

FY 2013 THIRD QUARTER DETAIL

ATTACHMENT A

AGENDA ITEM No. 1

GENERAL FUND

DEPARTMENT/DIVISION	REVENUES	EXPENDITURES	PURPOSE
Public Works	\$490,000	\$500,000	Appropriation for brush clean-up and debris grinding costs associated with Derecho, reimbursable with \$375,000 federal funds, and \$115,000 from the State.
Public Works	\$137,785	\$139,577	Appropriation for traffic signal replacement at Rivermont Avenue and Oak Lane that was destroyed by the Derecho. Funded with \$50,000 insurance reimbursement, \$67,183 federal, \$20,602 State, and \$1,792 local match.
Fire	\$9,524	\$9,524	Return unspent local grant match for the Rescue Squad Assistance Fund to the Fire Department budget.
Fire	\$6,000	\$6,000	Appropriate revenue from the sale of two used cots to purchase medical supplies.
Fire		\$20,000	Appropriation for unanticipated vehicle repair costs.
Police		\$9,900	Appropriation to replace a digital forensic work station used to process digital evidence for criminal prosecutions. The current system recently experienced some technical issues and is not capable of being upgraded.
Police		\$7,500	Appropriation to replace an outdoor cold storage unit used for temporarily storing animal carcasses.
Sheriff		\$10,000	Appropriation for Temporary Detention Order transports provided by the Sheriff's Office.
Human Services - Social Services	\$1,850,000	\$1,860,000	Appropriate expenditures for ongoing social services programs based upon increased federal and state revenues. \$10,000 local cost for burial assistance no longer provided by the state.
Financial Services	\$9,923	\$9,923	Appropriate a refund for banking services.
Airport		(\$46,532)	Reduce the General Fund Subsidy to the Airport.
Parks and Recreation	\$10,000	\$10,000	Appropriate revenue from the Virginia Department of Health Healthy Eating and Active Living grant for the Community Market.
Reserve for Contingency	\$66,568	\$66,568	Add insurance reimbursement for Holiday Inn Parking Deck Repairs back to the Reserve for Contingency.
Reserve for Contingency		(\$22,660)	Net difference between revenues and expenditures to be funded with Reserve for Contingency.
GENERAL FUND TOTAL	\$2,579,800	\$2,579,800	

FY 2013 THIRD QUARTER DETAIL

CITY/FEDERAL/STATE AID FUND

DEPARTMENT/DIVISION	REVENUES	EXPENDITURES	PURPOSE
Community Corrections and Pretrial Services	(\$7,000)	(\$7,000)	Adjustment based on final grant award letter.
Community Corrections and Pretrial Services	\$2,100	\$2,100	Appropriate Comprehensive Community Corrections Act Pretrial Services Act Training Fund grant, which is fully reimbursable from the State.
Region 2000 - Workforce Investment Act	\$469,382	\$469,382	Increase in federal revenues for Workforce Investment Act Program.
Human Services - Social Services - Foster Parent Grant	\$1,000	\$1,000	Increase in Federal and State revenues for Foster Parent grant.
Citizens for a Clean Lynchburg	\$6,045	\$6,045	Increase in State revenues for the Litter Prevention & Recycling Program

CITY/FEDERAL/STATE AID FUND TOTAL	\$471,527	\$471,527
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FUND	REVENUES	EXPENDITURES	PURPOSE
COMPREHENSIVE SERVICES ACT FUND TOTAL	\$465,000	\$465,000	Appropriate funds for state mandated services, local match is already included in the CSA Fund.
FLEET SERVICES FUND	\$280,892	\$280,892	Appropriate auction proceeds to purchase vehicle replacements.
AIRPORT OPERATING FUND	\$598,849	\$598,849	Appropriate revenue received for additional fuel and various maintenance and repair projects. This includes a \$46,532 reduction in the General Fund Subsidy to the Airport, and a \$214,849 transfer to the Airport Capital Fund for the local match to a General Aviation Ramp project appropriated in FY 2012.
AIRPORT CAPITAL FUND	\$195,000	\$195,000	Transfer state portion of maintenance and repair projects to Airport Operating Fund.
LEAF FUND		\$20,000	Appropriate revenue for Phase I, II, and III landscaping projects.



COMMUNICATIONS & MARKETING

MEMORANDUM

TO: Kimball Payne, City Manager

FROM: JoAnn Martin, Margaret Schmitt, Heather Brown

DATE: April 4, 2013

SUBJECT: Citizen Engagement Results

Attached are the results of the recent citizen engagement efforts on the FY 2014 budget. Also attached for your information is a copy of the Broad Community Indicators that was distributed to the citizens who participated in the two workshops.

The workshops were held on Saturday, March 16 and Tuesday, March 19. This was the first year that we had attempted to have a meeting on a Saturday morning. Unfortunately, only twelve citizens attended this meeting. Even with the low attendance it is not clear at this point whether or not future Saturday morning meetings would be productive. The low attendance could be related to the fact that there was very little in the way of major reduction in services or program funding to draw people to the meeting. We will continue to assess this for future efforts.

The meeting held on March 19 at Sandusky Middle School was better attended with 30 citizens present. As in the first meeting however, the majority of individuals in attendance were representatives of the hospitality industry with a primary interest in retaining funding for tourism.

In both workshops, participants received a brief overview of the proposed budget. Following the overview, they were asked to visit six stations that focused on one of the broad community indicators. These indicators were a combination of the elements of sustainability and the focus areas addressed in the recent citizen survey. For the purpose of the workshops, the broad community indicators, Community and Design, Community and Neighborhoods, Economic Development, Education and Lifelong Learning, Infrastructure, Health and Wellness, were defined as those areas which collectively create the type of community environment that is a great place to work, live, play, and do business.

The participants then joined small group discussions and were asked to respond to the following three questions:

- If the City had additional resources where would you like to see it spent?
- In which areas do you believe the funding is at the appropriate level?
- In which areas would you either spend less money on or stop funding altogether?

Their responses were captured on paper and posted on the wall. Participants were then given 18 adhesive dots (6 green – additional funding, 6 yellow-level funding, and 6 red-less or stop funding) and asked to place the dots by the items of their choice according to their level of agreement with the statement. They had the option of spreading the dots around or could place all of them on one topic, etc. The dots have been tabulated for each statement, awarding two points for a green dot, one point for a yellow dot and no points for a red dot. After totaling the points, the scale used to determine level of agreement is outlined below.

Level of Agreement

High: 25 and above

Medium: 15 – 24

Low: 5-14

Items with totals of less than 5 were not included.

In closing, we believe that the two workshops, though sparsely attended, were important to conduct in order to strengthen our transparency and provide another opportunity for citizens to be heard. Please let us know if we can provide additional information.

“Working Together to Serve You Better!”



Broad Community Indicators

Lynchburg is Listening — Come to the Table

Indicator	Definition	Primary Goals
Community and Neighborhoods <i>Public Parks</i> <i>Neighborhood Recreation Centers</i> <i>Emergency Services</i> <i>Fire & EMS</i> <i>Parks & Recreation</i> <i>Police Response & Prevention</i> <i>Youth & Family Support Services</i> <i>Sidewalk Maintenance</i> <i>Litter Control</i>	The collective physical and individual geographic areas that share an identity, where citizens and visitors are safe and feel comfortable and welcomed. City provided prevention and intervention services. Citizen engagement and interaction with each other and local institutions such as government, schools, churches and civic organizations.	• Support mixed-use with accessible green space • Encourage innovative, safe and affordable housing choices • Promote partnerships that maximize resources and self-sufficiency • Support connections through infrastructure and public services • Foster safety and vibrancy • Maintain effective emergency management • Deliver services efficiently, effectively and equitably
Community Design <i>Land Use Planning</i> <i>Building & Inspection Services</i> <i>Zoning Enforcement</i> <i>Environmental Work</i>	The wide variety of natural and environmental features such as watersheds, ecological footprint, air quality, natural resources systems and the natural environment. The development and redevelopment of physical land and open spaces.	• Establish policies that promote economic vitality while minimizing negative development and redevelopment impact • Preserve open space while being sensitive to development and infrastructure needs • Improve and maintain the health of our watersheds • Minimize the ecological footprint • Preserve natural systems and encourage citizens to promote good stewardship of the environment
Infrastructure <i>Street and Bridge Maintenance</i> <i>Public Building Maintenance</i> <i>Trail & Park Dev. & Maintenance</i> <i>Public Grounds Management</i>	The basic facilities and installations needed for the functioning of the community such as roads, bridges, public buildings, utilities and transportation systems. Large construction/improvement projects are included in the Capital Improvement Plan (CIP) funds, not operating funds.	• Provide efficient, safe, reliable and effective infrastructure and services • Minimize the cost of owning and operating capital assets • Preservation, improvement and expansion while meeting present and future needs • Support strategic approaches to water resources challenges and issues
Indicator	Definition	Primary Goals
Economic Development	Overall efforts to create and support an environment	• Support creation and retention of high quality jobs



Broad Community Indicators

Lynchburg is Listening — Come to the Table

Zoning <i>Land Use Planning</i> <i>Economic Dev. Authority Services</i> <i>Business Dev. & Incentives</i>	where business develops, thrives and compete in the global marketplace. Improve the financial well-being and quality of life for the community by creating and retaining jobs and supporting income growth.	• Provide comprehensive services to attract, retain and grow businesses • Create incentives for projects and job creation
Education and Lifelong Learning <i>Public Schools</i> <i>Museums</i> <i>Libraries</i> <i>Recreational Programs</i> <i>Prevention Services</i> <i>Family & Youth Support Services</i>	The inclusive pursuit of formal and informal learning at all stages of life including early childhood, pre-K, K-12, post-secondary, workforce development and technical training as well as leisure, arts and cultural activities and learning opportunities.	• Partner with public and private schools, home schools and higher learning institutions • Support workforce development through partnerships with the business community and other organizations • Promote the importance of families as first teachers • Support arts and cultural opportunities for all
Health and Wellness <i>Trails, Parks & Recreation Programs</i> <i>Public Safety Services</i> <i>Public Space Maintenance</i> <i>Safe Transportation Systems</i> <i>Health Department Programs</i>	A physical and cultural environment that integrates health care, physical activity, healthy eating, recreational pursuits and wellness activities for the whole body and mind.	• Support safe, accessible options for people to physically move from place to place • Create access to healthy foods • Enhance accessibility and safety of neighborhoods and parks • Promote opportunities to participate in recreational programs • Model and create opportunities for access to quality health care and wellness programs

City of Lynchburg

Citizen Engagement Results by Community Indicator

	Increase Funding (if additional resources were available)		Maintain Current Funding		Reduce Current Funding	
Community and Neighborhoods	<i>Item</i>	<i>Level of Agreement</i>	<i>Item</i>	<i>Level of Agreement</i>	<i>Item</i>	<i>Level of Agreement</i>
<i>Public Parks</i> <i>Neighborhood Rec Centers</i> <i>Emergency Services</i> <i>Fire and EMS</i> <i>Parks & Recreation</i> <i>Police Response & Prevention</i> <i>Youth and Family Support Services</i> <i>Sidewalk Maintenance</i> <i>Litter Control</i>	• More cops on the streets • Emergency Preparedness • School Protection/ SRO	Low Low Low	• Public Safety	Low	• Reduce park maintenance through volunteerism • Reduce Neighborhood expenditures through volunteerism • Reduce leaf collection/brush pickup	Medium Low Low
Community Design	<i>Item</i>	<i>Level of Agreement</i>	<i>Item</i>	<i>Level of Agreement</i>	<i>Item</i>	<i>Level of Agreement</i>
<i>Land Use Planning</i> <i>Building and Inspection Services</i> <i>Zoning Enforcement</i> <i>Environmental Work</i>	• Pedestrian Access/ Sidewalks • Downtown Parking • Bike Paths/Lanes	Medium Low Low	• Don't spend more on hybrid buses	Low	• Trails & Bike Systems	Low

City of Lynchburg

Citizen Engagement Results by Community Indicator

	Increase Funding (if additional resources were available)		Maintain Current Funding		Reduce Current Funding	
Infrastructure	Item	Level of Agreement	Item	Level of Agreement	Item	Level of Agreement
Street and Bridge Maintenance Public Building Maintenance Trail & Park Development & Maintenance Public Grounds Mgt	- Heritage HS building fund - Infrastructure/ Preventive Maintenance	High Medium			Feasibility Study for Heritage HS	Low
Economic Development	Item	Level of Agreement	Item	Level of Agreement	Item	Level of Agreement
Zoning Land Use Planning Economic Dev Authority Services Business Dev & Incentives	- Economic Development - Tourism - Downtown Development & aesthetics - Plan to fund airport control tower	High High Low Low	- Maintain FY13 tourism funding - Economic Development	High Low	- Economic Development/ Allow free market to drive development - Slow Downtown development	Low Low

City of Lynchburg

Citizen Engagement Results by Community Indicator

	Increase Funding (if additional resources were available)		Maintain Current Funding		Reduce Current Funding	
Education and Lifelong Learning	<i>Item</i>	<i>Level of Agreement</i>	<i>Item</i>	<i>Level of Agreement</i>	<i>Item</i>	<i>Level of Agreement</i>
Public Schools Museums Libraries Recreational Programs Prevention Services Family & Youth Support Services	- Teacher's Salaries - Education/Public Schools	Low Low	- Education/Schools - Libraries & Museums	Medium Low		
Health & Wellness	<i>Item</i>	<i>Level of Agreement</i>	<i>Item</i>	<i>Level of Agreement</i>	<i>Item</i>	<i>Level of Agreement</i>
Trails, Parks & Recreation Programs Public Safety Services Public Space Maintenance Safe Transportation Systems Health Department Programs	- Park Facilities - Health & Wellness	Low Low			Health & Wellness	Low
Other	<i>Item</i>	<i>Level of Agreement</i>	<i>Item</i>	<i>Level of Agreement</i>	<i>Item</i>	<i>Level of Agreement</i>
	- Pay off Debt - Tax Relief	Low Low	County Partnerships	Low	- Fight Mandates - Fewer Consultants	Low Low

FY 2014 BUDGET BALANCING

AGENDA ITEM NO.: 2

Staff Recommended Adjustments for General Fund		for Work Session April 9, 2013
Manager's Proposed Revenues		\$172,541,518
Staff Revenue Adjustments		Increase/(Decrease)
Dedicated Miscellaneous Revenue	Parks and Recreation 2nd year grant revenues	\$7,513
Non-Dedicated Revenue	Drop Off Recycling	(40,000)
Reserves	Use Health Management Reserve for Pay-Go Capital	500,000
Total Staff Revenue Adjustments		\$467,513
Adjusted Revenues		\$173,009,031
Manager's Proposed Expenditures		\$172,541,518
Staff Expenditure Adjustments		Increase/(Decrease)
Commonwealth's Attorney	Fines and Fees Division operational costs	\$11,552
Commissioner of Revenue	Salary and Benefits adjustment due to retirement	(16,946)
Parks and Recreation	2nd year grant expenditures	7,513
Tourism	Funding for 6-month contract - January-June 2014	500,000
Total Staff Expenditure Adjustments		\$502,119
Adjusted Expenditures		\$173,043,637

City Council Suggestions for General Fund Adjustments		
Revenues:		Increase/(Decrease)
Charges for Services	Legal Services (City Attorney Office costs)	
Charges for Services	DMV Select Agency	
Total Suggested Revenue Adjustments		
Expenditures:		Increase/(Decrease)
Museums	Day At The Point	<i>resolved</i>
Finance	DMV Select	
Commissioner of the Revenue	DMV Select	
Communications and Marketing	Marketing Partnership	(\$50,000)
Fire	Training	
Parking Management		
External Service Provider	LRHA - Spot Blight Program	<i>resolved</i>
External Service Provider	LRHA - Rental Rehab	<i>resolved</i>
Non-Departmental	Part-time employee health insurance (\$475k annually)	237,500
Non-Departmental	0.5% additional increase for employees	281,166
Total Suggested Expenditure Adjustments		

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **April 9, 2013**

AGENDA ITEM NO.: **4**

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

CLOSED SESSION:
(Confidential)

ACTION: INFORMATION: **X**

ITEM TITLE: **Approach to Comprehensive Plan and Zoning Ordinance Updates**

RECOMMENDATION: Review the approach for updating the *Comprehensive Plan* and *Zoning Ordinance*.

SUMMARY: In 2012, the City conducted a diagnostic review of the *Comprehensive Plan 2002-2020* and the *Zoning Ordinance*. The assessment included input from Council, Planning Commission, other appointed Boards and Commissions, city staff and the public. The resulting *Zoning Ordinance* Diagnostic identified key issues with the Ordinance and recommended a comprehensive rewrite. On September 26, 2012 the Planning Commission initiated and update to the *Comprehensive Plan* and *Zoning Ordinance* as recommended by the diagnostic.

At the joint work session, the City's consultants "Planning Works" will present the approach for updating the Comprehensive Plan and Zoning Ordinance, areas identified for revision and an overall project schedule.

PRIOR ACTION(S):

June 12, 2012: The *Zoning Ordinance* Diagnostic was presented to Council. Council directed staff to move forward with Request for Proposal (RFP) to update the *Comprehensive Plan* and *Zoning Ordinance*.

September 26, 2012: The Planning Commission initiated an update to the *Comprehensive Plan* and *Zoning Ordinance*.

FISCAL IMPACT: \$200,000 (includes contractual costs for the revision and landowner notification)

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

ATTACHMENT:

- Approach to *Comprehensive Plan* and *Zoning Ordinance* Updates

REVIEWED BY: lkp

055K

Approach to Comprehensive Plan and Zoning Ordinance Updates

Project Overview

Planning Works has been retained to update the City's Comprehensive Plan and Zoning Ordinance. This project follows the Zoning Ordinance Diagnostic that we prepared last year, and is intended to:

- Update the Plan and its future land use map (FLUM) to reflect changes in the City since the most recent amendments and statutory planning requirements; and
- Revise the Zoning Ordinance to reflect the recommendations presented in the Zoning Ordinance Diagnostic Report which recommends:
 - Reorganization;
 - Illustration of standards; and
 - Clarifications to make the zoning ordinance more consistent with the Comprehensive Plan and area plans.

Comprehensive Plan Revision Overview

Comprehensive Planning Requirements

Planning is a process localities use to prepare for change. Land use planning in Virginia can be traced to Jamestown 400 years ago. The fort that sprang up along the James River in 1607 was, in many respects, a planned community. Planning concerns for Jamestown included security issues, access and internal movement considerations, the use of indigenous natural resources, the procurement and storage of drinking water, the collection and disposal of waste, and where residences would be located in relation to processing and manufacturing operations needed to sustain and

grow the settlement. In short, Jamestown was designed, constructed and managed with full consideration given to the well-being and general welfare of its inhabitants.

Addressing the public health, safety and welfare of all Virginians is a fundamental reason the Commonwealth of Virginia in 1975 mandated (15.2-2223) that every locality, including Lynchburg, adopt a comprehensive plan. Section 15.2-2223 states that "the comprehensive plan shall be made with the purpose of guiding and accomplishing a coordinated, adjusted and harmonious development of the territory which will, in accordance with present and probable future needs and resources best promote the health, safety, morals, order, convenience, prosperity and general welfare of the inhabitants."

Section 15.2-2223 further states that the comprehensive plan shall designate the general and approximate location and character of features shown on the plan, including where existing lands or facilities are proposed to be extended, removed or changed. The code also states the plan shall show the long-range recommendations for the general development of the territory.

In meeting this second objective, the Virginia Code states (15.2-2223) that a comprehensive plan may feature chapters or elements devoted to the following:

- Designated areas for various land uses including residential, business, industrial, agricultural, conservation, and other uses.
- A system of community service facilities such as parks, schools, public buildings, hospitals, community centers, waterworks, sewage disposal and the like.
- Historical areas and areas for urban renewal or other treatment.

