
OLD COTTON MILL SPUR TRACK IS NO LONGER IN PLACE IN THIS AREA. SMALL SECTION OF RAIL FOUND ALONG OLD BUILDING FOUNDATION DOES NOT APPEAR TO BE ORIGINAL LOCATION. ADDITIONAL RAIL EVIDENCE FOUND JUST EAST OF NORFOLK SOUTHERN TWIN TRESTLES, HOWEVER NOT ENOUGH TO REESTABLISH CENTERLINE. RECORDS CALL FOR PROPERTY TO REVERT TO OWNERS IF SPUR LINE ABANDONED. THIS LINE EXISTED BEFORE THE PIERCE LUMBER SPUR. THEREFORE THE SUBJECT BOUNDARY IN AREA OF CURVE NUMBER 4 (C-4) IS BASED ON VALUATION MAPS FOR EXISTING PIERCE LUMBER SPUR LINE.
SEE DB 71 PG 339
SEE DB 91 PG 273
SEE VALUATION MAP V-3a S-4c
SEE VALUATION MAP V-3a S-3b

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **May 9, 2017**

AGENDA ITEM #: **16**

CONSENT:
ACTION: **X**

REGULAR: **X**
INFORMATION:

WORK SESSION:

CLOSED SESSION:
(Confidential)

ITEM TITLE: 1) Adopt and Appropriate the FY 2018 Operating Budget; 2) Adopt the FY 2018-2022 Capital Improvement Program; 3) Adopt and Appropriate the FY 2018 Capital Budget; 4) Adopt a Resolution requiring City Council approval to spend Poverty Initiative funds; 5) Adopt and Appropriate \$50,000 of the FY 2018 Reserve for Contingencies for use by the City Manager; 6) Adopt a Resolution to set the Personal Property Tax Relief Rate; and 7) Adopt an Ordinance to change the City Code to set the Lodging Tax Rate at 6.5%.

Strategic Pillar(s) Impacted:

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

RECOMMENDATION: Adopt and appropriate the FY 2018 Operating Budget; adopt the FY 2018-2022 Capital Improvement Program; adopt and appropriate the FY 2018 Capital Budget; adopt a resolution requiring City Council approval to spend Poverty Initiative funds; adopt and appropriate \$50,000 of the FY 2018 Reserve for Contingencies for use by the City Manager; adopt a resolution to set the Personal Property Tax Relief Rate; and adopt an Ordinance to change the City Code to set the Lodging Tax Rate at 6.5%.

SUMMARY: Following the April 4, 2017 Public Hearing and further discussion and deliberation on the FY 2018 Budget, Council adjusted the Proposed FY 2018 General Fund Budget as follows:

General Fund

	Proposed Operating Budget	Adjustments	Revised Budget
Revenues and Use of Fund Balance			
Revenues	\$187,437,024	(\$4,134,660)	\$183,302,364
Other Financing Sources	1,594,659	1,185,000	\$2,779,659
Use of Fund Balance	1,655,377		\$1,655,377
Total Revenues and Use of Fund Balance	\$190,687,060	(\$2,949,660)	\$187,737,400
Expenditures			
Operations	\$119,211,329	(\$155,017)	\$119,056,312
Debt Service	17,650,162		\$17,650,162
Schools Operations	42,028,498		\$42,028,498
Schools - School Buses	0		\$0
Greater Lynchburg Transit Company (GLTC)	1,775,805		\$1,775,805
Transfers to Other Funds	996,794		\$996,794
Reserves	4,271,104	(1,738,933)	\$2,532,171
Capital Improvements	4,753,368	(1,055,710)	\$3,697,658
Total Expenditures, Reserves, and Transfers	\$190,687,060	(\$2,949,660)	\$187,737,400

Based on City Council's Work Session discussions and decisions regarding the FY 2018 budget, as well as staff adjustments, the following changes have been made:

To Revenues and Use of Fund Balance:

1. Eliminated the Proposed \$0.05 Real Property Tax Rate increase of \$2,562,643.
2. Reduced Current Personal Property by \$181,000 based on updated revenue projections.
3. Adjusted Current Personal Property – Allowance for Uncollectible by \$5,430 based on updated revenue projections.
4. Eliminated the Proposed 0.5% Meals Tax Rate increase of \$1,100,000.
5. Reduced Meals Tax by \$269,447 based on updated revenue projections.
6. Added \$190,000 in Lodging Tax based on updated revenue projections.
7. Reduced the Proposed 2.0% Lodging Tax Rate increase by \$317,000 and set the Lodging Tax Rate at 6.5%.
8. Added \$100,000 for the Region 2000 Services Authority (RSA) Payment based on updated revenue projections.
9. Added \$1,185,000 for Use of the Reallocated Heritage High School Projects Fund Reserve for City Capital Pay-As-You-Go.