- Areas for the implementation of groundwater protection measures.
- Areas for locating existing and or proposed recycling centers.

And that the planning commission, when preparing the plan (15.2-2224), shall survey and study such matters as:

- The uses of land.
- Characteristics and conditions of existing development.
- Growth trends or changes.
- Natural resources and historic areas.
- Geologic features.
- Population and employment factors.
- Economic factors.
- Existing public facilities.
- Environmental factors including flood control and drainage issues.
- Groundwater and surface water issues.
- And other matters relating to the subject matter and general purposes of the comprehensive plan.

Taken together, Code sections 15.2-2223 and 15.2-2224 provide the needed flexibility to plan for tomorrow with full consideration for the characteristics and attributes unique to each locality.

Once a comprehensive plan has been adopted, the Virginia Code mandates (15.2-2230) that the local planning commission review the comprehensive plan at least once every five years to determine if amending or adjusting the plan is needed. The Lynchburg comprehensive plan was initially adopted in 2002. The plan was reviewed in 2007 and was reaffirmed as a guide for managing growth and change in Lynchburg.

In 2012, following a systematic review of the Lynchburg zoning ordinance, the Lynchburg City Council decided to commission a formal

Comp Plan Revision Strategy

review of the Lynchburg comprehensive plan as part of a larger review and revision of the city's 1978 zoning ordinance. In meeting this objective, the Lynchburg Comprehensive Plan will be reviewed, revised and updated to reflect the changes the City has experienced since the plan was originally adopted in 2002.

The review of the City's Comprehensive Plan will be guided by the statutes outlined above and will incorporate two new comprehensive planning requirements added to the Virginia Code in 2007 by the Virginia General Assembly:

- The comprehensive plan shall include "the designation of areas and implementation of measures for the construction, rehabilitation and maintenance of affordable housing, which is sufficient to meet the current and future needs of residents of all levels of income in the locality while considering the current and future needs of the planning district within which the locality is situated."
- The comprehensive plan shall include a transportation plan that designates a system of transportation infrastructure needs and recommendations, including a map showing planned improvements, including costs.
 - The improvement plan must be consistent with the Commonwealth Transportation Board's Statewide Transportation plan and the Six-Year Improvement Program.
 - In addition, all localities must submit any comprehensive plan or plan amendment to VDOT for review and comment.

In 2009 the legislature established requirements that the Comprehensive Plan or part thereof that is being considered for possible adoption be posted on a website. Accordingly, any and all

March 27, 2013

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recommended changes to the Lynchburg Comprehensive Plan, as a result of this formal review, will be posted on the City's website. The balance of this report features the steps and procedures that will constitute the review and possible revision of the Lynchburg comprehensive plan.

General Approach

Planning Works' approach to updating the plan involves the following steps, which will be more thoroughly described in subsequent sections of this memo.

- Review Comprehensive Plan and Area Plan goals, objectives, policies and strategies ("directives");
- Review Comprehensive Plan and Area Plan maps;
- Understand City leadership's concerns and priorities;
- Outline potential substantive changes to goals and plan directives and the FLUM;
- Review changes and set priorities with the Planning Commission and the public;
- Draft text and map amendments;
- Review text and map amendments with the Planning Commission and public; and
- Adjust and formally adopt the amendments.

Initial Observations

The Comprehensive Plan has served the City well since its adoption in 2002, subsequent update and affirmation in 2007. The City has accomplished many of the directives in the Plan and continues to rely on the Plan for guidance in preparing work programs, budgets and specific implementation strategies. That said, there are several key issues that should be addressed during the update of the Plan.

The Plan Should Distinguish Goals, Objectives, Policies and

Strategies. Goals, policies, objectives and strategies are not used consistently in the Plan.

- **Goals** are broad, public purposes toward which policies and programs are directed; they are desired outcomes.
- **Policies** provide operational guidance by describing how the City will respond to certain circumstances; they indicate the direction the City should take.
- **Objectives** are benchmarks, or measurable steps towards achieving a goal and strategies are specific actions to accomplish the goals and objectives.
- **Strategies** are actions which, taken together, enable the City to achieve its goals.

The use of policies or strategies in place of goals makes it difficult to assess what the long term outcomes should be, much less determine when goals have been achieved.

For instance, the Plan's first goal is to "*Ensure that regulations and review procedures are effective in achieving Plan goals and objectives,*" which is good policy, but not a goal. Similarly, Economic Development Goal 3 is to "*Implement appropriate City policies designed to maximize citywide economic development strategies.*" Implementing plans is good policy, but the actual goal is to maintain a vibrant economy that provides good employment opportunities and contributes to the City's fiscal health.

The Plan would be more useful if it more clearly defined desired outcomes (goals) and distinguished from policies (operational guidance) from strategies (specific actions that should be taken to implement the plan and achieve its goals). This will enable the City to

evaluate whether specific policies and strategies actually accomplish the City's goals. The following table provides an example of how some

of the existing land use directives could be restated as distinct goals, policies and strategies

Sample Land Use Goals, Policies and Strategies

Sample Goals (Desired Outcomes)	Sample Policies (Operational Guidance)	Sample Objectives	Sample Strategies (Specific Actions)
Achieve compatible land use transitions throughout Lynchburg	- Base land use compatibility standards on land use, building and site design standards that consider the scale, intensity, design, proximity and orientation of proposed development. - Coordinate land use transportation and public facility design.	- Modify the zoning ordinance by the end of 2014 to: - Achieve greater compatibility through appropriate use and design standards; - Coordinate design of streets, access and site improvement standards; - Address land use and intensity of development in conservation areas; and - Establish plan consistency standards.	- Revise zoning ordinance to: - create a matrix of allowed land uses by district - require buffers where appropriate; - provide context sensitive design transitions between districts or uses in mixed use districts; - establish district-specific home occupation standards; - ensure that the standards for the RC zoning district are consistent with the district's purposes.
Make efficient use of existing land resources	- Protect conservation areas from land uses or development intensities that threaten protected resources. - Encourage compatible infill by using the future land use map to guide land use and zoning transitions.	By 2015, establish a neighborhood stability index based on readily available data related to occupancy, property values and other pertinent factors to monitor the relative health of neighborhoods.	Use the CIP, complete streets requirements and other development standards to coordinate the public and private realms.
Foster and sustain healthy, stable neighborhoods	- Protect neighborhoods from encroachment of incompatible development. - Allow home-based businesses that are compatible with neighborhoods - Improve access between neighborhoods and neighborhood support services	...	Review zoning and subdivision regulations to ensure that standards and procedures do not create unnecessary obstacles to compatible infill and redevelopment.
Foster and sustain economically vibrant mixed use, commercial and industrial areas	Monitor the occupancy and vitality of commercial and industrial properties and take appropriate actions to address the challenges of declining areas.		- Conduct biennial reviews with stakeholders to review the effectiveness of development review procedures. ...

The Plan Should be Formatted and Edited to Reduce Redundancy.

The Plan is well laid out and formatted, but unnecessarily redundant. Many of the Plan's directives are presented in slightly modified forms within a single or many chapters. Reformatting and reorganization of the goals and plan directives would make it much easier to distinguish ongoing policies, long range goals and specific strategies. For instance, Chapter 6 includes many design directives that are repeated within the chapter and overlap with directives in the land use, transportation, natural systems, economic development and other chapters.

The Transportation Chapter Should be Updated. The plan currently makes many valid recommendations, but much clearer guidance is needed to guide City decision-makers and to comply with state standards. As stated above, legislation adopted in 2007 sets requirements for what is to be included in the transportation element. It also should include more specific mapping of existing and planned streets and their functions. The Plan also should incorporate more specific guidance for street design (e.g., complete streets, green streets and traffic calming options).

The Economic Development Chapter Should be Updated. The City has been developing more specific economic development plans and this chapter should be updated to provide guidance that is consistent and reflects current policies.

Public Utilities and Facilities Chapters Should be Updated. Changes in solid waste services and stormwater management policies and practices should be reflected in these chapters, as should the City's accomplishments since the last update.

Demographic Data Should be Updated. The base data in each of the Plan chapters should be updated to reflect the latest and best available information.

The Future Land Use Map (FLUM) Should be Revised. The future land use map, which shows preferred land uses for the Plan's horizon years, should guide zoning and development decisions. However, not all of the future land uses would be appropriate to establish today due to existing land uses, the availability of adequate infrastructure and market demand. (See later discussion of the FLUM review process.)

Review Plan Goals and Directives

The initial phase of this task has been completed. Staff and Planning Commissioners were asked to review a matrix of all of the existing goals and directives to determine whether they were still valid and whether specific strategies had been accomplished. The review identified the need for many adjustments that fall into one of the following categories:

- Accomplished directives – directives that the City has completed in part or in their entirety.
- Changing directives – directives that need to be adjusted due to:
 - Changes in state law;
 - Changes in conditions where the policy would apply; or
 - Adoption of area plans or development regulations that modify the substance of the directive.
- Redundant directives – many of the directives overlap with or repeat other directives in the same chapter or other chapters.
- Missing directives – this is an area that will require more discussion, but there are transportation and public facility issues that are not adequately addressed in the Plan, such as:

- Previously discussed transportation requirements; and
- The lack of direction on assessing and mitigating stormwater impacts.

Key Pending Plan Directives

Based on the initial review, there are literally hundreds of minor changes that fit into the above categories. For purposes of the Joint Workshop, there is a fifth category, which includes a few important directives that should be discussed because greater clarity and consensus is needed. These encompass the following issues:

Density. The plan calls for increased residential densities through many of its directives, such as those calling for more efficient use of limited land supplies, greater diversity of housing options, aging in place alternatives, accessory dwellings, mixed use development and increased mobility options. These directives and their implementation must go hand-in-hand with clear guidance on how to ensure that locations, building design and site design ensure compatibility with existing neighborhoods.

Mixed Uses. Like higher density development, mixed use development can lead to land use conflicts unless the City provides clear design guidance. This guidance should, at a minimum, address the relationships between uses in the private and public realms (*e.g.*, streets and green spaces), building scale, intensity, orientation, access and parking. The importance of building design factors will vary based on the location and mix of uses.

Design Review. Several directives call for targeted application of enhanced design standards, but there is some concern about the implementation of such standards. Specifically, directives calling for

additional design review boards or expansion of existing design review board responsibilities seem inconsistent with City policies to have a streamlined development review process that facilitates development/ redevelopment and making the most efficient use of limited staff. While enhanced design standards will be needed to address land use compatibility issues for mixed use and higher density infill development, the use of clear design standards that can be applied administratively (through staff reviews) would be more consistent with existing policies.

Transportation Improvements. As mentioned earlier, the transportation chapter will need to be updated to provide more specific guidance on a variety of issues. In addition to the appropriate application of complete/green street requirements and traffic calming options, the Plan will need to provide better guidance for improving mobility through better integration of land use and transportation systems. Increasing modal choices (walk, bike, car or bus), will require appropriate street designs and better connectivity.

Environmental Standard. The Plan currently calls for the monitoring and evaluation of many environmental criteria, some of which are currently monitored by the state or federal government. The most efficient use of resources may be to focus on environmental factors over which the City has the greatest control. These include stormwater management, erosion control, noise abatement, floodplain abatement and light pollution. The City has limited authority to address air quality and pollutant discharges (other than through stormwater management), and wetlands because there are already regulated by the Federal government.

Review Comprehensive and Area Plan Future Land Use Maps

The FLUM should be used as a guide for zoning decisions. Zoning may lag behind the FLUM due to lack of facilities, market demand or other existing conditions, but the Plan should provide transparent policy guidance so the City and property owners know how the FLUM will be used. The following approach has been used to identify and evaluate existing inconsistencies between the FLUM and zoning:

1. Compare Future Land Use Map (FLUM) with Area Plan maps

- a. Identify needed changes to FLUM to reflect the updated future land uses shown in adopted area plans (5th Street, Tyreeanna, Wards Road, Midtown, Campbell Avenue/Odd Fellows Road);
- b. Identify FLUM overlays needed to reflect Area Plan recommendations. These include:
 - village centers (Tyreeanna and Midtown), which will be shown as mixed use;
 - neighborhood conservation (Midtown), which will be shown as traditional residential;
 - the Midtown Medical District, which will be shown as mixed use
 - neighborhood infill/redevelopment focus (Midtown), which will be shown as mixed use;
 - business and industry (Midtown), which will be shown as commercial, office or employment; and
 - the Wyndhurst and Cornerstone land uses should be updated to reflect adopted development plans.

2. **Correlate future land use categories with zoning districts** to identify inconsistencies. The table on the following page correlates the future land use categories with zoning districts. The green boxes reflect a presumption of consistency. The yellow boxes reflect correlations that may or may not be inconsistent. The red boxes reflect inconsistencies between zoning and future land use.
3. **Map inconsistencies.** Based on the above correlations, we have mapped the inconsistencies, which may fall into one of the following categories, based on future land use, zoning and existing land use. Draft maps showing our preliminary analyses are included in the following pages. Each of the inconsistencies will be reviewed with staff to ensure that the base data are correct.
 - a. Inconsistencies where the FLUM is more intensive than zoning map
 - Vacant land
 - Developed land that is consistent with zoning
 - Developed land that is inconsistent with zoning
 - b. Inconsistencies where the FLUM is less intensive than zoning map
 - Vacant land
 - Developed land that is consistent with zoning
 - Developed land that is inconsistent with zoning
 - c. FLUM overlays from area plans overlays are inconsistent with zoning
 - Zoning doesn't allow land use pattern on vacant land
 - Zoning doesn't allow land use pattern on developed land

Correlation Between Future Land Use and Zoning

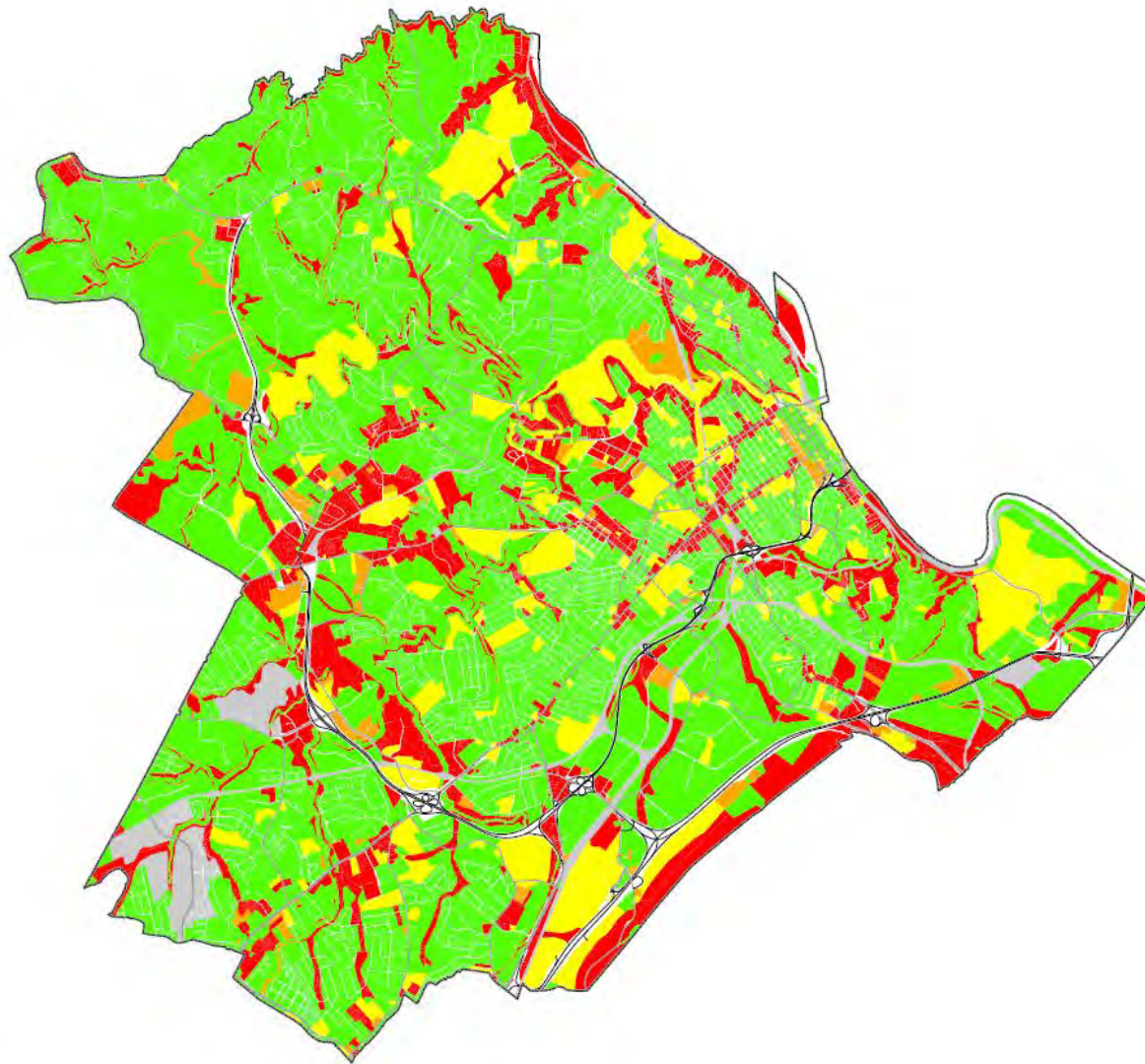
Future Land Use Categories	Applicable Zoning Districts														
	RC	R1	R2	R3	R4	R5	B1	B2	B3	B4	B5	B6	I1	I2	I3
Resource Conservation	Consistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent
Low Density Residential	Inconsistent	Consistent	Consistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent
Medium Density Residential	Inconsistent	Consistent	Consistent	Consistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent
High Density Residential	Inconsistent	Inconsistent	Inconsistent	Potentially Consistent	Consistent	Consistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent
Traditional Residential	Inconsistent	Consistent	Consistent	Consistent	Consistent	Consistent	Consistent	Consistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent
Office	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Consistent	Consistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent
Neighborhood Commercial	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Consistent	Consistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent
Community Commercial	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Consistent	Consistent	Consistent	Consistent	Inconsistent	Potentially Consistent	Inconsistent	Inconsistent	Inconsistent
Regional Commercial	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Consistent	Potentially Consistent	Consistent	Potentially Consistent	Inconsistent	Inconsistent	Inconsistent
Downtown	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Consistent	Inconsistent	Consistent	Inconsistent	Inconsistent	Inconsistent
Employment 1	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Consistent	Potentially Consistent	Inconsistent
Employment 2	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Inconsistent	Consistent	Consistent	Consistent
Public Parks	Potentially Consistent	Potentially Consistent	Potentially Consistent	Potentially Consistent	Potentially Consistent	Potentially Consistent	Potentially Consistent	Potentially Consistent	Potentially Consistent	Potentially Consistent	Potentially Consistent	Potentially Consistent	Potentially Consistent	Potentially Consistent	Potentially Consistent
Public Use	Potentially Consistent	Potentially Consistent	Potentially Consistent	Potentially Consistent	Potentially Consistent	Potentially Consistent	Potentially Consistent	Potentially Consistent	Potentially Consistent	Potentially Consistent	Potentially Consistent	Potentially Consistent	Potentially Consistent	Potentially Consistent	Potentially Consistent
Institution	Potentially Consistent	Potentially Consistent	Potentially Consistent	Potentially Consistent	Potentially Consistent	Potentially Consistent	Potentially Consistent	Potentially Consistent	Potentially Consistent	Potentially Consistent	Potentially Consistent	Potentially Consistent	Potentially Consistent	Potentially Consistent	Potentially Consistent

Consistent	
Potentially Consistent	
Inconsistent	

Map 1 - Zoning and FLU Inconsistencies

Legend

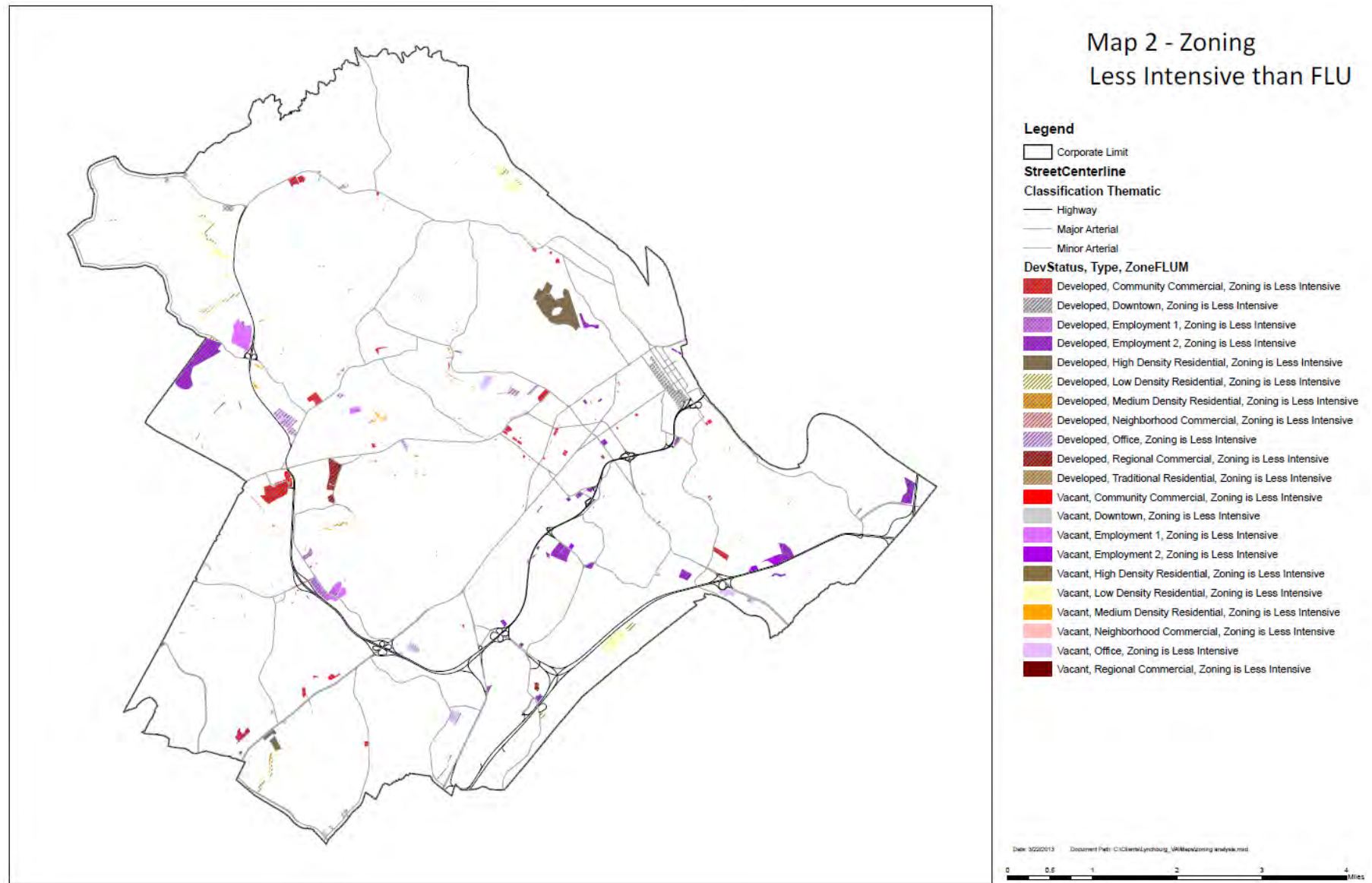
- Corporate Limit
- StreetCenterline**
- Classification Thematic**
- Highway
- Major Arterial
- Minor Arterial
- Empty
- Zoning is Consistent
- Zoning is Less Intensive
- Zoning is More Intensive
- Zoning is Potentially Consistent



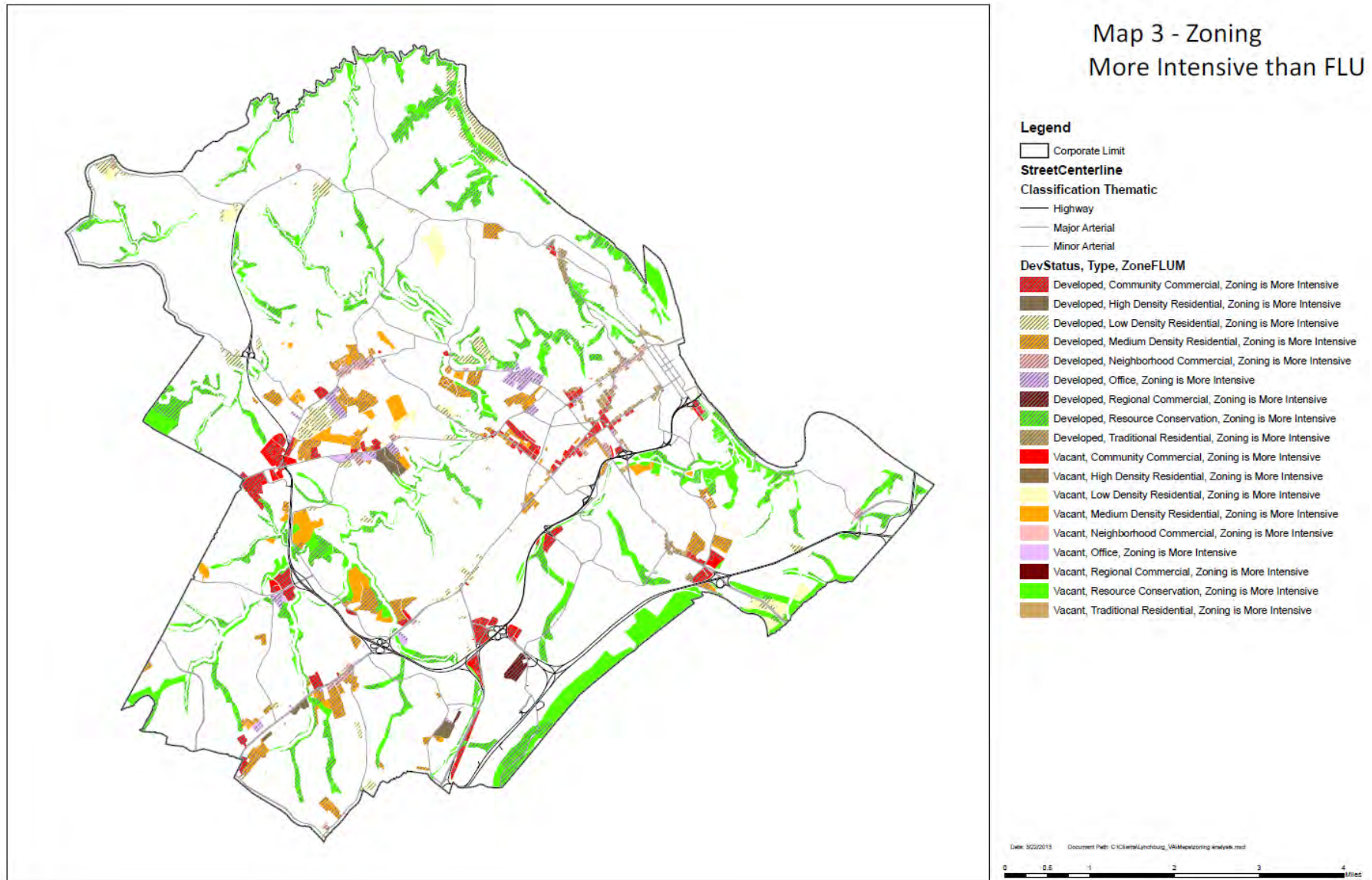
Date: 3/22/2013 Document Path: C:\Users\jensborg_VA\Mapa\zoning_analysis.mxd



Map 2 - Zoning Less Intensive than FLU



Map 3 - Zoning More Intensive than FLU



4. Review apparent inconsistencies with Staff. Each of the inconsistencies will be reviewed by staff to validate whether there is an inconsistency and the type of inconsistency.
5. Identify policy options to address above inconsistencies. Based on our the following approaches to the above situations:
 - a. If the FLUM is more intensive than zoning map
 - For vacant land
 - Determine that the FLUM is still valid or modify the FLUM.
 - If no proffers are anticipated, the site is ready for development and the City determines there is a current need, rezone the property.
 - Entertain rezoning requests on a case by case basis and consider rezoning if the preceding conditions are met.
 - For developed land that is consistent with zoning
 - Determine that the FLUM is still valid or modify the FLUM.
 - Maintain existing zoning until a compatible redevelopment plan is submitted.
 - For developed land that is inconsistent with zoning
 - Determine that the FLUM is still valid or modify the FLUM.
 - Rezone the property so that zoning, use and future land use are consistent if the development is appropriate.
 - Maintain existing zoning until a compatible redevelopment plan is submitted.
 - b. If the FLUM is less intensive than zoning map:
 - For vacant land
 - Determine that the FLUM is still valid or modify the FLUM.
 - Consider rezoning the property to match the future land use
 - For developed land that is consistent with zoning
 - Determine that the FLUM is still valid or modify the FLUM.
 - Maintain existing zoning until a compatible redevelopment plan is submitted.
 - Downzone the property and monitor the newly created non-conforming situation.
 - For developed land that is inconsistent with zoning
 - Determine that the FLUM is still valid or modify the FLUM.
 - Maintain existing zoning until a compatible redevelopment plan is submitted.
 - c. If the FLUM overlays from area plans overlays are inconsistent with zoning:
 - Zoning doesn't allow land use pattern on vacant land
 - Determine that the FLUM is still valid or modify the FLUM.
 - If no proffers are anticipated, the site is ready for development and the City determines there is a current need, rezone the property.
 - Entertain rezoning requests on a case by case basis and consider rezoning if the preceding conditions are met.

- Modify the zoning district to allow for the development pattern.
- Zoning doesn't allow land use pattern on developed land
 - Maintain existing zoning until a compatible redevelopment plan is submitted.
 - Modify the zoning district to allow for the development pattern.

Understand City Leadership's Concerns and Priorities (April, 2013)

The purpose of the Joint Workshop is to explain the overall approach to updating the Comprehensive Plan and Zoning Ordinance and gather feedback from the City Council and Planning Commission on:

- Ways to improve particular aspects of the approaches to revision of the Comprehensive Plan and Zoning Ordinance;
- The policy issues identified on page 4 of this document; and
- The policy options to address FLUM and zoning map inconsistencies outlined on pages 6 and 7.

Outline Potential Changes to Goals and Plan Directives and the FLUM (April, 2013)

Based on input from the joint workshop, Planning Works will coordinate with staff to prepare:

- A summary of substantive changes to existing goals and directives; and
- A draft amended FLUM.

After these documents have been reviewed with staff and revised, they will be distributed to the Planning Commission for review and

comment. Following the Commission's review, the documents will be updated and summaries will be prepared for distribution to the Public.

Review Changes and Set Priorities with Public and Planning Commission (May 2013)

We will schedule a series of community forums and focus groups to review the outlined changes to the plan directives and the FLUM. Planning Works also will work with staff and workshop participants to adjust priorities for Plan implementation. Comments from this outreach will be presented to the Planning Commission for review and direction.

Draft Text and Map Amendment and Workshops (June, 2013)

The Commission's comments will be addressed in a Staff Review Draft of the Comprehensive Plan. Following staff review, Planning Works will prepare a Public Review draft for consideration by the City Council and Planning Commission at a joint workshop and the public at community workshop.

Adjust and Formally Adopt the Amendments (July –August, 2013)

Following the Workshops, Planning Works will prepare a public hearing draft for consideration by the Planning Commission and City Council. Amendments during the hearing process will be incorporated into the final Plan conveyed to the City in hard copy and editable digital form. The FLUM will be prepared and delivered in a format usable by the City's geographic information system (GIS).

Zoning Ordinance Amendment

Planning Works' approach to Zoning Ordinance amendment is similar to the approach used for the Comprehensive Plan update. We will start with your existing ordinance to make sure that we capture all of the existing standards and procedures that work for the City and proceed with the following steps.

Annotated Outline (May, 2013)

Prepare an annotated outline of the Zoning Ordinance, highlighting where substantive changes are anticipated. Following staff review and revisions, this will be reviewed with the Planning Commission.

Prepare Administrative Review Draft (June - October, 2013)

Using the outline as a template, Planning Works will prepare a Staff review draft of the zoning ordinance. This ordinance will start with reorganizing existing provisions and will include rewriting and illustrating those provisions to make them easier to understand and use.

Zoning Map Revisions (August – October, 2013)

Concurrently with the text revisions, Planning Works will coordinate with staff to identify any needed map zoning revisions.

Zoning Ordinance Refinement Workshops (July, September and October, 2013)

During the preparation of the ordinance and the Zoning Map, Planning Works will conduct a series of three workshops with staff

and the Planning Commission to forge consensus on regulatory policy issues.

Code Forum – Testing and Refinement (November, 2013)

Upon completion of a public review draft, Planning Works will facilitate a community forum to test and refine the draft zoning text. Workshops will highlight the implications of any substantive changes to existing standards and procedures and seek suggestions for refinements to make the zoning ordinance more effective.

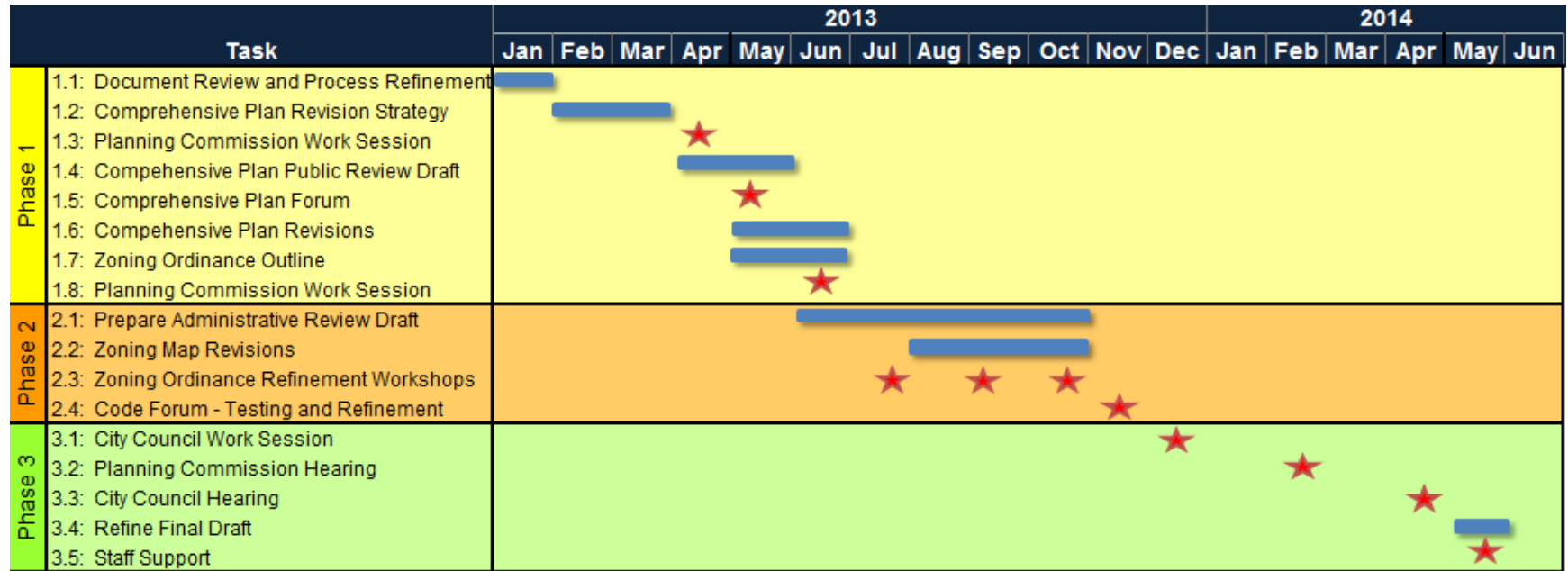
City Council Work Session (December, 2013)

Prior to initiating the public hearing and adoption process and preparing a public hearing draft, Planning Works will facilitate a workshop with the City Council to highlight the implications of the draft zoning ordinance, answer questions and seek guidance on significant regulatory issues.

Adoption and Staff Support (January – May, 2014)

The formal adoption process and support for implementation of the revised zoning ordinance is anticipated to take place during the first half of 2014. While this process may be expedited, the schedule is intended to provide abundant time for the Commission and Council to review and consider changes to the public review draft.

Overall Project Schedule



★ Indicates one or more public meetings

// A regular meeting of the Council of the City of Lynchburg was held on the 12th day of March, 2013, at 4:00 P.M. in the Council Chamber, City Hall, Michael Gillette, President, presiding. The following Members were present:

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

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Absent:

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// Mayor Gillette announced that the Budget Public Hearing will be held on April 2, 2013. He also announced that two budget workshops will be held prior to the budget hearing to hear from citizens. The first workshop is Saturday, March 16th, from 10:00 a.m. to 12:30 p.m. at E. C. Glass High School in the lobby/cafeteria and the second workshop will be held Tuesday, March 19th from 6:30 p.m. to 9:00 p.m. at Sandusky Middle School in the lobby/cafeteria.

// City Manager Kimball Payne presented an overview regarding the Proposed FY 2014 Budget, stating this year's overall budget totaled \$318.1 million. The increase is mainly attributable to an increase in spending for capital projects, fleet expenditures and in the General Fund. Mr. Payne stated that the Proposed FY 2014 Budget is quite different from those in the past, characterized more by what it can do than by what it cannot. For the first time since 2008 the proposed budget supports an across-the-board pay increase for City and Schools employees. The Budget also supports the implementation of the comprehensive school improvement plan introduced by the new School Superintendent, continues to set aside ongoing revenues to fund the debt service that will be required for the new Heritage High School, and funds for other important infrastructure projects. The Proposed FY 2014 Budget does not include any significant cuts in City services and complies with the fiscal policies adopted by City Council. This Budget does not include any recommendation for tax increases and proposes only a modest increase in the cost of water and sewer services. Mr. Payne concluded by saying that the Proposed FY 2014 Budget is offered for City Council consideration, deliberation, amendment, and adoption. Over the next several weeks, Council will have the opportunity to hear from and question the representatives of the various departments and agencies seeking funding in the FY 2014 Budget.

// Schools Superintendent Scott Brabrand presented an overview of the Proposed FY 2014 Schools Budget. Dr. Brabrand provided information celebrating financial success which included the change in audit findings from largest ever to smallest in years, no major findings, and financial accountability and operations have strengthened. Dr. Brabrand explained what is new this year- the new budget process is tied to the division's Comprehensive Plan and includes greater stakeholder engagement and tiered budgeting by the School Board to determine priorities for this year and beyond. Dr. Brabrand stated that the budget ties directly to the implementation of the division's Comprehensive Plan which consists of the three following:

Vision – A tradition of Excellence for All Students

Mission – Every Child, By Name and By Need, to Graduation

Goal – Excellence in Achievement, Behavior, Culture, Operations and Personnel

Dr. Brabrand explained the funding sources with a Total Operating Revenue of \$81,581,096 and Total Operating Expenditures of \$84,181,096 for the FY 2013-14 Proposed Budget, resulting in a funding gap of \$2.6 million. The Schools are requesting the City fund this gap. In conclusion Dr. Brabrand stated, "We

have a plan, the plan is working. Right Plan, Right People, Right Organization, Right Resources, Right Path to Go from Good to Great".