To Expenditures:

1. Added \$2,302 to Council/Manager Offices for increase in Virginia First Cities Dues.
2. Reduced funding for Economic Development by \$52,405 to eliminate the request for a new full-time Economic Development Coordinator position.
3. Added \$25,000 to Economic Development to restore full funding for the Lynchburg Regional Business Alliance.
4. Added \$140,000 to Non-Departmental for additional funding for mandated Line of Duty costs.
5. Added \$69,914 to Non-Departmental for Use of Managed Vacancy funds.
6. Eliminated funding for the Lean/Six Sigma Process Improvement Implementation of \$75,000.
7. Eliminated funding for the Improved Education Outcomes and Poverty Reduction Reserve of \$1,100,000.
8. Eliminated funding in Non-Departmental for the City Wide Compensation Study and Implementation Plan of \$100,000.
9. Eliminated funding for Communications & Marketing Contractual Services for a Department Strategic Plan of \$25,000.
10. Reduced funding for the transfer to the City Capital Projects Fund by \$1,055,710.
11. Reduced funding for the Capital Maintenance Reserve by \$363,933.
12. Reduced funding for the Long-Term "On-Time" Debt Financing Reserve by \$275,000.

Details of all City Council and staff adjustments can be found in Attachment A.

Also, State code requires the Personal Property Tax Relief Rate be set at the time the budget is adopted.

Adopting all Resolutions except C require a majority vote of all of the members of City Council in attendance, said vote to be taken by ayes and noes.

Adopting Resolution C requires a two – thirds majority vote (i.e. five of seven) among the members elected to City Council, said vote to be taken by ayes and noes.

Adopting Ordinance M requires a majority vote of all of the members of City Council in attendance, said vote to be taken by ayes and noes.

Fund Balance

With the adjustments noted above, the General Fund undesignated fund balance as of June 30, 2018 is projected to be \$19,622,897 or 10.7% of revenues. Council's target for undesignated fund balance is 10% of revenues.

PRIOR ACTION(S):

March 14, 21, 28 and April 4, 11, 18, 25, 2017 and May 9, 2017 – City Council Work Sessions
April 4, 2017 – Public Hearing on the Proposed FY 2018 Budgets for General Government, Schools, Water, Sewer, Stormwater, Airport, Fleet, and Other Funds, and the FY 2018 - 2022 Capital Improvement Program
April 11, 2017 – Public Hearing on an ordinance to amend and reenact section 39-54.1 of the code of the City of Lynchburg, 1981, as amended, the amended section relating to water rate

FISCAL IMPACT:

See attached budget resolutions and ordinance.

CONTACT(S):

Bonnie Svrcek, City Manager, 455-3990
Charles Hartgrove, Deputy City Manager, 455-3990
Donna Witt, Director of Financial Services, 455-3968

ATTACHMENT(S):

Attachment A: Balancing the FY 2018 General Fund Budget

Resolutions to:

Adopt and Appropriate the FY 2018 Operating Budget (A-G)
Adopt the FY 2018-2022 Capital Improvement Program (H)
Adopt and Appropriate the FY 2018 Capital Budget (I)
Adopt a Resolution requiring City Council approval to spend Poverty Initiative funds (J)
Adopt and Appropriate \$50,000 of the FY 2018 Reserve for Contingencies for use by the City Manager (K)
Adopt a Resolution to set the Personal Property Tax Relief Rate (L)
Adopt an Ordinance to change the City Code to set the Lodging Tax Rate at 6.5% (M)

REVIEWED BY: bms

ATTACHMENT A

BALANCING THE FY 2018 GENERAL FUND BUDGET

Revenues and Use of Fund Balance

Proposed Revenues (from the FY 2018 Proposed Operating Budget)	\$187,437,024
Use of Fund Balance, Committed/Assigned Fund Balance, and Other	3,250,036
Total Proposed Revenues and Use of Fund Balance	\$190,687,060