// City Assessor Greg Daniels presented an overview of the 2013 General Reassessment of Real Property. The 2013 Real Property reassessment has been completed and notices were mailed to 9,800 parcel owners. Mr. Daniels stated that notices are only sent if the value has changed since July 2012. All general reassessments shall be made at 100% of fair market value. Mr. Daniels further stated the taxable value changed by 0.7% based on permits and plats. It was also noted that the change, due to the reassessment, was -1.2%, which yielded an overall taxable value change of -0.5% since July 2012. Mr. Daniels went on to say that he projected an overall -1.0% change for budget projections to allow room for appeal changes and pending court cases.

// City Manager Kimball Payne went over the Budget calendar stating that on March 19th from 2:00 p.m. to 5:00 p.m. Council would discuss the FY 2014 Revenues and review/walk-through the FY 2014 Proposed Budget General Fund. On March 26th the work session will start at 3:00 p.m. with Schools Budget Proposal and Capital Improvement Plan and the 7:30 p.m. meeting will have one public hearing.

// During roll call Council Member Cary stated two items: 1) the sidewalk on Polk and Fifth Streets needs a bollard because people keep running over the curb; and 2) proper signage should be displayed during road construction.

// Council Member Foster stated she had received a call from a citizen stating that a "porta-potty" had been left on the sidewalk after construction work was completed and asked about the time line for having this removed after the work has been completed.

// Council Member Helgeson stated he had concern with the \$85 million that it would cost for the proposed Heritage High School; the risk is very great and the impact on the citizens could be very severe. He also asked the City Manager to find out the procedure for initiating a referendum. If the decision is solid, if the decision is good, then we will hear from our citizens.

// Vice Mayor Johnson stated he received a letter from a citizen regarding Bee Line Towing.

// City Council recessed the meeting at 6:19 p.m.

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

The following Members were present:

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

7

Absent:

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

// Mayor Gillette and Vice Mayor Johnson presented Certificates of Recognition to The Distinguished Young Women of Virginia, Class of 2013.

// The minutes of the February 26, 2013 meeting were pulled from the agenda to make clerical corrections.

// In the matter of Public Works – General, Resolution #R-12-028 amending the FY 2013 City Capital Project Fund budget and appropriating \$1,212,137 with resources from the sale of property at 3901 Old

Forest Road to make improvements to transportation infrastructure for two projects – Whitehall Road/Lakeside Drive Traffic Improvement (\$500,000) and Greenview Drive Phase II Improvements (\$712,137), laid over from the February 26, 2013 meeting, was again presented and read, and on motion of Council Member Cary, seconded by Council Member Foster, Council by the following recorded vote adopted the Resolution:

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

Noes: 0

// In the matter of Public Works – General, Resolution #R-12-031 amending the FY 2013 City Capital Projects budget and appropriating \$182,250 with resources from the General Fund Reserve for Contingencies to fund repairs to the Holiday Inn Parking Deck, laid over from the February 26, 2013 meeting, was again presented and read, and on motion of Council Member Cary, seconded by Council Member Foster, Council by the following recorded vote adopted the Resolution:

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

Noes: 0

// In the matter of Public Works – General, a public hearing was held on City Council Report #8 regarding granting a lease agreement to Mid-Atlantic Broadband Cooperative (MBC) to place fiber optic cable from Hangar Road to Wards Road on City-owned property located at the Lynchburg Regional Airport. Steve Lawson, Real Estate Manager, gave an overview of the request. A representative from Mid-Atlantic Broadband Cooperative spoke in favor of the request and asked approval of the lease agreement. There was no one else present who wished to speak to this item, and the public hearing was closed. Council Member Perrow, Chair of the Physical Development Committee (PDC) stated that this matter came before the PDC and they recommended approval of the lease. This motion does not require a second. Council by the following recorded vote adopted Resolution #R-13-032, as presented, granting a lease agreement to Mid-Atlantic Broadband Cooperative (MBC) to place fiber optic cable from Hangar Road to Wards Road on City-owned property located at the Lynchburg Regional Airport:

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

Noes: 0

// In the matter of Public Works – General, a public hearing was held on City Council Report #9 regarding executing a license agreement with Mid-Atlantic Broadband Cooperative (MBC), to install fiber optic cable from the MBC hut located on Hangar Road on City of Lynchburg Airport property to Wards Road Route 29. Steve Lawson, Real Estate Manager, gave an overview of the request. There was no one else present who wished to speak to this item, and the public hearing was closed. Council Member Perrow, Chair of the Physical Development Committee (PDC) stated that this matter came before the PDC and they recommended approval of the license agreement. This motion does not require a second. Council by the following recorded vote adopted Resolution #R-13-033, as presented, executing a license agreement with Mid-Atlantic Broadband Cooperative (MBC), to install fiber optic cable from the MBC hut located on Hangar Road on City of Lynchburg Airport property to Wards Road Route 29:

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

Noes: 0

// In the matter of Community Development – CDBG, a public hearing was held on City Council Report #10 regarding receiving public input regarding the 2013/14 Allocation of Community Development Block Grant (CDBG) and HOME Program Funds. Melva Walker, Grants Manager, gave a summary of the FY 2013/14 allocations for CDBG and Home Program Funds with recommendations from the Community Development Advisory Committee (CDAC). Five individuals spoke and thanked Council for their past support and asked Council to continue supporting their programs. There was no one else present who wished to speak to this item, and the public hearing was closed. No action was required at this time. This item will be discussed at the March 26, 2013 Work Session.

// In the matter of City Code/Community Development – Zoning, a public hearing was held on City Council Report #11 regarding the consideration of adopting Section 35.1-38.2, Institutional District (IN-1) and Section 35.1-38.3, Institutional District (IN-2) as part of the Zoning Ordinance and amending various sections for consistency.

Mayor Gillette deferred to Council Member Perrow before presenting the public hearing. Council Member Perrow made a statement that his company, WW Associates, has a contract with Liberty University for engineering services, “I have been advised that because of my company’s contract, I should abstain from discussing and voting on the ordinance to amend the zoning ordinance to provide for the creation of institutional districts; therefore, I will abstain from discussing or voting on the ordinance”. City Planner Tom Martin gave an overview of the request of the Zoning Ordinance. Two individuals spoke in favor of the zoning ordinance. There was no one else present who wished to speak to this item, and the public hearing was closed. Before Council discussion, Council Member Perrow made a brief comment that he liked the concept of IN-1 for institutions like Lynchburg College and Randolph College and it is a good plan. He suggested, if possible, separating IN-1 from IN-2.

During discussion Council Member Nelson had certain concerns but noted that the sole justification for the IN-1 and IN-2 designations is that campuses are self-contained communities, with common infrastructure, and an integrated purpose that does not impact interest outside their boundaries. As such, he questioned the following: (1) whether campus boundaries must be indivisible and drawn to include only land owned by the institution and whether interior parcels could be sold to others after the boundary is drawn; (2) the reason for increasing the area of signage on taller buildings in an IN-1 and IN-2 campus since it increases the impact of these campus features on off-campus interests; and (3) why a business use that has no direct relationship to the purpose of the institution would be allowed by-right within a campus. After discussion, Council Member Nelson made a substitute motion, seconded by Vice Mayor Johnson to add language to proposed 35.1-38.4(c)(2) to require business uses within an IN-2 campus to be “reasonably related to the stated purpose of” the institution. After further discussion, the substitute motion failed by the following recorded vote:

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

On motion of Council Member Helgeson, seconded by Council Member Cary, Council by the following recorded vote adopted Ordinance #O-12-034 as presented adopting Section 35.1-38.2, Institutional District (IN-1) and Section 35.1-38.3, Institutional District (IN-2) as part of the Zoning Ordinance and amending various sections for consistency:

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

// In the matter of City Council, City Council Report #12 was considered, authorizing the City Manager and City Attorney to sign a subordination agreement between the City of Lynchburg, Central Virginia United Soccer, Inc., (CVU) and the Bank of the James to facilitate the installation of lights at its soccer complex on Route 501 in Campbell County. Mayor Gillette deferred to Council Member Nelson who made a statement that while he did not have a legal conflict of interest, he was a co-founder of the CVU club, and had promoted the development of its Regional Soccer Complex. Council Member Nelson also stated he volunteered as a coach and club officer and believed that lights at the complex would benefit the budgets and programs of the City's high schools and Parks and Recreation department. As such, his bias required him to abstain from discussions and voting on this matter. City Manager Kimball Payne gave an overview of the request that the CVU is asking the City to agree to this modification and to reaffirm the subordination of its first lien on the property to the Bank of the James. The CVU will have been in compliance with the agreement for one year and on July 21, 2013 the first \$50,000 of the \$500,000 debt to the City on the facility will be forgiven. During Council's discussion, several Council Members would not support the subordination agreement. After hearing from representatives from CVU, Council Member Perrow offered a substitute motion seconded by Council Member Cary, to defer action on this item until such time as the CVU Board could come back with some type of written agreement for field usage. After further discussion, the substitute motion failed by the following recorded vote:

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

After the substitute motion failed several Council Members still had some concern that it would weaken the City's position without some type of written agreement to allow the playing time on the fields. On the original motion made by Council Member Foster, seconded by Vice Mayor Johnson, Council by the following recorded vote adopted Resolution #R-13-035, as presented, authorizing the City Manager and City Attorney to sign a subordination agreement between the City of Lynchburg, Central Virginia United Soccer, Inc., and the Bank of the James to facilitate the installation of lights at its soccer complex on Route 501 in Campbell County:

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

// The meeting was adjourned at 10:05 P.M.

// An additional scheduled meeting of the Council of the City of Lynchburg was held on the 19th day of March, 2013, at 2.00 P.M. in the Council Chamber, City Hall, Michael Gillette, President, presiding. The purpose of the meeting was to conduct a work session regarding the FY 2014 Proposed Budget. The following Members were present:

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

7

Absent:

0

// Donna Witt, Director of Financial Services, gave an overview of the FY 2014 Revenues. The following are the proposed major revenues:

- Current Real Property Tax – \$53.8 million – a 1% decrease
- Current Personal Property Tax – \$16.0 million – an increase in personal property tax is projected
- Local Sales Tax – \$13.44 million – slight growth
- Consumer Utility Tax Electric – \$3.65 million – slight reduction
- Communications Sales and Use Tax – \$3.46 million – slight reduction
- Business Licenses – \$7.2 million – a slight increase
- Motor Vehicle Licenses – \$1.4 million – remains stable
- Lodging Tax – \$1.7 million – slightly lower
- Meal Tax – \$11.8 million – continued growth in meal tax
- Ambulance Service Fees – \$2.5 million – projected to be level

Ms. Witt also provided information on the Non-Dedicated Revenues (\$2.1 million increase) and the Dedicated Revenues (\$3 million increase).

// City Manager Kimball Payne and Deputy City Manager Bonnie Svrcek provided an overview regarding individual budgets within the following categories: General Government Administration; Judicial Administration; Public Safety; Public Works; Health and Welfare; Parks, Recreation, and Culture; and Community Development. During the budget discussion, Council Members advised staff to add the following items to “The List”:

- DMV Select (Department of Motor Vehicles)
- Cost of legal services provided to the Schools by the City Attorney's Office
- Day at the Point (Museum)
- Parking Management
- Spot Blight Property
- Rental Rehabilitation
- Marketing Partnership
- Training for Fire Department

// Council Members raised the following questions that require staff follow-up:

- Provide a comparison of lodging tax revenue and tourism funding
- What is the cost of legal services provided to the Schools by the City Attorney's Office

// Mr. Payne announced the work session on March 26 would begin at 3:00 P.M. with Schools Budget Proposal, Capital Improvement Plan and other items.

// The meeting was adjourned at 4:50 P.M.

Clerk of Council

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **April 9, 2013**

AGENDA ITEM NO.: **9**

CONSENT: REGULAR: **X**

WORK SESSION:

CLOSED SESSION:
(Confidential)

ACTION: **X**

INFORMATION:

ITEM TITLE: **3320 Candlers Mountain Road**

Rezoning: I-3, Heavy Industrial District to B-5, General Business District

RECOMMENDATION: Approval of the rezoning petition.

SUMMARY: Comeback Inn, LLC is petitioning to amend the zoning from I-3, Heavy Industrial District to B-5, General Business District for approximately one and seventy two hundredths (1.72) acres located at 3320 Candlers Mountain Road. The petition would allow for conformity with adjoining zoning and future growth of the business on this property. The Planning Commission recommended approval of the petition because:

- The existing hotel, originally constructed in 1981, would become a conforming use since a vast majority of the building is currently within an I-3, Heavy Industrial District.
- Hotel/lodging uses are permitted within B-5, General Business Districts.
- The property is currently designated for Community Commercial uses on the *FLUM*. Modifying the zoning to conform to both the future land use and existing use furthers the connection with the *Comprehensive Plan 2002-2020*.

PRIOR ACTION(S):

March 27, 2013: The Planning Division recommended approval of the rezoning petition.

The Planning Commission recommended approval (5-0, with 2 members absent, Hannon, Kennedy) of the rezoning petition.

FISCAL IMPACT: N/A

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

ATTACHMENT(S):

- Ordinance
- Planning Commission Report – March 27, 2013
- Planning Commission Minutes – March 27, 2013
- Vicinity Zoning Pattern Map
- Vicinity Proposed Land Use Map
- Watershed Location Map
- Planimetric and Topographic Map
- Rezoning Plan
- Narrative
- Property Photograph
- Speaker Signup Sheet

REVIEWED BY: lkp

ORDINANCE:

AN ORDINANCE CHANGING A CERTAIN AREA FROM I-3, HEAVY INDUSTRIAL DISTRICT, TO B-5, GENERAL BUSINESS DISTRICT.

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF LYNCHBURG that in order to promote the public necessity, convenience, general welfare, and good zoning practice that Chapter 35.1 of the Code of the City of Lynchburg, 1981, as amended, be and the same is hereby further amended by adding thereto Section 35.1-76._____, which section shall read as follows:

Section 35.1-76. _____. Change of a certain area from I-3, Heavy Industrial District, to B-5, General Business District.

The area embraced by the following boundaries...

Along the western right of way line of Murray Place at its intersection of Tax Map No.: 117-03-012 and Tax Map No.: 117-03-001 at the POINT OF BEGINNING; thence, S 53° 29' 20" E for a distance of 348.14 feet to a point on a line; thence, S 36° 33' 00" W for a distance of 131.30 feet to a point on a line; thence, N 51° 22' 06" W for a distance of 426.78 feet to a point on a line; thence, N 15° 14' 10" W for a distance of 29.91 feet to a point on a line; thence, N 02° 10' 35" E for a distance of 301.92 feet to a point on a line; thence, S 68° 08' 10" E for a distance of 35.42 feet to a point on a line; thence, N 56° 52' 10" E for a distance of 22.17 feet to a point on a line; thence, S 17° 33' 05" W for a distance of 34.99 feet to a point on a line; thence S 19° 14' 50" E a distance of 264.75 feet to the POINT OF BEGINNING; Containing 1.729 acres

...is hereby changed from I-3, Heavy Industrial District, to B-5, General Business District.

And the Director of Community Development shall forthwith cause the "Official Zoning Map of Lynchburg, Virginia," referred to in Section 35.1-4 of this chapter to be amended in accordance therewith.

Adopted:

Certified: _____
Clerk of Council

053K

The Department of Community Development

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

To: Planning Commission

From: Planning Division

Date: March 27, 2013

Re: Rezoning: 3320 Candler's Mountain Rd., from I-3, Heavy Industrial District to B-5, General Business District (Conditional)

I. PETITIONER

Comeback Inn, LLC, 13900 Eastbluff Rd., Midlothian, VA 23112

Representative: Mr. Norm Walton, Perkins & Orrison, Inc. 27 Green Hill Drive, Forest, VA 24551

II. LOCATION

The subject portion of property to be rezoned totals one and seventy two hundredths (1.72) acres located at 3320 Candler's Mountain Road.

Property Owners: Comeback Inn, LLC (Chris Doyle), 13900 Eastbluff Rd., Midlothian, VA 23112

III. PURPOSE

The purpose of this petition is to rezone the property to B-5, General Business District to allow for conformity with adjoining zoning and to allow for growth of the business in the future on this property.

IV. SUMMARY

- Petition agrees with the *Zoning Ordinance* which permits hotels in B-5, General Business District.
- Petition is consistent with the City of Lynchburg Future Land Use Map (FLUM), which recommends a Community Commercial use for this property.
- The property has been used for hotel/lodging since 1981.

The Planning Division recommends approval of the rezoning petition.

V. FINDINGS OF FACT

1. **Comprehensive Plan.** The property is indicated for Community Commercial use on the *Future Land Use Map (FLUM)*.

The *Comprehensive Plan 2002-2020* provides that Community Commercial uses are characterized by retail, personal service, entertainment and restaurant uses that draw customers from several neighborhoods up to the entire City. Community Commercial areas contain clusters of businesses, often at major intersections and shopping centers (*pg 5.5*).

The existing land use of the property conforms to the underlying Community Commercial future land use.

2. **Zoning.** The subject property was annexed into the City in 1958. The I-3, Heavy Industrial District and B-5, General Business District was established on December 12, 1978 with the adoption of the current *Zoning Map*.

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 several items requiring City Council approval in the immediate area:
 - On September 24, 1986, Council approved the rezoning request of Thomas L. Phillips at 3700 Candler Mountain Road from I-3, Heavy Industrial District and I-2, Light Industrial District to B-5C, General Business District (Conditional), B-3C Community Business District (Conditional), and R-4C Medium-High Density, Multi-Family Residential District to allow for a retail shopping center and townhomes.
 - On September 8, 1987, Council approved the rezoning request of MLB Corporation at 4643 Murray Place from I-3, Heavy Industrial District to B-5C, General Business District (Conditional) to allow for a bowling alley and future ancillary commercial uses.
 - On November 14, 1989, Council approved the rezoning request of NW Development, Inc. at 3600 Candler Mountain Road from I-2, Light Industrial District, to B-3C, Community Business District (Conditional) to allow for retail uses.
 - On July 11, 1989, Council approved the rezoning request of NW Development, Inc. at 3600 and 3700 Candler Mountain Road from I-2, Light Industrial District, B-5C, General Business District (Conditional), B-3C, Community Business District (Conditional), and R-4C, Medium-High Density, Multi-Family Residential District (Conditional) to B-3C, Community Business District (Conditional) to allow for a retail shopping center.
 - On October 9, 1990, Council approved the rezoning request of NW Development, Inc. at 3620 and 3622 Candler Mountain Road from I-2, Light Industrial District and I-3, Heavy Industrial District to B-5C, General Business District (Conditional) to allow the expansion of retail services.
 - On June 13, 1995, Council approved the conditional use permit (CUP) petition of Appalachian Power Company to a one hundred sixty (160) foot tall radio microwave tower at 4001 Mayflower Drive.
 - On June 13, 1995 Council approved the rezoning request of Central Virginia Federal Credit Union at 4640 and 4644 Murray Place, from I-3, Heavy Industrial District to B-5C, General Business District (Conditional) to allow for office uses.
 - On January 15, 2002, Council approved the rezoning request of Carl and Ellen Sanders at 310 and 312 Border Street from I-2, Light Industrial District to B-3C, Community Business District (Conditional) to allow for the property to be used for an ice cream parlor.
 - On April 8, 2008, Council approved the rezoning request of the Lynchburg Chamber of Commerce at 310 and 312 Border Street from B-3C, Community Business District (Conditional) to B-3C, Community Business District (Conditional) to amend proffers and allow for the renovation of the building for the Chamber of Commerce.
5. **Site Description.** The area to be rezoned includes one and seventy two hundredths (1.72) acres located at 3320 Candler Mountain Road. The property is bounded to the north by the bowling alley, to the south (across Candler Mountain Road) by the River Ridge Mall and the expressway to the west.