Adjustments: Revenue Summary

<i>Non-dedicated Revenue Adjustments</i>	<u>Increase/(Decrease)</u>
Current Real Property	(2,614,942)
Allowance for Uncollectible Real Property (2.0%)	52,299
Current Personal Property	(181,000)
Current Personal Property - Allowance for Uncollectible	5,430
Meals Tax	(\$1,369,447)
Lodging Tax	190,000
Reduced the Proposed 2.0% Lodging Tax Rate Increase and set the Lodging Tax Rate at 6.5%	(317,000)
Region 2000 Services Authority (RSA) Payment	100,000
Use of the Reallocated Heritage High School Projects Fund Reserve for City Capital Pay-As-You-Go	1,185,000
Revised Revenues and Use of Fund Balance	\$187,737,400

Expenditures, Reserves, and Transfers

Proposed Expenditures, Reserves, and Transfers (from the FY 2018 Proposed Operating Budget)	\$190,687,060
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Adjustments: Expenditures, Reserves, and Transfers

	<u>Increase/(Decrease)</u>
Added \$2,302 to Council/Manager Offices for increase in Virginia First Cities Dues	2,302
Reduced funding for Economic Development to eliminate the request for a new full-time Economic Development Coordinator position	(\$52,405)
Added \$25,000 to Economic Development to restore full funding for the Lynchburg Regional Business Alliance	25,000
Added \$140,000 to Non-Departmental for additional funding for Line of Duty	140,000
Added \$69,914 to Non-Departmental for additional Managed Vacancy Savings	(69,914)
Eliminated funding for the Lean/Six Sigma Process Improvement Implementation	(75,000)
Eliminated funding for the Improved Education Outcomes and Poverty Reduction Reserve	(1,100,000)
Eliminated funding for the City Wide Compensation Study and Implementation Plan	(100,000)
Eliminated funding for Communications & Marketing Contractual Services for a Department Strategic Plan	(25,000)
Reduced funding for the transfer to the City Capital Projects Fund	(1,055,710)
Reduced funding for the Capital Maintenance Reserve	(363,933)
Reduced funding for the Long-Term "On-Time" Debt Financing Reserve	(275,000)
Revised Expenditures	\$187,737,400

Balance of Revised Revenues, Use of Fund Balance, and Expenditures	\$0
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- A. BE IT RESOLVED that by majority vote the FY 2018 General Fund Operating Budget (excluding External Service Providers and Component Units expenditures) including the revenues and expenditures proposed by the City Manager and revised by City Council be adopted as the annual operating budget of the City of Lynchburg for the fiscal year beginning July 1, 2017 and ending June 30, 2018 and said funds be appropriated:

GENERAL FUND INCOME		GENERAL FUND EXPENDITURES	
Beginning Balance	\$21,278,274	General Government	\$12,311,886
<u>Non-Dedicated Revenues</u>		Judicial Administration	4,890,127
General Property Taxes	79,305,183	Public Safety	36,423,992
Other Local Taxes	53,760,279	Public Works	18,170,424
Permits, Fees, and Regulatory Licenses	747,000	Health and Welfare	21,004,199
Fines and Forfeitures	442,500	Parks, Recreation and Cultural	5,685,255
Use of Money and Property	438,520	Community Development	4,802,375
Charges for Services	3,394,142	Non-Departmental	7,213,731
Miscellaneous	634,900	Transfer to Other Funds	996,794
Revenue from the Commonwealth	6,192,584	General Fund - Debt Service	9,209,371
<u>Dedicated Revenues</u>		Schools - Debt Service	8,440,791
Revenue from Use of Money & Property		Reserves	2,532,171
Charges for Services	4,405,649	Transfer to Capital - City	3,697,658
Recreation Revenue	485,500	Transfer to Capital - Schools	0
Parking	535,000	Ending Balance	19,622,897
Miscellaneous	2,756,884	Subtotal	\$155,001,671
Revenue from the Commonwealth			
Categorical Aid - State Shared Expenditures	3,022,881	External Service Providers ¹	\$8,554,323
Categorical Aid	19,667,652		
Revenue from the Federal Government	7,513,690	Component Units ¹	\$43,804,303
Use of Committed/Assigned Fund Balance and Other	2,779,659		
Total	<u>\$207,360,297</u>	Total	<u>\$207,360,297</u>

¹ To be considered separately

Introduced: May 9, 2017

Adopted: May 23, 2017

Certified: _____

Clerk of Council

- B. BE IT RESOLVED that by majority vote the FY 2018 Mandated and Contractual External Service Providers Budget of \$8,520,098 proposed by the City Manager be adopted as part of the operating budget of the City of Lynchburg for the fiscal year beginning July 1, 2017 and ending June 30, 2018 and said funds be appropriated:

MANDATED

Blue Ridge Regional Jail Authority	\$5,859,510
Horizon Behavioral Health.....	457,323
Lynchburg Health Department	830,977
Region 2000 Local Government Council	45,238
TOTAL MANDATED.....	<u>\$7,193,048</u>

CONTRACTUAL

Central Virginia Regional Radio Board	\$720,393
Lynchburg Humane Society - Operating	351,697
Southern Memorial Association (Old City Cemetery)	132,438
The Virginian	84,125
Virginia Cooperative Extension Service	38,397
TOTAL CONTRACTUAL	<u>\$1,327,050</u>

Introduced: May 9, 2017

Adopted: May 23, 2017

Certified: _____

Clerk of Council

- C. BE IT RESOLVED that by two – thirds majority vote (five of seven) the FY 2018 Discretionary External Service Providers Budget of \$34,225 proposed by the City Manager be adopted as part of the operating budget of the City of Lynchburg for the fiscal year beginning July 1, 2017 and ending June 30, 2018 and said funds be appropriated:

DISCRETIONARY

Amazement Square.....	\$5,604
Central Virginia Alliance for Community Living	15,000
Central Virginia Community College Board (CVCC)	1,922
Virginia Legal Aid Society.....	11,699
TOTAL DISCRETIONARY	<u>\$34,225</u>

Introduced: May 9, 2017

Adopted: May 23, 2017

Certified: _____

Clerk of Council

- D. BE IT RESOLVED that by majority vote the FY 2018 School Operating Budget, including the revenues and expenditures proposed by the City Manager, be adopted for the fiscal year beginning July 1, 2017 and ending June 30, 2018 and said funds be appropriated:

SCHOOL INCOME

Beginning Balance	\$0
State	49,609,868
Federal	463,500
Grants	10,448,996
Local – Operating	42,028,498
Local – School Buses	0
Miscellaneous	1,797,500
Total	<u>\$104,348,362</u>

SCHOOL EXPENDITURES

Operations	\$93,899,366
Grant Funded Expenditures	10,448,996
Ending Balance	0
Total	<u>\$104,348,362</u>

Introduced: May 9, 2017

Adopted: May 23, 2017

Certified: _____

Clerk of Council

- E. BE IT RESOLVED that by majority vote the FY 2018 Greater Lynchburg Transit Company Budget including the revenues and expenditures proposed by the City Manager be adopted for the fiscal year beginning July 1, 2017 and ending June 30, 2018 and said funds be appropriated:

GREATER LYNCHBURG TRANSIT COMPANY INCOME

Beginning Balance	\$0
Fares	761,000
Contracts	78,644
Federal	2,049,000
State	1,830,214
Local - Operating	1,775,805
Partners	2,231,985
Miscellaneous	237,681
Total	<u>\$8,964,329</u>

GREATER LYNCHBURG TRANSIT COMPANY EXPENDITURES

Operations	\$8,964,329
Ending Balance	0
Total	<u>\$8,964,329</u>

Introduced: May 9, 2017

Adopted: May 23, 2017

Certified: _____

Clerk of Council

F. BE IT RESOLVED that by majority vote the FY 2018 budgets of the funds mentioned herein be adopted for the purposes herein mentioned and said funds be appropriated from the funds and resources of the City of Lynchburg for the fiscal year beginning July 1, 2017 and ending June 30, 2018:

FLEET SERVICES FUND INCOME		FLEET SERVICES FUND EXPENDITURES	
Beginning Balance	\$1,956,294	Operations	\$6,811,692
Revenues	7,114,923	Debt Service	465,235
Total	<u>\$9,071,217</u>	Ending Balance	1,794,290
		Total	<u>\$9,071,217</u>
AIRPORT FUND INCOME		AIRPORT FUND EXPENDITURES	
Beginning Balance	\$250,000	Operations	\$2,361,823
Revenue from Cost Centers	2,569,284	Debt Service	117,244
Interest and Other	28,250	Ending Balance	401,064
Use of Reserves	32,597	Total	<u>\$2,880,131</u>
Total	<u>\$2,880,131</u>		
WATER FUND INCOME		WATER FUND EXPENDITURES	
Beginning Balance	\$5,144,397	Operations	\$10,192,026
Charges for Service	12,726,131	Debt Service	4,157,650
Water Contracts (Amherst/Bedford/Campbell/Industrial)	1,892,470	Transfer to Water Capital Fund	1,500,000
Interest and Other	280,737	Ending Balance	4,194,059
Total	<u>\$20,043,735</u>	Total	<u>\$20,043,735</u>
SEWER FUND INCOME		SEWER FUND EXPENDITURES	
Beginning Balance	\$9,586,828	Operations	\$12,067,292
Charges for Services	18,507,475	Debt Service	9,302,433
Sewer Contracts (Amherst/Bedford/Campbell/Industrial)	3,748,343	Transfer to Sewer Capital Fund	1,100,000
Interest and Other	111,372	Ending Balance	9,484,293
Total	<u>\$31,954,018</u>	Total	<u>\$31,954,018</u>
STORMWATER FUND INCOME		STORMWATER FUND EXPENDITURES	
Beginning Balance	\$692,465	Operations	\$2,820,581
Charges for Services	3,161,120	Transfer to Capital Fund	850,000
State Categorical Aid	275,000	Ending Balance	498,004
Miscellaneous	40,000	Total	<u>\$4,168,585</u>
Total	<u>\$4,168,585</u>		
CITY/FEDERAL/STATE AID FUND INCOME¹		CITY/FEDERAL/STATE AID FUND EXPENDITURES¹	
Beginning Balance	\$0	Operations	\$1,941,331
Revenue from the Federal Government	640,016	Ending Balance	0
Revenue from the Commonwealth	1,068,058	Total	<u>\$1,941,331</u>
Other	110,054		
In-Kind	29,694		
Transfer from General Fund	93,509		
Total	<u>\$1,941,331</u>		
COMMUNITY DEVELOPMENT BLOCK GRANT INCOME		COMMUNITY DEVELOPMENT BLOCK GRANT EXPENDITURES	
Beginning Balance	\$954,406	Operations	\$776,564
Federal Entitlement	662,772	Ending Balance	840,614
Total	<u>\$1,617,178</u>	Total	<u>\$1,617,178</u>
CHILDREN'S SERVICES ACT FUND INCOME		CHILDREN'S SERVICES ACT FUND EXPENDITURES	
Beginning Balance	\$1	Operations	\$5,999,022
Miscellaneous	48,000	Ending Balance	1
Transfer from General Fund	1,980,464	Total	<u>\$5,999,023</u>
Lynchburg City School Transfer	196,541		
Revenue from the Commonwealth	3,774,017		
Total	<u>\$5,999,023</u>		
FORFEITED ASSETS FUND INCOME		FORFEITED ASSETS FUND EXPENDITURES	
Beginning Balance	\$65,656	Operations	\$0
Revenue	0	Ending Balance	65,656
Total	<u>\$65,656</u>	Total	<u>\$65,656</u>
HOME INVESTMENT TRUST FUND INCOME		HOME INVESTMENT TRUST FUND EXPENDITURES	
Beginning Balance	\$0	Operations	\$317,893
Federal Entitlement	317,893	Ending Balance	0
Total	<u>\$317,893</u>	Total	<u>\$317,893</u>
LYNCHBURG EXPRESSWAY APPEARANCE FUND (LEAF) INCOME		LYNCHBURG EXPRESSWAY APPEARANCE FUND (LEAF) EXPENDITURES	
Beginning Balance	\$173,008	Operations	\$26,000
Pledges/Donations	0	Ending Balance	147,008
Total	<u>\$173,008</u>	Total	<u>\$173,008</u>

REGIONAL JUVENILE DETENTION CENTER FUND INCOME

Beginning Balance	\$100,000
Charges for Services	919,704
Intergovernmental	1,767,536
Total	<u>\$2,787,240</u>

RISK MANAGEMENT FUND INCOME

Beginning Balance	\$1,831,559
Charges for Services	941,015
Total	<u>\$2,772,574</u>

SPECIAL WELFARE FUND INCOME

Beginning Balance	\$80,614
Donations and Restitutions	127,650
Interest	1,000
Revenue from the Commonwealth	8,500
Total	<u>\$217,764</u>

TECHNOLOGY FUND INCOME

Beginning Balance	\$1,997,849
Use of Money & Property	15,000
Transfer from General Fund	587,313
Total	<u>\$2,600,162</u>

LYNCHBURG BUSINESS DEVELOPMENT CENTRE INCOME

Beginning Balance	\$125,385
Revenue	0
Total	<u>\$125,385</u>

REGIONAL JUVENILE DETENTION CENTER FUND EXPENDITURES

Operations	\$2,601,281
Debt Service	85,959
Ending Balance	100,000
Total	<u>\$2,787,240</u>