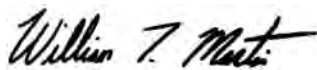
6. **Proposed Use of Property.** The proposed use of the property will not change with this petition. The rezoning will allow the hotel use to conform along this portion of the property.
 7. **Traffic, Parking and Public Transit.** N/A
 8. **Stormwater Management.** A stormwater management plan addressing both quantity and quality of stormwater related to the development of the property will be required at time of site plan submittal if expansion of the hotel use is desired. A determination of an "adequate conveyance and downstream receiving channel" for stormwater runoff from the site will also need to be submitted at the time of expansion of the use.

The City's Environmental Reviewer has reviewed the preliminary site plan and drainage calculations and is in agreement with the proposed measures and findings.
 9. **Emergency Services.** N/A
 10. **Impact.** The impact of the rezoning is negligible because it allows for conformance of the property to the *FLUM* and provides a means for the hotel to grow within the existing property. If an expansion of the hotel is proposed in the future, it will require a commercial site plan review that will further assess the impacts upon the area. Removing the split zoning of I-3, Heavy Industrial District from the property allows the property to be used as a conforming use.
 11. **Technical Review Committee.** The Technical Review Committee (TRC) reviewed the rezoning petition on March 5, 2013. Comments have or will be addressed prior to any 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 Comeback Inn, LLC to rezone approximately one and seventy two hundredths (1.72) acres located at 3320 Candler Mountain Road from I-3, Heavy Industrial District to B-5, General Business District to allow for the hotel use to be considered a conforming use at 3320 Candler Mountain Road.

This matter is respectfully offered for your consideration.



William T. Martin, AICP
City Planner

pc: Mr. L. Kimball Payne, III, City Manager
Ms. Bonnie M. Svrcek, 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
Captain Thomas Mack, Acting Fire Marshal
Mr. Donald DeBerry, Transportation Engineer

Mr. Doug Saunders, Building Commissioner
Mr. Robert Fowler, Zoning Administrator
Mr. Jacob Dorman, Environmental Reviewer
Ms. Marjette Upshur, Director of Economic Development
Mr. Chris Doyle, Comeback Inn, LLC
Mr. Norm Walton, Perkins & Orrison

VII. ATTACHMENTS

- 1. Vicinity Zoning Pattern Map**
- 2. Vicinity Proposed Land Use Map**
- 3. Watershed Location Map**
- 4. Planimetric and Topographic Map**
- 5. Rezoning Plan**
- 6. Narrative**
- 7. Property Photograph**

MINUTES OF THE MARCH 27, 2013 PLANNING COMMISSION MEETING (MINUTES HAVE NOT BEEN APPROVED):

- a. Petition of Comeback Inn, LLC to rezone approximately one and seventy-two hundredths (1.72) acres at 3320 Candler's Mountain Road from I-3, Heavy Industrial District to B-5, General Business District to allow the existing hotel to become a conforming use.**

Mr. Martin explained that this rezoning will make the hotel a conforming use. When the hotel was constructed in 1981, hotels were allowed in industrial districts. They are no longer allowed in industrial districts and the hotel has become a nonconforming use and cannot enlarge or expand by right. The Future Land Use Map (FLUM) recommends a Community Commercial use for this property.

Mr. Norm Walton was present to represent the petitioner. He did not have anything to add to what is already in the Planning Commission report and the comments made by Mr. Martin. Chair Sale asked for anyone who wished to speak in favor of the petition. No one came forward. He asked for anyone who wished to speak in opposition to the petition. No one came forward. He closed the public hearing portion of the petition.

Commissioner Swienton asked Mr. Martin what changes or modifications the petitioner is planning to do to the property. Mr. Martin said they would like to relocate the existing pool and put a driveway around the area where the existing pool is to better serve their customers. The pool is not allowed to be relocated with the hotel's current zoning. Any changes will need to be shown on a site plan and submitted through the Technical Review Committee process.

Commissioner Coleman made the following motion, which was seconded by Commissioner Swienton:

"That the Planning Commission recommends to City Council approval of the petition of Comeback Inn, LLC to rezone approximately one and seventy two hundredths (1.72) acres located at 3320 Candler's Mountain Road from I-3, Heavy Industrial District to B-5, General Business District to allow for the hotel use to be considered a conforming use at 3320 Candler's Mountain Road."

The motion passed by the following vote:

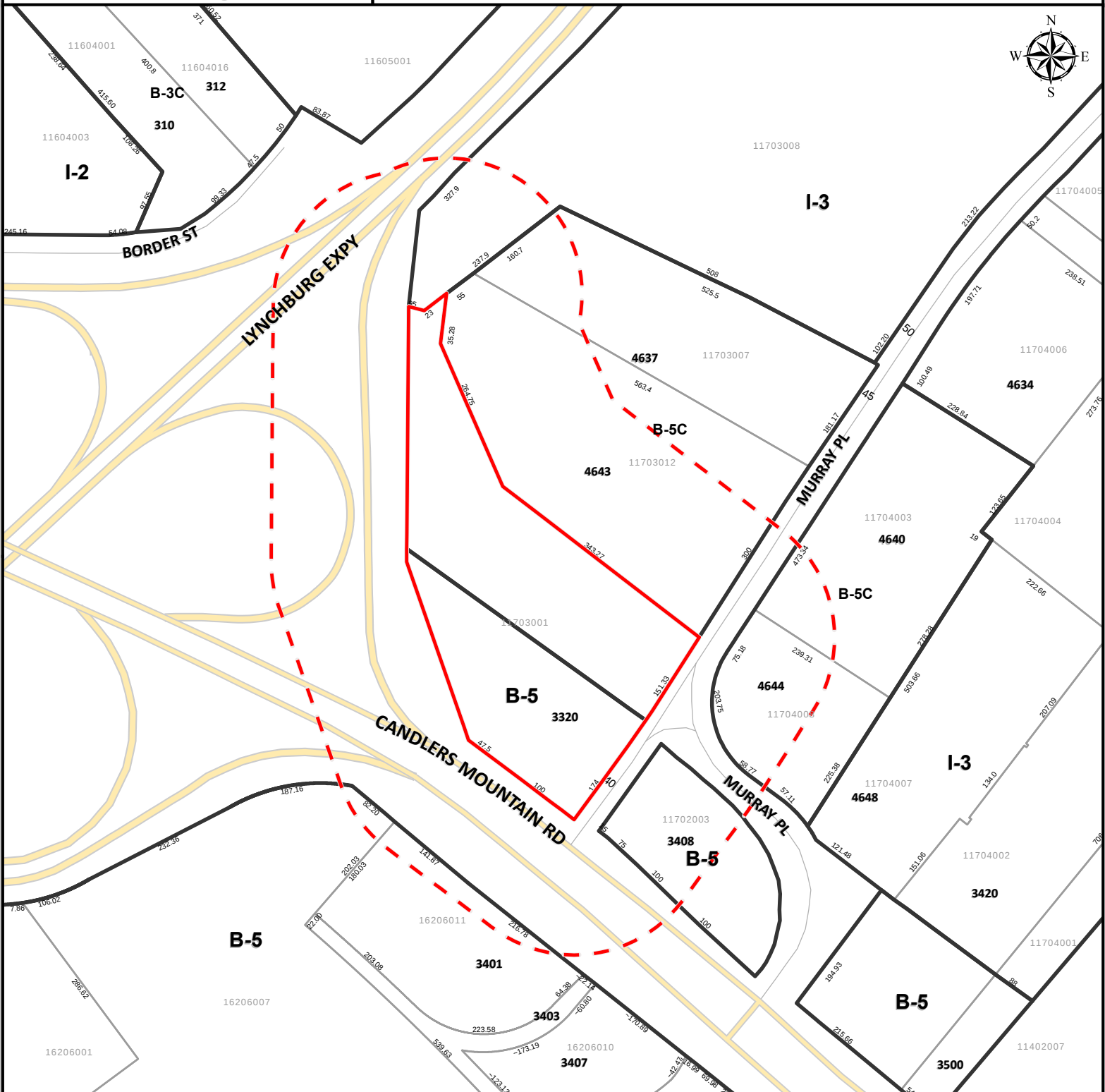
AYES:	Barnes, Coleman, Hooper, Sale and Swienton	5
NOES:		0
ABSTENTIONS:		0
ABSENT:	Hannon and Kennedy	2

Zoning Map

COMEBACK INN LLC

Rezoning

Comeback Inn LLC



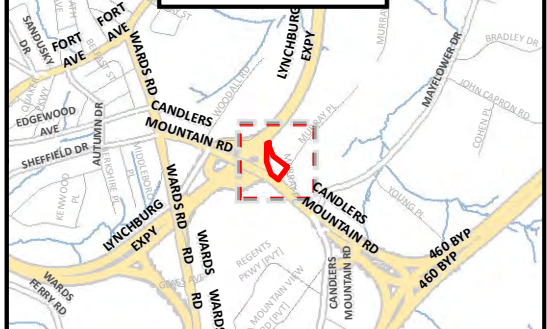
PROPERTY INFORMATION

PARCEL ID	ADDRESS
11703001	3320 CANDLERS MOUNTAIN RD

LEGEND

- Subject Property
- 200' Buffer
- Zoning Boundary

OVERVIEW MAP



MAP SCALE: 1" = 200' DATE PRINTED: 03/15/2013

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.

PIN	Local Address	Owner
11703008	4621 MURRAY PL	AIR & LIQUID SYSTEMS CORP
16206011	3401 CANDLERS MOUNTAIN RD	BACKYARD REAL ESTATE LLC
11702003	3408 CANDLERS MOUNTAIN RD	CENTRAL FIDELITY BANK NA LYNCH
11703001	3320 CANDLERS MOUNTAIN RD	COMEBACK INN LLC
11703012	4643 MURRAY PL	ISTAR BOWLING CENTERS II LP
11703007	4637 MURRAY PL	ISTAR BOWLING CENTERS II LP
16206007	3385 CANDLERS MOUNTAIN RD	LIBERTY UNIVERSITY INC
11704003	4640 MURRAY PL	RECP III LYNCHBURG CY LLC
11704008	4644 MURRAY PL	SRC PROPERTIES



312

310

BORDER ST

LYNCHBURG EXPY

4637

4643

4634

4640

4644

4648

3420

3500

CANDLERS MOUNTAIN RD

MURRAY PL

3403

3401

3408

3407

PROPERTY INFORMATION

PARCEL ID	ADDRESS
11703001	3320 CANDLERS MOUNTAIN RD

LEGEND

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

MAP SCALE: 1" to 200' DATE PRINTED: 03/15/2013

OVERVIEW MAP





PROPERTY INFORMATION

PARCEL ID

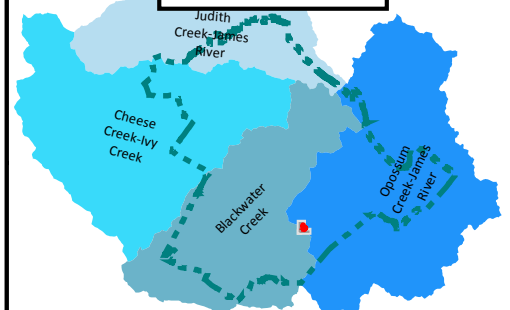
ADDRESS

11703001 3320 CANDLERS MOUNTAIN RD

LEGEND

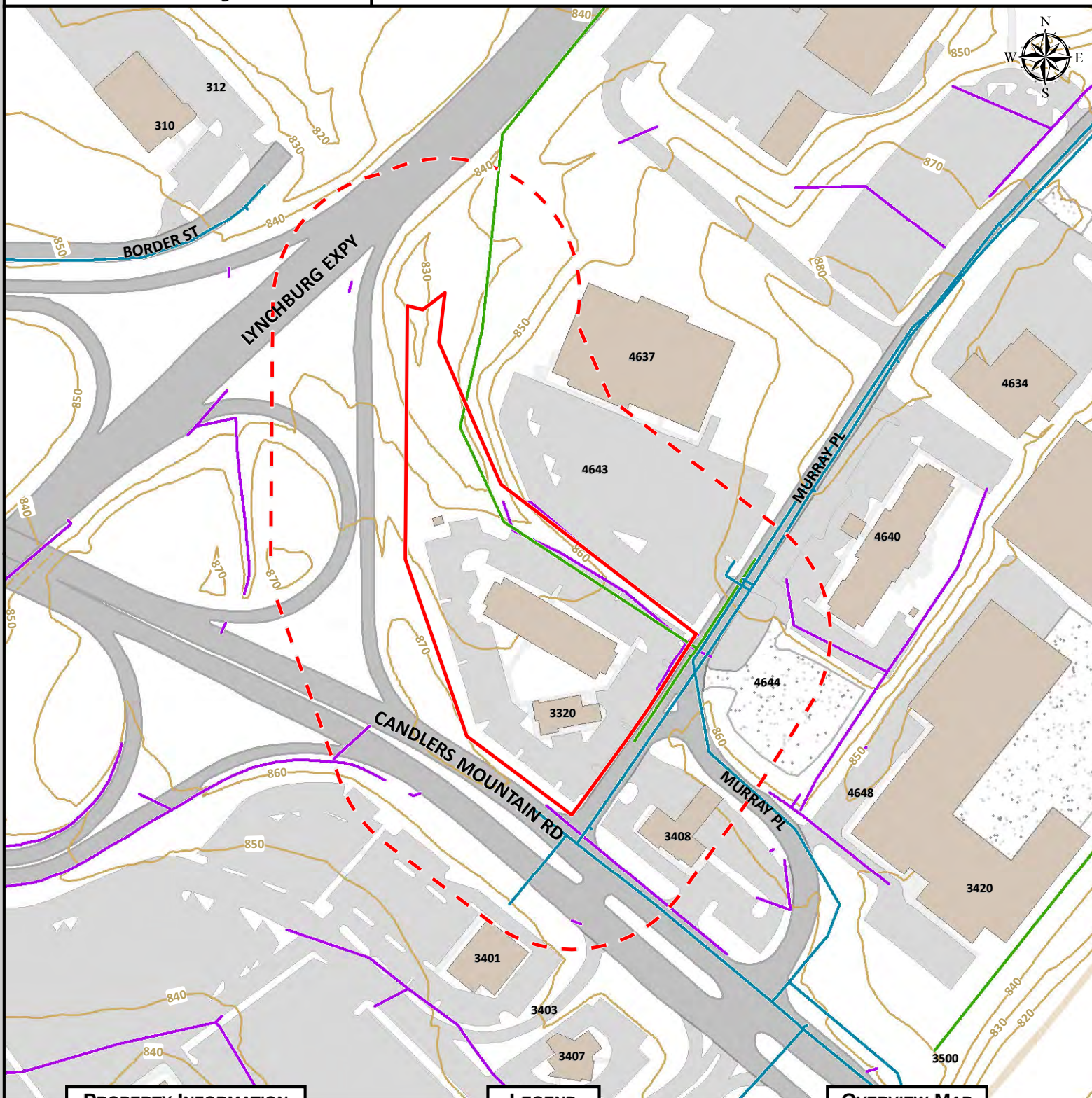
- Subject Property
- Base Flood Elevation
- Floodway
- Floodzone
- River / Lake / Stream

OVERVIEW MAP



MAP SCALE: 1" to 200' DATE PRINTED: 03/15/2013

Opossum Creek-James River



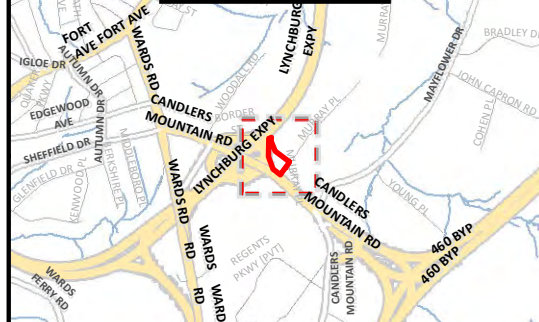
PROPERTY INFORMATION

PARCEL ID	ADDRESS
11703001	3320 CANDLERS MOUNTAIN RD

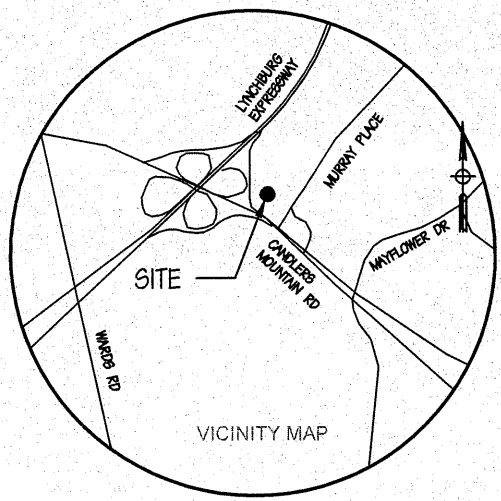
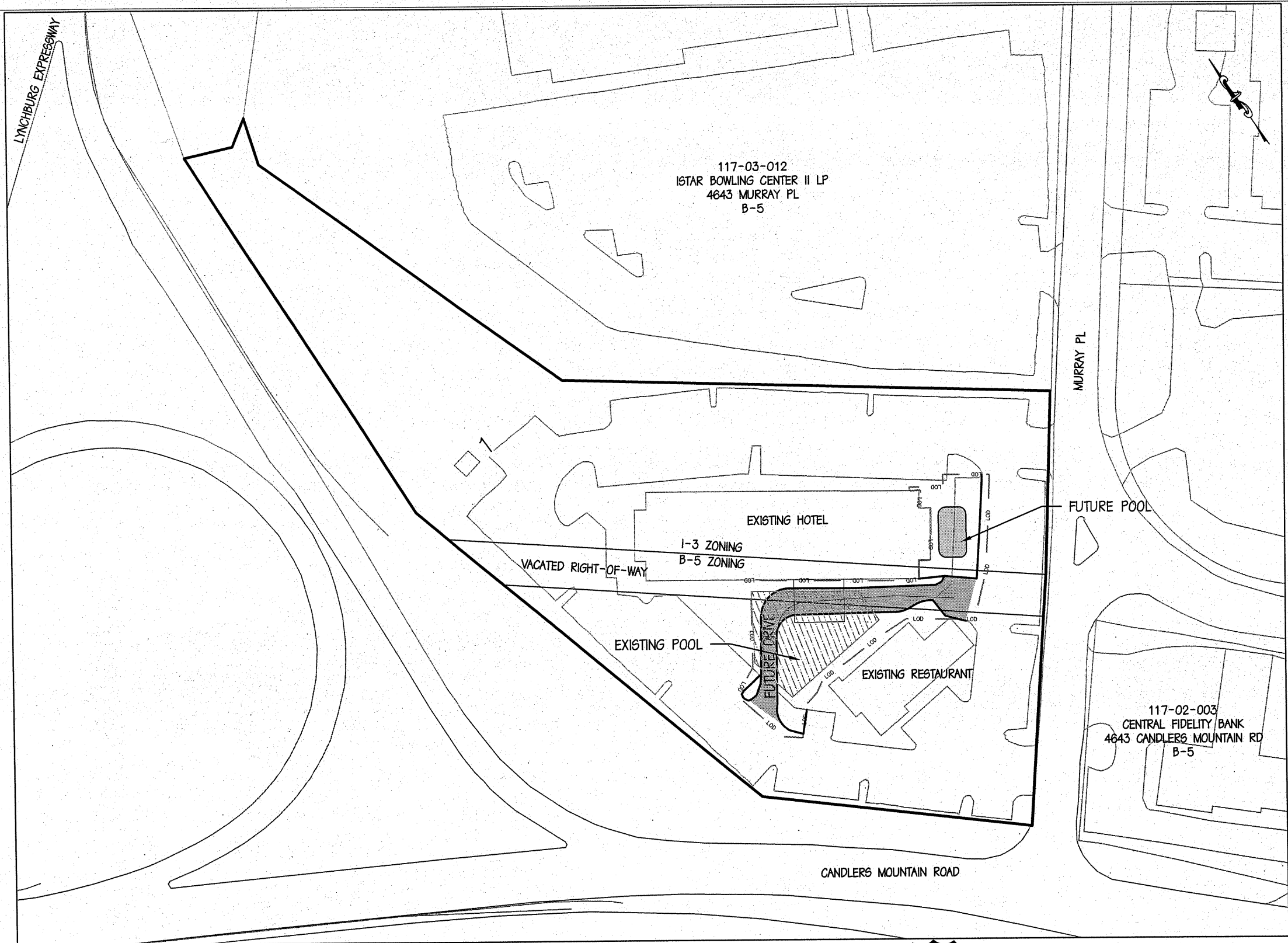
LEGEND

	Active	Proposed	Abandoned
Utilities	Water (solid blue line)	Water (dashed blue line)	Water (dotted blue line)
	Sanitary (solid green line)	Sanitary (dashed green line)	Sanitary (dotted green line)
	Storm (solid purple line)	Storm (dashed purple line)	Storm (dotted purple line)
	Paved (solid grey line)	Unpaved (dashed grey line)	Other (dotted grey line)
Planimetrics	Structure (solid grey fill)	Roadway (dashed grey fill)	Parking (dotted grey fill)
	Sidewalk (solid light grey fill)	Driveway (dashed light grey fill)	
Topography	Contour (solid brown line)	10' (dashed brown line)	10' Obs (dotted brown line)

OVERVIEW MAP



MAP SCALE: 1" to 200' DATE PRINTED: 03/15/2013



PROPERTY INFORMATION:

PARCEL ID: 117-03-001

PROPERTY ADDRESS:
3320 CANDLER'S MOUNTAIN ROAD

OWNER/ REZONING APPLICANT:
COMEBACK INN, LLC C/O CHRIS DOYLE

TOTAL ACREAGE: APPROXIMATELY 2.96 ACRES

TOTAL AREA TO BE REZONED: 1.72 AC.

CURRENT ZONING: I-3

PROPOSED ZONING: B-5

CURRENT USE: HOTEL

PROPOSED USE: HOTEL

THIS PROPERTY IS IN FLOOD ZONE X, PER FEMA PANEL NO. 5100930106D, DATED 06/03/2008

NOTES:

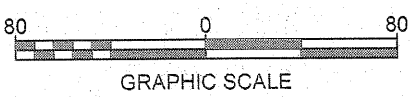
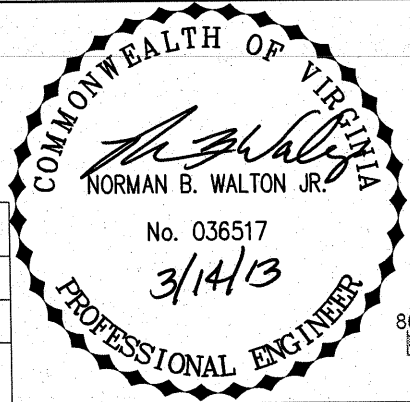
1. THE PURPOSE OF THIS PLAN IS TO DEMONSTRATE THE AREA FOR THE REZONING REQUEST AND TO SHOW THE EXISTING USE.
2. THE ENTRY IMPROVEMENTS AND PROPOSED POOL AREA ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY. AN ACTUAL SITE PLAN WILL BE SUBMITTED FOR THE CONSTRUCTION OF THESE ELEMENTS TO CONFORM WITH THE PROPOSED ZONING.

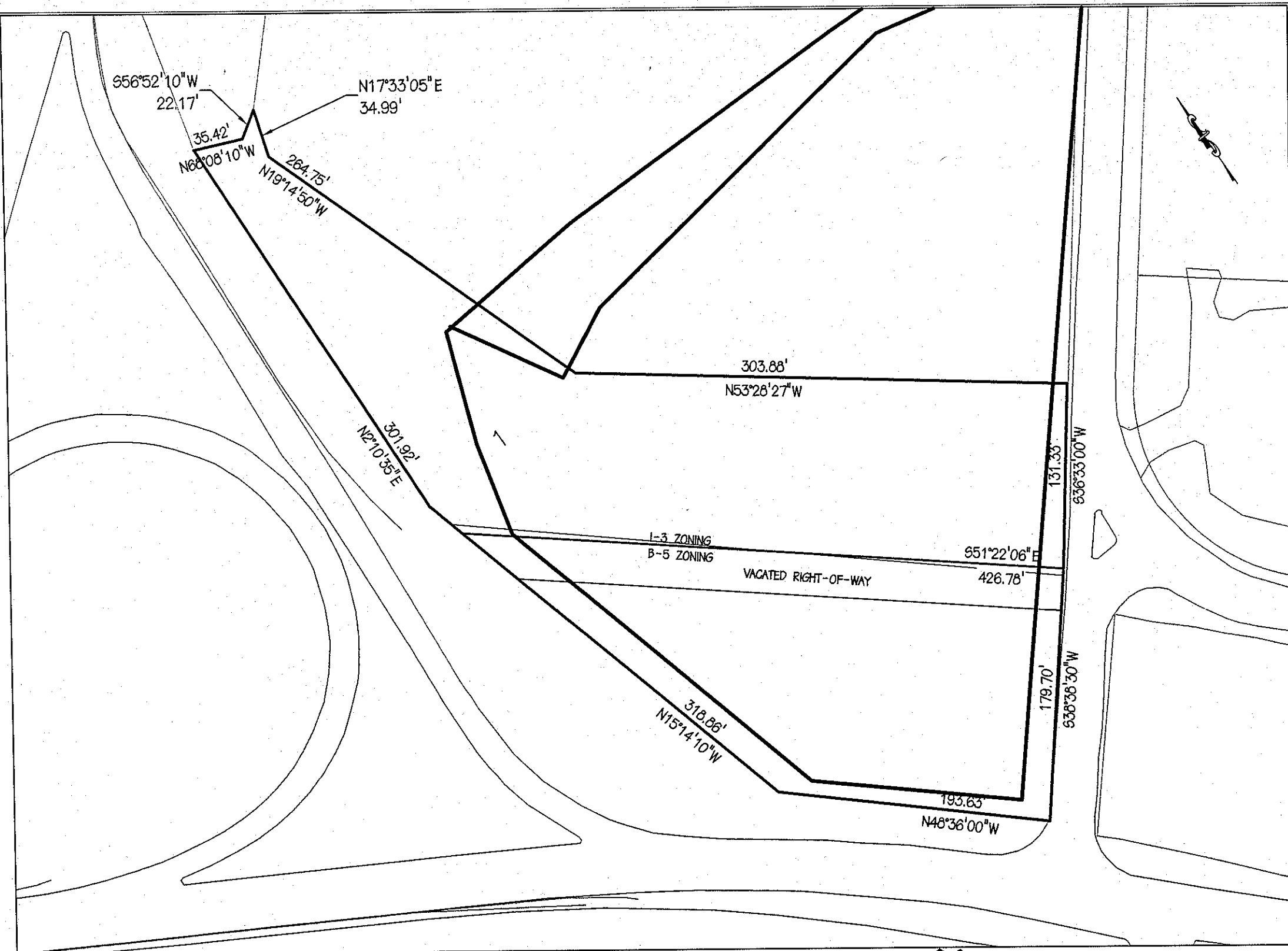
**PERKINS
&
ORRISON**
ENGINEERS ▲ PLANNERS ▲ SURVEYORS

27 GREEN HILL DRIVE, FOREST, VIRGINIA 24551
PHONE: 434-525-5985 FAX: 434-525-5986
EMAIL: pno@perkins-orrison.com

REZONING PLAN
COMEBACK INN, LLC
3320 CANDLER'S MOUNTAIN
ROAD
LYNCHBURG, VIRGINIA

ISSUE: 02/19/13
CONTOUR INTERVAL: N/A
DRAWN BY: NBW/MJD
CHECKED BY: NBW





NOTES:

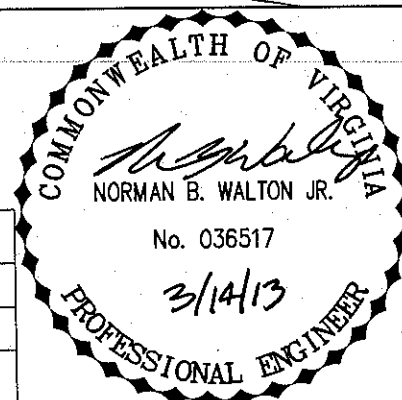
1. THE BOUNDARY INFORMATION WAS TAKEN FROM PLAT TITLED "PLAT SHOWING PART OF LOTS 1-5, 34 & 35, HOLCOMB ADAMS CHICKEN FARM", DATED JAN 5 1981, BY HURT & PROFFITT, INC., DB 602 PG 790.



27 GREEN HILL DRIVE, FOREST, VIRGINIA 24551
PHONE: 434-525-5985 FAX: 434-525-5986
EMAIL: pno@perkins-orrison.com

REZONING PLAN
COMEBACK INN, LLC
3320 CANDLERS MOUNTAIN ROAD
LYNCHBURG, VIRGINIA

ISSUE: 02/19/2013
CONTOUR INTERVAL: N/A
DRAWN BY: NBW/MJD
CHECKED BY: NBW



JOB NO. 13047 SHEET NO. 2 OF 2

P:\2013\13047 Daye Inn\dwg\G-RZ-13047-C3D.dwg

Lexington

Wes Perkins, LS
Russ Orrison, PE, LS

Susan Perkins
Pierson Hotchkiss, LS
Dave Walsh

**Lynchburg**

Kenneth Knott, LS
Norman Walton, PE

Aaron Dooley, LS

February 19, 2013
Rev. March 14, 2013

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

RE: Rezoning Narrative – I-3 to B-5
TM# - 117-03-001

Dear Mr. Martin

On behalf of Comeback Inn, LLC., I am submitting this rezoning plan and narrative for the rezoning of the above referenced parcels from I-3 to B-5. The property's current use is a hotel. This use is not changing with this rezoning. Rather, this rezoning request is making the parcel a contiguous zoning, reflective of the comprehensive plan and FLUM, and uniform with its current use.

The rezoning plan demonstrates the two zonings (I-3 and B-5) across this property. This plan also demonstrates the current use, allowed in a B-5, crossing the zoning line into the I-3 portion of the property. The rezoning plan clearly shows that the portion of this parcel that is I-3 is a small strip that was apparently neglected when the surrounding areas was zoned B-5.

The Comprehensive Plan and the Future Land Use Map have this property listed as Community Commercial, which is consistent with the current use. This rezoning does not require an amendment to the Future Land Use Map.

The use of the property will not change with this rezoning. There are improvements planned to the site. The existing pool is planned to be relocated from the south side of the hotel to the east

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

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

Email: pno@perkins-orrison.com

27 Green Hill Drive
Forest, Virginia 24551

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

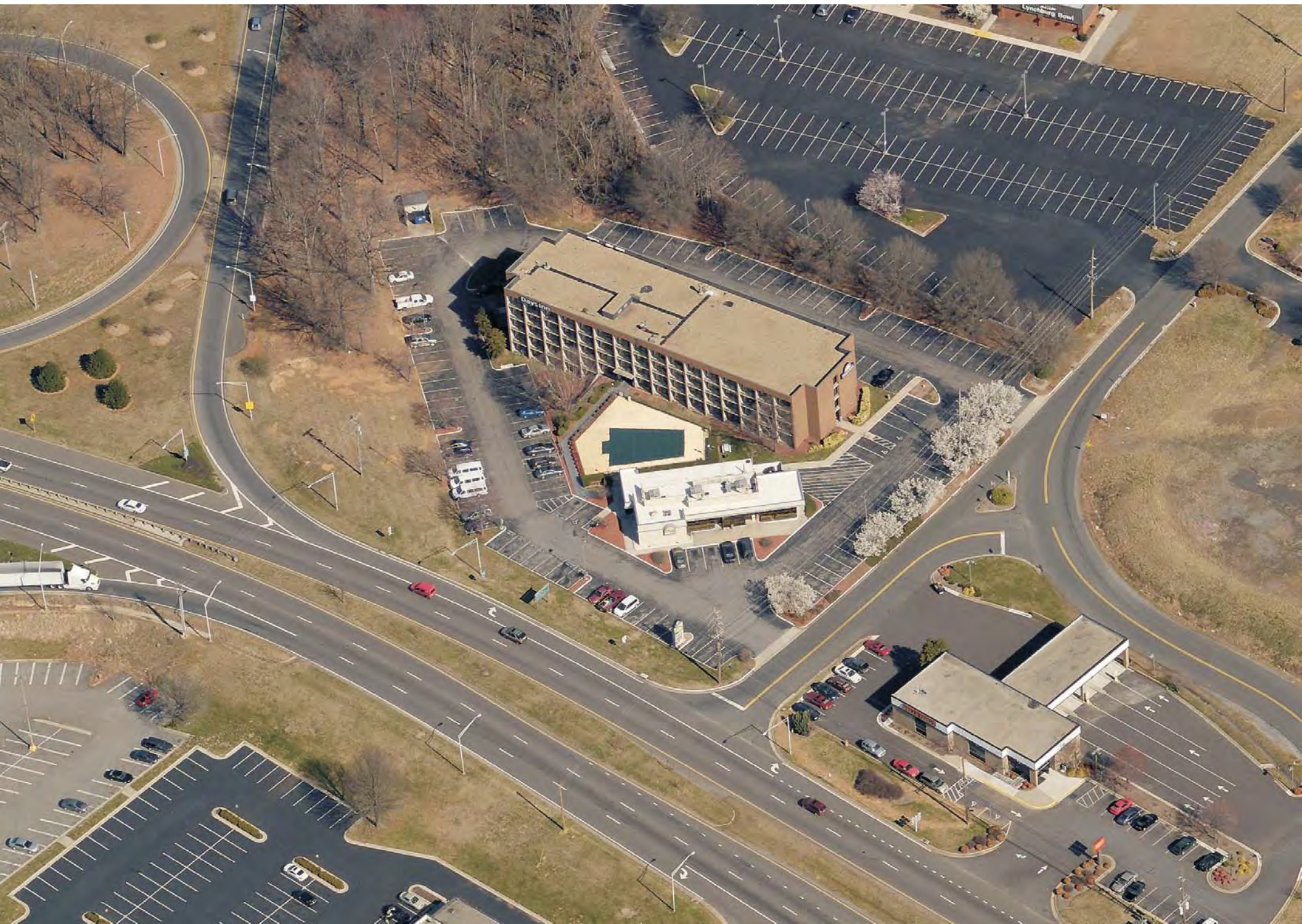
side of the hotel to allow improvements to the entry. The site for the new pool is in the area being rezoned. This primary purpose of this rezoning request is simply to make this property uniform in its zoning for the entire parcel.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Norman B. Walton, Jr.", written in a cursive style.

Norman B. Walton, Jr., P.E.
Perkins & Orrison, Inc.



March 27, 2013

PLEASE PRINT

[illegible]

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **April 9, 2013**

AGENDA ITEM NO.: **10**

CONSENT: REGULAR: **X**

WORK SESSION:

CLOSED SESSION:
(Confidential)

ACTION: **X**

INFORMATION:

ITEM TITLE: **5212 Woodall Road and 2900 Candler Mountain Road**

***Future Land Use Map (FLUM) Amendment: Employment 2 to High Density Residential
Rezoning: I-2, Light Industrial District to B-3, Community Business District (Conditional)
Conditional Use Permit (CUP) – Apartment Complex***

RECOMMENDATION: Approval of the *FLUM*, Rezoning and CUP petitions.

SUMMARY: GDG Lynchburg Hotel, LLC is petitioning to amend the *FLUM* from Employment 2 to High Density Residential, to amend the zoning from I-2, Light Industrial District to B-3C, Community Business District (Conditional) and for a CUP on approximately eight and seven hundred eighty-four thousandths (8.784) acres located at 5212 Woodall Road and 2900 Candler Mountain Road. The petitions would allow the existing hotel to become a “conforming” use and facilitate the construction of a one hundred fifty-six (156) unit apartment complex with associated pool, clubhouse and parking. The Planning Commission recommended approval of the petitions because:

- The existing hotel, originally constructed in 1980, would become a conforming use.
- Residential uses are permitted within B-3, Community Business Districts upon approval of a CUP.
- The majority of the property is currently designated for Community Commercial uses on the *FLUM*. The proposed *FLUM* amendment from Employment 2 to High Density Residential is reasonable given the close proximity of the property to commercial uses and Liberty University.

PRIOR ACTION(S):

March 27, 2013: The Planning Division recommended approval of the *FLUM*, Rezoning and CUP petitions.

The Planning Commission recommended approval (5-0, with 2 members absent, Hannon, Kennedy) of the *FLUM* amendment.

The Planning Commission waived the twenty-one (21) day submittal requirement for proffers (5-0, with 2 members absent, Hannon, Kennedy).

The Planning Commission recommended approval (5-0, with 2 members absent, Hannon, Kennedy) of the Rezoning petition

The Planning Commission recommended approval (5-0, with 2 members absent, Hannon, Kennedy) of the CUP petition.

FISCAL IMPACT: N/A

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

ATTACHMENT(S):

- Ordinance Amending *FLUM*

- Ordinance for Rezoning
- Resolution for CUP
- Planning Commission Report – March 27, 2013
- Planning Commission Minutes – March 27, 2013
- Vicinity Zoning Pattern Map
- Vicinity Proposed Land Use Map
- Watershed Location Map
- Planimetric and Topographic Map
- Rezoning Plan
- Building Elevations
- MAB Traffic Study
- Narrative
- Property Photograph
- Speaker Signup Sheet

REVIEWED BY: lkp

ORDINANCE:

AN ORDINANCE AMENDING THE FUTURE LAND USE MAP TO CHANGE THE PROPERTIES LOCATED AT 5212 WOODALL ROAD AND 2900 CANDLERS MOUNTAIN ROAD FROM EMPLOYMENT 2 TO 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 35.1 of the Code of the City of Lynchburg, 1981, as amended, be and the same is hereby further amended by adding thereto Section 35.1-76.____, which section shall read as follows:

Section 35.1-76.____. Amend the Future Land Use Map for subject properties located at 5212 Woodall Road and 2900 Candler's Mountain Road from Employment 2 to High Density Residential.

The area embraced within the following boundaries ...