RISK MANAGEMENT FUND EXPENDITURES

Operations	\$314,490
Insurance and Claims	626,525
Ending Balance	1,831,559
Total	<u>\$2,772,574</u>

SPECIAL WELFARE FUND EXPENDITURES

Operations	\$136,988
Ending Balance	80,776
Total	<u>\$217,764</u>

TECHNOLOGY FUND EXPENDITURES

Operations	\$858,732
Capital Outlay	870,000
Ending Balance	871,430
Total	<u>\$2,600,162</u>

LYNCHBURG BUSINESS DEVELOPMENT CENTRE EXPENDITURES

Operations	\$0
Ending Balance	125,385
Total	<u>\$125,385</u>

¹ Excludes the Non-departmental – Workforce Investment Act Grant to be considered separately

Introduced: May 9, 2017

Adopted: May 23, 2017

Certified: _____

Clerk of Council

G. BE IT RESOLVED that by majority vote the FY 2018 budgets of the funds mentioned herein be adopted for the purposes herein mentioned and said funds be appropriated from the funds and resources of the City of Lynchburg for the fiscal year beginning July 1, 2017 and ending June 30, 2018:

**CITY/FEDERAL/STATE AID FUND INCOME FOR
NON-DEPARTMENTAL – WORKFORCE INVESTMENT ACT GRANT**

Beginning Balance	\$0
Revenue from the Federal Government	1,492,632
Total	<u>\$1,492,632</u>

**CITY/FEDERAL/STATE AID FUND EXPENDITURES FOR
NON-DEPARTMENTAL – WORKFORCE INVESTMENT ACT GRANT**

Operations	\$1,492,632
Ending Balance	0
Total	<u>\$1,492,632</u>

Introduced: May 9, 2017

Adopted: May 23, 2017

Certified: _____

Clerk of Council

H. BE IT RESOLVED that by majority vote the revised FY 2018 - 2022 Capital Improvement Program is hereby adopted.

Adopted: May 9, 2017

Certified: _____

Clerk of Council

- I. BE IT RESOLVED that by majority vote the FY 2018 Capital Budget proposed by the City Manager and revised by City Council is hereby adopted and said funds be appropriated from the funds and resources of the City of Lynchburg for the fiscal year beginning July 1, 2017 and ending June 30, 2018 in the total amount of \$* for the City Capital Projects Fund, \$* for the Schools Capital Projects Fund \$2,650,000 for the Airport Capital Projects Fund, \$2,500,000 for the Water Capital Projects Fund, \$25,001,581 for the Sewer Capital Projects Fund, and \$850,000 for the Stormwater Capital Projects Fund.

**These numbers will be inserted after the May 9, 2017 Work Session to reflect Council Decisions.*

Introduced: May 9, 2017

Adopted: May 23, 2017

Certified:

Clerk of Council

- J. BE IT RESOLVED that FY 2018 General Fund Non-Departmental Poverty Initiative funds of \$50,000 may only be spent upon approval by a majority vote of City Council.

Adopted: May 9, 2017

Certified:

Clerk of Council

- K. BE IT RESOLVED that by majority vote \$50,000 of the FY 2018 Reserve for Contingencies funding is appropriated for use by the City Manager for the fiscal year beginning July 1, 2017 through June 30, 2018.

Introduced: May 9, 2017

Adopted: May 23, 2017

Certified:

Clerk of Council

- L. BE IT RESOLVED that by majority vote in accordance with Section 14.2 (b) 2 of the Code of Virginia, 1950, as amended, the personal property tax relief rate for the fiscal year beginning July 1, 2017 through June 30, 2018 shall be set at 47.49%.

Adopted: May 9, 2017

Certified:

Clerk of Council

M. AN ORDINANCE TO AMEND AND REENACT SECTION 36-223 OF THE CODE OF THE CITY OF LYNCHBURG, 1981, THE AMENDED SECTION RELATING TO THE AMOUNT OF THE TRANSIENT LODGING TAX.

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

1. That Section 36-223 of the Code of the City of Lynchburg, 1981, be and the same is hereby amended and reenacted as follows:

Sec. 36-223. Levied.

There is hereby imposed and levied by the city on each transient a tax equivalent to ~~five and one-half per cent (5-1/2%)~~ six and one-half percent (6 1/2%) of the total amount paid for lodging and one dollar (\$1.00) per room per night, excluding any other taxes levied thereon, by or for any transient to any hotel.

2. That this ordinance shall become effective upon July 1, 2017.

Adopted: May 9, 2017

Certified: _____
Clerk of Council

076K