BEGINNING AT A 1/2" REBAR FOUND IN THE SOUTHEAST RIGHT-OF-WAY LINE OF WOODALL ROAD 566.76 FEET FROM THE END OF THE RADIUS OF THE RIGHT-OF-WAY OF WOODALL ROAD AT ITS INTERSECTION WITH BORDER STREET TO THE TRUE POINT OF BEGINNING, THENCE ALONG THE RIGHT-OF-WAY OF WOODALL ROAD NORTH 38 DEGREES 36 MINUTES 50 SECONDS EAST 275.00 FEET TO A 1/2" REBAR FOUND; THENCE LEAVING RIGHT-OF-WAY OF WOODALL ROAD AND ALONG A LINE ADJOINING THE LANDS OF LIMITORQUE CORPORATION AND LT. ACQUISITION COMPANY, INC. SOUTH 50 DEGREES 13 MINUTES 30 SECONDS EAST 443.70 FEET TO A 3/4" PIPE FOUND; THENCE ALONG A LINE ADJOINING THE LANDS OF WAYNE R. BOOTH SOUTH 60 DEGREES 57 MINUTES 40 SECONDS WEST 232.00 FEET TO A 1" PIPE FOUND PASSING A 3/4" PIPE FOUND AT 22.98 FEET; THENCE ALONG SAID BOOTH LINE SOUTH 36 DEGREES 06 MINUTES 00 SECONDS EAST 238.64 FEET TO A 1/2" REBAR SET; THENCE ALONG SAID BOOTH LINE SOUTH 37 DEGREES 11 MINUTES 00 SECONDS EAST 108.26 FEET TO A 1/2" REDAR SET; THENCE ALONG SAID BOOTH LINE SOUTH 28 DEGREES 58 MINUTES 00 SECONDS WEST 97.55 FEET TO A 5/8" REBAR FOUND IN THE NORTHERLY RIGHT-OF-WAY LINE OF BORDER STREET PASSING A 1/2" PIPE AT 1.69 FEET 1.09 FEET RIGHT OF LINE; THENCE ALONG SAID RIGHT-OF-WAY THE FOLLOWING COURSES, A CURVE TO THE RIGHT HAVING A CENTRAL ANGLE 10 DEGREES 44 MINUTES 50 SECONDS, A RADIUS OF 288.31 FEET, A LENGTH OF 54.08 FEET, A CHORD OF 54.00 FEET AND A CHORD BEARING OF NORTH 89 DEGREES 32 MINUTES 00 SECONDS WEST TO A 1/2" REBAR FOUND, NORTH 84 DEGREES 11 MINUTES 56 SECONDS WEST 245.16 FEET TO A 1/2" REBAR FOUND PASSING A VIRGINIA DEPARTMENT OF HIGHWAYS CONCRETE MONUMENT AT 17.20 FEET; THENCE LEAVING THE RIGHT-OF-WAY OF WOODALL ROAD NORTH 28 DEGREES 58 MINUTES 40 SECONDS EAST 271.00 FEET TO A 1/2" REBAR FOUND; THENCE NORTH 14 DEGREES 35 MINUTES 00 SECONDS WEST 137.33 FEET TO A 1/2" REBAR FOUND; THENCE NORTH 60 DEGREES 34 MINUTES 30 SECONDS WEST 307.00 FEET TO THE POINT OF BEGINNING IN THE SOUTHEASTERLY RIGHT-OF-WAY OF WOODALL ROAD.

... is hereby amended on the Future Land Use Map from Employment 2 to High Density Residential and the Director of Community Development shall forthwith cause the Future Land Use Map referred to in Section 35.1-4 of this chapter to be amended in accordance therewith.

Adopted:

Certified: _____
Clerk of Council

054K

AN ORDINANCE CHANGING A CERTAIN AREA LOCATED AT 5212 WOODALL ROAD AND 2900 CANDLERS MOUNTAIN ROAD FROM I-2, LIGHT INDUSTRIAL DISTRICT TO B-3, COMMUNITY BUSINESS DISTRICT (CONDITIONAL).

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF LYNCHBURG that in order to promote the public necessity, convenience, welfare and good zoning practice that Chapter 35.1 of the Code of the City of Lynchburg, 1981, as amended, be and the same is hereby further amended by adding thereto Section 35.1-76.____, which section shall read as follows:

Section 35.1-76.____. Change of a certain area located at 5200 Woodall Road and 2900 Candler's Mountain Road from I-2, Light Industrial District to B-3, Community Business District (Conditional)

The area embraced within the following boundaries ...

Beginning at a ½" rebar at the end of the radius in the southeasterly right-of-way line of Woodall Road at its intersection with Border Street, thence along said right-of-way N 38°36'46" E 425.78 feet to an iron pin at the corner of TM #116-04-002 and TM #116- 04-003; thence N 38°36'50" E 415.98 feet to a ½" rebar in the right-of-way of Woodall Road; thence leaving right-of-way of Woodall Road and along a line adjoining the lands of LT Acquisition Company Inc S 50°13'30" E 443.70 feet to a ¾" pipe; thence along a line adjoining the lands of Central Virginia Foundation For Economic Education & Improvement Inc S 60°57'40" W 232.00 feet to a 1" pipe, passing a ¾" pipe at 22.98 feet; thence along said Foundation line S 36°06'00" E 238.64 feet to an iron pin; thence along said Foundation line S 37°11'00" E 108.26 feet to an iron pin; thence along said Foundation line S 28°58'00" W 97.55 feet to a 5/8" rebar in the northerly right-of-way line of Border Street passing a ½" pipe at 1.69 feet 1.09 feet right of line; thence along said right-of-way the following courses, a curve to the right having a central angle of 10°44'50" , a radius of 288.31 feet, a length of 54.08 feet, a chord of 54.00 feet and a chord bearing of N 89°32'00" W to a ½" rebar, N 84°11'56" W 245.16 feet to a ½" rebar passing a Virginia Department of Highways monument at 17.20 feet, N 84°13'00" W 6.00 feet to a Virginia Department of Highways concrete monument, S 87°33'45" W 151.65 feet to a ¾" rebar, N 75°57'00" W 48.00 feet to and iron pin at the edge of concrete pavers, S 71°31'30" W 67.38 feet to a ½" rebar, S 83°44'00" W 40.72 feet to a ½" rebar, N 86°20'20" W 87.93 feet to a ½" rebar, along a curve to the right having a central angle of 34°57'09", a radius of 182.22 feet, a length of 111.16 feet, a chord of 109.44 feet, and a chord bearing of N 68°51'45" W to a ½" rebar, N 51°23'10" W 28.39 feet to a ½" rebar, along a curve to the right with a central angle of 89°59'56", a radius of 25.00 feet, a length of 39.27 feet, a chord of 35.35 feet, and a chord bearing of N 06°23'10" W to the point of beginning and containing 8.784 acres, more or less

... is hereby changed from I-2, Light Industrial District to B-3, Community Business District (Conditional), subject to the conditions setout herein below which were voluntarily proffered in writing by the petitioner, namely, GDG Lynchburg Hotel, LLC, to wit:

1. Project will contribute funds or complete work for "ped heads," signal timing changes, painting for crosswalks and required ADA ramps.
2. A GLTC bus shelter will be provided at the site (location to be determined).
3. The project shall be constructed in substantial compliance with architectural renderings showing the appearance of the proposed buildings with list of proposed building materials.

4. The following uses, which are allowed in B-3, are not permitted within the area to be rezoned:
 - Virginia ABC package stores
 - Boardinghouses or lodging houses
 - Care centers
 - Convalescent and nursing homes
 - Funeral homes and undertaking establishments
 - Group homes
 - Rooming houses
 - Pawn shops
5. The site shall be developed in substantial compliance with submitted Rezoning Plan.

And the Director of Community Development shall forthwith cause the "Official Zoning Map of Lynchburg, Virginia," referred to in Section 35.1-4 of this chapter to be amended in accordance therewith.

Adopted:

Certified: _____
Clerk of Council

RESOLUTION:

A RESOLUTION GRANTING A CONDITIONAL USE PERMIT TO GDG LYNCHBURG HOTEL, LLC TO ALLOW THE CONSTRUCTION OF A ONE HUNDRED FIFTY-SIX (156) APARTMENT UNIT COMPLEX WITHIN THREE (3) FOUR (4) STORY BUILDINGS WITH ASSOCIATED POOL, CLUB HOUSE AND PARKING AT 5212 WOODALL ROAD AND 2900 CANDLERS MOUNTAIN ROAD IN A B-3, COMMUNITY BUSINESS DISTRICT (CONDITIONAL).

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF LYNCHBURG that the petition of GDG Lynchburg Hotel, LLC for a conditional use permit to allow the construction of a one hundred fifty-six (156) unit apartment unit complex within three (3) four (4) story buildings with associated pool, club house and parking at 5212 Woodall Road and 2900 Candler's Mountain Road is hereby approved subject to the following conditions:

1. The property shall be developed in substantial compliance with the site plan titled "Rezoning Plan for Kirkley Apartment Community" as prepared by Hurt & Proffitt, Inc., dated March 8, 2012.
2. A sidewalk will be installed on Woodall Road as indicated on the submitted site plan.
3. The petitioner will relocate the bus shelter to the western side of the intersection of Woodall Road and Candler's Mountain Road as shown on the submitted site plan.
4. All lighting shall be glare shielded and non-directional to prevent direct illumination beyond the property line.
5. Building elevations and materials shall be as indicated in building elevations submitted by the petitioner and received by Community Development on October 9, 2012.

Adopted:

Certified: _____
Clerk of Council

The Department of Community Development

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

To: Planning Commission

From: Planning Division

Date: March 27, 2013

Re: 5212 Woodall Road and 2900 Candler's Mountain Road

Future Land Use Map (FLUM) Amendment – Employment 2 to High Density Residential

Rezoning: I-2, Light Industrial District to B-3, Community Business District (Conditional)

Conditional Use Permit (CUP) – Apartment Complex

I. PETITIONER

Peter Greenberg, GDG Lynchburg Hotel, LLC, 2900 Candler's Mountain Road, Lynchburg, VA 24502

Representative: Jason Vickers-Smith, The WVS Companies, LLC, 5000 Old Osborne Turnpike, Richmond, VA 23223

II. LOCATION

The subject property includes two (2) tracts totaling approximately eight and seven hundred eighty-four thousandths (8.784) acres located at 5212 Woodall Road and 2900 Candler's Mountain Road

Property Owner: GDG, Lynchburg, Hotel, LLC, 2900 Candler's Mountain Road, Lynchburg, VA 24502

III. PURPOSE

The following are the purposes of the petitions:

- Amend the *FLUM* from Employment 2 to High Density Residential
- Rezone the properties from I-2, Light Industrial District to B-3, Community Business District (Conditional). The rezoning would allow the existing hotel to become a conforming use and allow the vacant portion to be developed for residential uses upon approval of a conditional use permit.
- CUP to allow the development of the vacant portion of the properties as a one hundred fifty-six unit apartment complex within three (3) four (4)-story buildings with associated pool, club house and parking.

IV. SUMMARY

- Petition would make the existing hotel, which was constructed in 1980, a conforming use.
- Residential uses are permitted in B-3, Community Business Districts upon approval of a CUP by Planning Commission and Council.
- The majority of the property is designated for Community Commercial uses on the *FLUM*. The proposed *FLUM* amendment from Employment 2 to High Density Residential is reasonable given the close proximity of the property to commercial uses and Liberty University.

The Planning Division recommends approval of the *FLUM* amendment, rezoning petition and CUP petition.

V. FINDINGS OF FACT

1. **Comprehensive Plan.** The *Comprehensive Plan 2002-2020* recommends Community Commercial and Employment 2 uses in this area:

Community Commercial (**pg. 5.5**) areas “contain retail, personal service, entertainment, and restaurant uses that draw customers from at least several neighborhoods up to the entire City. Community Commercial areas contain clusters of businesses, often at major intersections, and shopping centers. Most community shopping centers range from 100,000 to 200,000 square feet and serve 40,000 to 70,000 people. Office, research and development, and technology development uses may be permitted in Community Commercial areas as long as traffic and other impacts to the community are mitigated. In particular, conversion of existing vacant retail space to these uses may be appropriate in areas where there is sufficient retail to serve the community and space for employment uses is needed.”

Employment 2 (**pg. 5.4**) areas “are to include light and heavy manufacturing, research and development, flex space and large-scale office uses. Restaurant, hotel and business service uses are also appropriate, if sized and designed to serve the employment area. Employment 2 differs primarily from Employment 1 in that it permits heavy industrial uses.”

The petition proposes to amend the *FLUM* for the portion of the property designated for an Employment 2 use to a High Density Residential Use. High Density Residential (**pg. 5.6**) are “areas to be developed into high density townhouse or multi-family housing. Densities can range up to thirty (30) units per acre. They may include public, institutional, private, recreation and private open space uses.”

The City is currently in the process of updating the *Comprehensive Plan* and re-writing the *Zoning Ordinance*. The City has seen a significant growth (fifteen percent (15%)) in its population over the past ten (10) years. To accommodate this and future growth the City must have a conversation on where density is appropriate. Given the close proximity of the subject property to commercial and employment areas, Liberty University and access to mass transit, development as apartments would be appropriate.

2. **Zoning.** The subject property was annexed into the City in 1958. The existing I-2, Light Industrial District Zoning was established in 1978 with the adoption of the *Official Zoning Map*.
3. **Proffers.** The petitioner has voluntarily submitted the following proffers:
 1. Signal timing improvements shall be made and pedestrian actuated signals installed at the intersection of Candler's Mountain Road and Woodall Road if required, based on a traffic engineering study to be conducted.
 2. A GLTC bus shelter will be provided at the site (location to be determined).
 3. The project shall be constructed in substantial compliance with architectural renderings showing the appearance of the proposed buildings with list of proposed building materials.
 4. The following uses, which are allowed in B-3, are not permitted within the area to be rezoned:

- Virginia ABC package stores
 - Boardinghouses or lodging houses
 - Care centers
 - Convalescent and nursing homes
 - Funeral homes and undertaking establishments
 - Group homes
 - Rooming houses
 - Pawn shops
5. The site shall be developed in substantial compliance with submitted Rezoning Plan.
4. **Board of Zoning Appeals (BZA).** The Zoning Official has determined that no variances would be needed for the development of the property as proposed.
5. **Surrounding Area.** There have been several items requiring City Council approval in the immediate area:
- On February 22, 1979, Council approved the CUP petition of J.B. Forehand to allow a tire store at 1005 Sheffield Drive.
 - On July 13, 1982, Council approved the CUP petition of Video Voyage, Inc. to operate a game room at 2110 Wards Road.
 - On November 11, 1986, Council approved the CUP of Autolease, Inc. to allow the use of an existing building and parking lot for automobile leasing at 2120 Wards Road.
 - On September 8, 1987, Council approved the rezoning petition of MLB Corporation to rezone 4637-4641 Murray Place from I-3, Heavy Industrial District to B-5, General Business District (Conditional) to allow the construction of a Bowling Center.
 - On January 15, 2002, Council approved the rezoning petition of Carl and Ellen Sanders to rezone 310 and 312 Border Street from I-2, Light Industrial District to B-3, Community Business District (Conditional) to allow the operation of an ice cream parlor/restaurant.
 - On April 9, 2002, Council approved the CUP petition of Watts Petroleum Corporation to allow a car wash at 2209 Wards Road.
 - On April 8, 2008, Council approved the rezoning petition of the Lynchburg Chamber of Commerce to rezone 310 and 312 Border Street from B-3, Community Business District (Conditional) to B-3, Community Business District (Conditional) to allow the use of an existing building as an office.
6. **Site Description.** The subject property is two (2) tracts containing a hotel and vacant land. The property is bordered to the north by an industrial use, to the east by the future home of the Lynchburg Chamber of Commerce (office use) to the south by Border Street and the exit ramp from the Lynchburg Expressway and to the west by office and industrial uses.
7. **Proposed Use of Property.** If the FLUM amendment, rezoning and CUP petitions are approved, the Kirkley Hotel would become a “conforming” use. The remaining vacant portions of the property would be developed as a one hundred fifty-six unit apartment complex within three (3) four (4) story buildings with associated pool, club house and parking.

8. **Traffic, Parking and Public Transit.** The vehicle trip threshold for the existing and proposed uses resulted in the need for a traffic study.

Parking requirements are established by the City's *Zoning Ordinance* and include one (1) parking space for each residential unit for the apartments (156 spaces) and one (1) per guest room plus one (1) per three (3) employees on duty at any one time for the hotel (176 spaces). A total of three hundred thirty-two (332) parking spaces are required and four hundred fifteen (415) are provided as indicated on the submitted site plan.

The development, as proposed, would be accessed by one (1) entrance/exit located on Woodall Road and two (2) access points shared with the Kirkley Hotel located on Border Street. The petitioner has voluntarily proffered to make improvements as recommended by the traffic study. A traffic study analyzing traffic impacts from the proposed development was prepared by Martin Alexiou Bryson (MAB) and reviewed by the City's Transportation Engineer. The study accounts for a "No-Build (2015) Scenario and "Build" (Scenario). The MAB study indicates that under the build scenario, all intersections are projected to operate at acceptable levels of service.

The MAB study does provide recommendations based upon potential pedestrian demand in the area:

- Provide a sidewalk along the east side of Woodall Road between Candler's Mountain Road and the northern end of the site's frontage. Install appropriate wheelchair ramps at all appropriate curb cuts.
- Add hi-visibility crosswalks to the southbound approach of Woodall Road and the eastbound approach of Candler's Mountain Road at Woodall Road.
- Add actuated pedestrian phases to phases 2, 4 and 6 at the Candler's Mountain Road at Woodall intersection.
- Add pedestrian signal heads, push buttons, signs and other appropriate measures.

The site plan submitted by the petitioner indicates the sidewalk as recommended by the MAB study. The traffic signals in the area are owned and maintained by the Virginia Department of Transportation (VDOT). VDOT has informed the petitioner that prior to approving changes in signal timing or pedestrian improvements, actual pedestrian demand would need to be evaluated.

The development would be served by the Greater Lynchburg Transit Company (GLTC) via a relocated bus shelter at the intersection of Candler's Mountain Road and Woodall Road.

9. **Stormwater Management.** The construction of the proposed apartment complex will require a stormwater management plan addressing both quality and quantity of runoff from the site. Preliminary information submitted by the petitioner's engineer indicates that stormwater quantity will be addressed by a combination of small bioretention ponds (rain gardens) and underground storage. Low Impact Design (LID) strategies such as porous concrete may also be utilized to reduce runoff. Water quality will be addressed by the use of rain gardens and mechanical devices such as inlet filters. Run off from the site would be conveyed to one (1) of two (2) available channels at the northeast or northwest corner of the property. Final stormwater management strategies are subject to the approval of the City's Environmental Reviewer.

10. **Emergency Services.** The City's Fire Marshal provided comments related to fire hydrant locations, fire department connections and fire department access roads. These comments will be addressed during final site plan approvals.

The City Police Department had no comments of concern related to the proposed petition.

11. **Impact.** The submitted FLUM amendment, rezoning and conditional use permit petitions would allow the existing hotel to become a conforming use and facilitate the construction of a one hundred fifty-six (156) unit apartment complex. The property is currently zoned I-2, Light Industrial District, which does not permit hotels or apartments.

The location of the subject property makes it ideal for the development of multi-family housing. It is accessible to mass transit, is located near a major road network, has access to a signal and is in close proximity to one of the City's largest commercial areas and Liberty University.

The traffic study submitted by the petitioner indicates that intersections will function appropriately if the apartment complex is constructed. The study did make several recommendations for pedestrian improvements to the existing signals and intersections due to the potential for increased pedestrian demand. While the petitioner is agreeable to make these recommended improvements to the VDOT controlled signals, VDOT has requested to determine actual demand prior to approving changes. This is due to the close proximity of the traffic signal to the exit ramps from the Lynchburg Expressway.

The petitioner has indicated that if the petitions are approved, a 2015 completion date is anticipated. As the City moves forward with updates to the *Comprehensive Plan*, in particular the Transportation Element it is vital that attention is given to ensuring that City streets are accessible to all users. While there is no definitive data available to indicate pedestrians will be crossing Candler Mountain Road, it is reasonable that residents of the apartments will desire to access retail and restaurants in the area. If the petitions are approved, it is recommended that City staff continue to work with the petitioner and VDOT to determine appropriate improvements prior to the opening of the development.

12. **Technical Review Committee.** The Technical Review Committee (TRC) reviewed the preliminary site plan on October 23, 2012. Comments related to the proposed use have or will be addressed by the petitioner prior to final site plan approval.

VI. PLANNING DIVISION RECOMMENDATION

Based on the preceding Findings of Fact, the Planning Commission recommends to City Council approval of the petition of GDG Lynchburg Hotel, LLC, to/for:

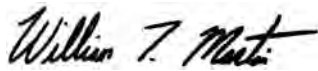
Amend the *Future Land Use Map (FLUM)* from Employment 2 to High Density Residential for a portion of the property at 5212 Woodall Road.

Rezone approximately eight and seven hundred eighty-four thousandths (8.784) acres located at 5212 Woodall Road and 2900 Candler Mountain Road from I-2, Light Industrial District to B-3, Community Business District (Conditional)

Conditional Use Permit to allow the construction of a one hundred fifty-six unit apartment complex within three (3) four (4) story buildings with associated pool, club house and parking, subject to the following conditions:

- 1. The property shall be developed in substantial compliance with the site plan titled "Rezoning Plan for Kirkley Apartment Community" as prepared by Hurt & Proffitt, Inc., dated March 8, 2012.**
- 2. A sidewalk will be installed on Woodall Road as indicated on the submitted site plan.**
- 3. The petitioner will relocate the bus shelter to the western side of the intersection of Woodall Road and Candler's Mountain Road as shown on the submitted site plan.**
- 4. All lighting shall be glare shielded and non-directional to prevent direct illumination beyond the property line.**
- 5. Building elevations and materials shall be as indicated in building elevations submitted by the petitioner and received by Community Development on October 9, 2012.**

This matter is respectfully offered for your consideration.



William T. Martin, AICP
City Planner

pc: Mr. L. Kimball Payne, III, City Manager
Ms. Bonnie M. Svrcek, 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 Kozierow, Lynchburg Police Department
Battalion Chief Greg Wormser, Fire Marshal
Mr. Don DeBerry, Transportation Engineer
Mr. Doug Saunders, Building Commissioner
Mr. Robert Fowler, Zoning Administrator
Mr. Jacob Dorman, Environmental Reviewer
Mr. Peter Greenberg, GDG Lynchburg Hotel, LLC
Mr. Jason Vickers-Smith, The WVS Companies, LLC
Mr. Scott Beasley, Hurt & Proffitt, Inc.

VII. ATTACHMENTS

- 1. Vicinity Zoning Pattern Map**
- 2. Vicinity Proposed Land Use Map**
- 3. Watershed Location Map**
- 4. Planimetric and Topographic Map**
- 5. Rezoning Plan**
- 6. Building Elevations**
- 7. MAB Traffic Study**
- 8. Narrative**
- 9. Property Photograph**

MINUTES OF THE MARCH 27, 2013 PLANNING COMMISSION MEETING (MINUTES HAVE NOT BEEN APPROVED):

- b. Petition of GDG Lynchburg Hotel, LLC to amend the Future Land Use Map (FLUM) from Employment 2 to High Density Residential; to rezone approximately eight and seven hundred eighty-four thousandths (8.784) acres from I-2, Light Industrial District to B-3, Community Business District (Conditional) and for a conditional use permit to allow the existing hotel to become a conforming use and to allow the construction of one hundred fifty-six (156) apartment units within three (3), four (4)-story buildings with associated pool, club house and parking at 5212 Woodall Road and 2900 Candler's Mountain Road.**

Mr. Martin commented that this request, if approved, would allow for the hotel on this property to become a conforming use and to allow the construction of 156 apartment units. The hotel was built in the early 1980's when hotels were allowed in industrial districts. If the rezoning and FLUM amendments are approved, a conditional use permit is needed to allow the construction of the apartments. The FLUM amendment to High Density Residential is needed for the portion of the property in the rear that will be developed as apartments. The rest of the property is designated Community Commercial.

Mr. Martin explained that the apartments will have entrances from Border Street and Candler's Mountain Road. The petitioner will construct a sidewalk all along Woodall Road and relocate a bus shelter to the western side of Woodall Road. Mr. Martin remarked that the petitioner's initial proffer number one had stated that "Signal timing improvements shall be made and pedestrian actuated signals installed at the intersection of Candler's Mountain Road and Woodall Road if required, based on a traffic engineering study to be conducted." The petitioner submitted amended proffers on May 25, 2013 and proffer number one now states "Project will contribute up to \$15,000 to the City for the construction of four (4) new countdown "ped heads" at the intersection of Candler's Mountain Road and Woodall Road. Contribution will be made following construction of apartments and after official determination by City or VDOT that pedestrian activity warrants the construction of the signals." Mr. Martin pointed out that although VDOT would like to take a "wait and see" approach, City staff feels the pedestrian improvements should be done at the time of the construction of the apartments.

Mr. Martin remarked that the upcoming *Comprehensive Plan* and *Zoning Ordinance* rewrites will need to deal with the issue of higher density and where it is appropriate. Staff believes that this location lends itself very well to higher density because of its convenient access to mass transit and its proximity to Liberty University and adjoining commercial uses. Staff recommends approval of the petitions but does take exception with the revised proffer number one and would suggest that the Planning Commission discuss this item.

Mr. Jason Vickers-Smith of WVS Companies was present to represent the petitioner. He outlined the reasons they feel this project is appropriate for this site. They feel that the site uses the vacant land well and the layout will fit nicely on the irregularly shaped parcel. There are also good financing options available at the present time for this type of development. The demand for multi-family housing is high right now, especially near Liberty. All the major employment centers of the City are also close and the public transit loop is convenient and easy to navigate. In addition, the hotel essentially eliminates the possibility of putting an industrial use on this property.

Mr. Vickers-Smith pointed out that the irregular shape of the property makes it difficult to develop this property, especially since the hotel takes up most of the road frontage. The layout of the apartments will fit nicely on the property. They will have a more contemporary look to them than what is generally in the Lynchburg area. They will have nice amenities such as washers and dryers in each unit, ample parking, a pool and a club house.

Chair Sale asked for anyone else who wished to speak in favor of the petition. No one came forward. He asked for anyone who wished to speak in opposition to the petition. No one came forward. He closed the public hearing portion of the petition.

Commissioner Hooper asked for a general summary of the traffic study. Mr. Martin said that it found that the difference between the build and no build scenarios were negligible. It recommended specific pedestrian improvements. The signal timings would need to change due to pedestrian traffic but no changes were needed due to vehicular traffic. Mr. Don DeBerry, the Transportation Engineer, was present and agreed with that summary.

Commissioner Swienton asked how many average daily trips this would add to Candler's Mountain Road. Mr. Martin stated that the proposed development is projected to generate 1,069 new daily trips, with 80 trips (16 entering, 64 exiting) occurring in the AM peak hour and 103 trips (67 entering, 36 exiting) in the PM peak hour. Commissioner Swienton asked how much traffic exists there already. Mr. Scott Beasley of Hurt and Proffitt was available to answer questions. However, he said that the traffic study engineers did not do 24-hour counts. Mr. Beasley or Mr. DeBerry could get that information for the City Council meeting. However, Mr. Beasley pointed out that the traffic study showed that delays would only be increased by a second or two and that the level of service will not decrease. Commissioner Swienton pointed out that UPS, which is located nearby, could expand its business by right and that could certainly add a significant amount of daily traffic.

Commissioner Barnes agreed that this is a good location for high density development. He wondered if Liberty runs a shuttle that goes by this site. Mr. Martin answered that GLTC had suggested the location for the bus shelter but would have to adjust its route to serve it. Since the apartments are not due to be constructed until 2015, there is ample time for GLTC to make this adjustment. Mr. Martin pointed out that changes in the area, such as the vehicular tunnels being constructed by Liberty are working to strengthen the transportation grid in the area.

Commissioner Coleman stated that he is pleased to see this development and it appears to be a well thought out project.

Chair Sale wanted to resolve the issue of proffer number one. Mr. Vickers-Smith stated that the petitioner is willing to make the improvements. Mr. Martin stated that City staff will need to communicate with VDOT and encourage them to have the petitioner do the improvements at the time of construction. The items that need to be covered in the proffer are the four "ped heads" that will be needed, redoing the signal timings, striping for the crossings and an ADA ramp. If those items could be specifically mentioned in the proffer and be designated as the responsibility of the petitioner, a dollar amount does not to be assigned to them. Mr. Vickers-Smith stated that the petitioner agrees with these suggestions and the timing for them to be done during construction. He will advocate for these improvements with VDOT but was not sure how strong his voice would be with VDOT. Mr. Martin stated that City staff will need to speak with VDOT and the commissioners were in consensus that City staff should proceed in that direction.

Mr. Vickers-Smith amended proffer number one to read: "Project will contribute funds or complete work for "ped heads," signal timing changes, painting for crosswalk and required ADA ramps." Chair Sale asked if the proffer should state that the improvements need to be done at the time of construction. Mr. Martin said they could not put that requirement in because VDOT needs to agree to that request. Mr. Martin believes this proffer will be sufficient and Mr. DeBerry agreed.

Commissioner Coleman made the following motion, which was seconded by Commissioner Barnes:

“That the Planning Commission recommends to City Council approval of the petition of GDG Lynchburg Hotel, LLC, to amend the *Future Land Use Map (FLUM)* from Employment 2 to High Density Residential for a portion of the property at 5212 Woodall Road.”

The motion passed by the following vote:

AYES:	Barnes, Coleman, Hooper, Sale and Swienton	5
NOES:		0
ABSTENTIONS:		0
ABSENT:	Hannon and Kennedy	2

Commissioner Barnes made the following motion, which was seconded by Commissioner Swienton:

“That the Planning Commission waives the 21-day submittal requirement for proffers.”

The motion passed by the following vote:

AYES:	Barnes, Coleman, Hooper, Sale and Swienton	5
NOES:		0
ABSTENTIONS:		0
ABSENT:	Hannon and Kennedy	2

Commissioner Coleman made the following motion, which was seconded by Commissioner Hooper:

“That the Planning Commission recommends approval of the petition of GDG Lynchburg Hotel, LLC, to rezone approximately eight and seven hundred eighty-four thousandths (8.784) acres located at 5212 Woodall Road and 2900 Candler Mountain Road from I-2, Light Industrial District to B-3, Community Business District (Conditional) with amended proffers.”

The motion passed by the following vote:

AYES:	Barnes, Coleman, Hooper, Sale and Swienton	5
NOES:		0
ABSTENTIONS:		0
ABSENT:	Hannon and Kennedy	2

Commissioner Coleman made the following motion, which was seconded by Commissioner Hooper:

“That the Planning Commission recommends approval of the petition of GDG Lynchburg Hotel, LLC, for a Conditional Use Permit to allow the construction of a one hundred fifty-six unit apartment complex within three (3) four (4) story buildings with associated pool, club house and parking, subject to the following conditions:

- 1. The property shall be developed in substantial compliance with the site plan titled “Rezoning Plan for Kirkley Apartment Community” as prepared by Hurt & Proffitt, Inc., dated March 8, 2012.**
- 2. A sidewalk will be installed on Woodall Road as indicated on the submitted site plan.**
- 3. The petitioner will relocate the bus shelter to the western side of the intersection of Woodall Road and Candler Mountain Road as shown on the submitted site plan.**

- 4. All lighting shall be glare shielded and non-directional to prevent direct illumination beyond the property line.**
- 5. Building elevations and materials shall be as indicated in building elevations submitted by the petitioner and received by Community Development on October 9, 2012.**

The motion passed by the following vote:

AYES:	Barnes, Coleman, Hooper, Sale and Swienton	5
NOES:		0
ABSTENTIONS:		0
ABSENT:	Hannon and Kennedy	2

Chair Sale commented that the Planning Commission and City Council are looking at appropriate locations for higher density and this does seem to be an ideal location. The apartments will be in kind of a “cubbyhole” and not really visible from the road and will have nice tree coverage as well. They have looked at the safety of potential clients and how they can safely access the nearby commercial uses by foot. This is a wonderful location because of nearby transportation corridors. He thinks this will be a good contribution to Lynchburg and to this particular place in the City.

Zoning Map

KIRKLEY APARTMENT COMMUNITY

Rezoning

GDG Lynchburg Hotel LLC



B-3

11603001

R-2

11603003

5207

11602012

5208

I-2

11604023

11605001

I-2

5211

11602011

5215

5221

5225

5229

B-5

2832

2828

11602016

5212

11604003

11604002

2900

BORDER ST

B-3C

312

310

CANDLERS MOUNTAIN RD

LYNCHBURG EXPY

EMINOLE AVE

B-5

2901

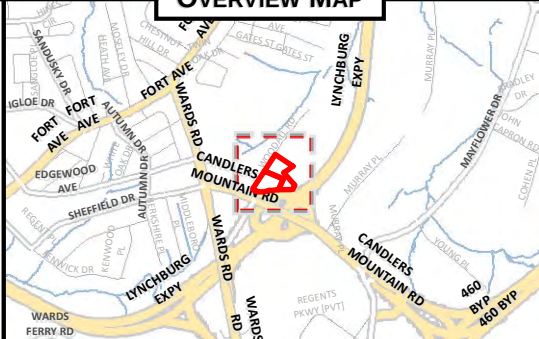
PROPERTY INFORMATION

PARCEL ID	ADDRESS
11604002	2900 CANDLERS MOUNTAIN RD
11604003	5212 WOODALL RD

LEGEND

- Subject Property
- 200' Buffer
- Zoning Boundary

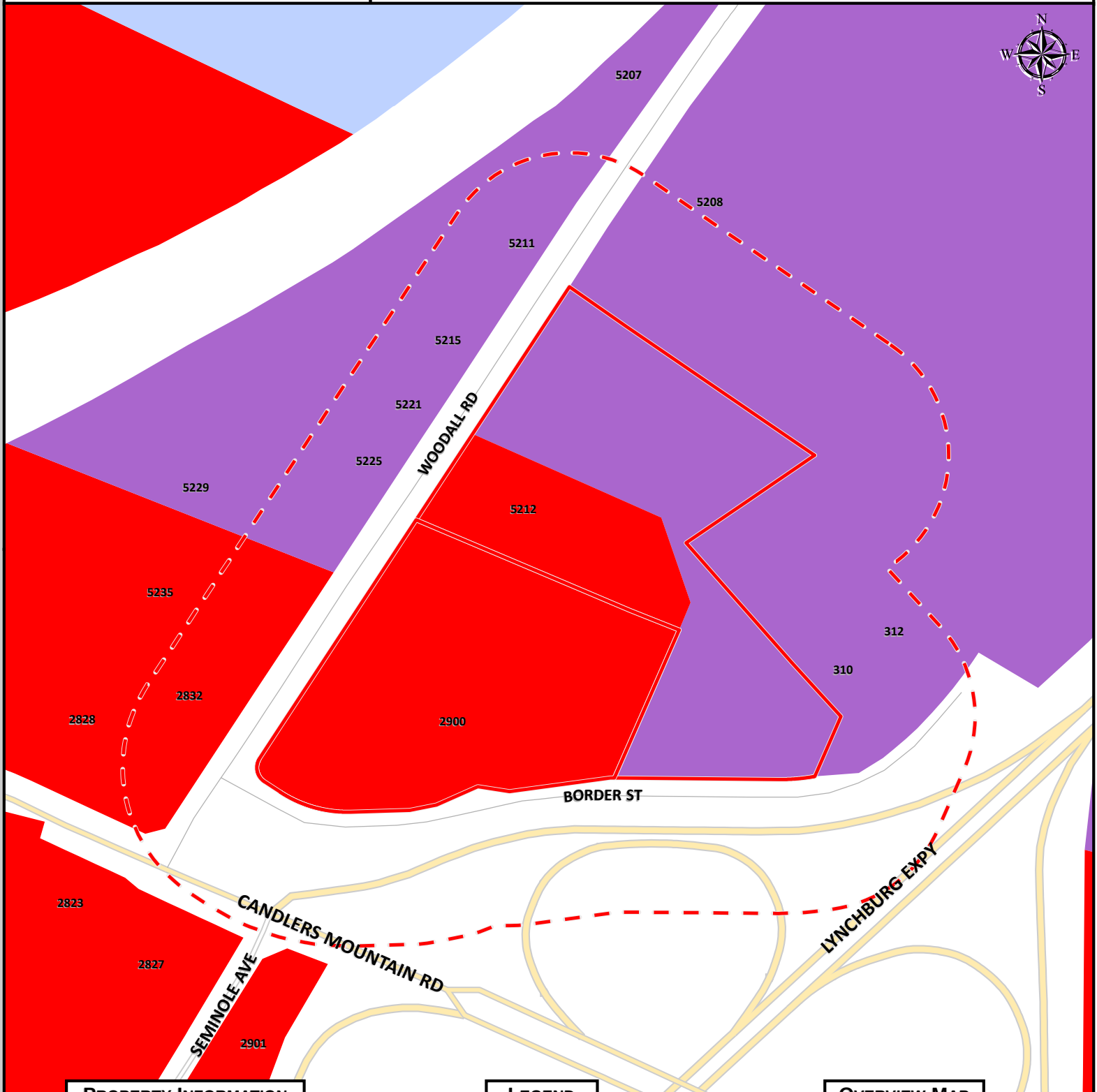
OVERVIEW MAP



MAP SCALE: 1" to 200' DATE PRINTED: 03/15/2013

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.

PIN	Local Address	Owner
11602007 5229	WOODALL RD	COVA CORPORATION
11602008 5225	WOODALL RD	COVA CORPORATION
11602005 5235	WOODALL RD	EDISON CORPORATION
11604003 5212	WOODALL RD	GDG LYNCHBURG HOTEL LLC
11604002 2900	CANDLERS MOUNTAIN RD	GDG LYNCHBURG HOTEL LLC
11602011 5211	WOODALL RD	LT ACQUISITION COMPANY INC
11602009 5221	WOODALL RD	LT ACQUISITION COMPANY INC
11604023 5208	WOODALL RD	LT ACQUISITION COMPANY INC
11605001 5114	WOODALL RD	LT ACQUISITION COMPANY INC
11602010 5215	WOODALL RD	LT ACQUISITION COMPANY INC
11604001 310	BORDER ST	LYNCHBURG REGIONAL CHAMBER OF COMMERCE
11604016 312	BORDER ST	LYNCHBURG REGIONAL CHAMBER OF COMMERCE
11602012 5207	WOODALL RD	NORFOLK & WESTERN RAILWAY
11602016 2832	CANDLERS MOUNTAIN RD	PTC REAL ESTATE LLC



PROPERTY INFORMATION

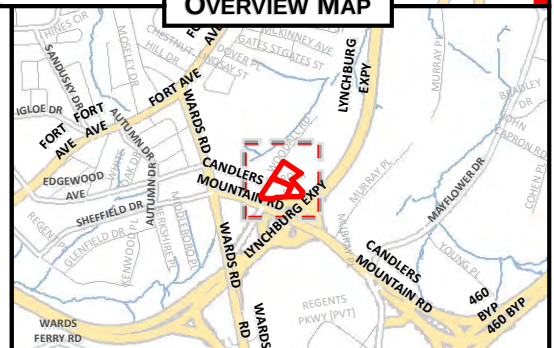
PARCEL ID	ADDRESS
11604002	2900 CANDLERS MOUNTAIN RD
11604003	5212 WOODALL RD

LEGEND

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

MAP SCALE: 1" to 200' DATE PRINTED: 03/15/2013

OVERVIEW MAP



Watershed Map

Rezoning

KIRKLEY APARTMENT COMMUNITY

GDG Lynchburg Hotel LLC



PROPERTY INFORMATION

PARCEL ID	ADDRESS
11604002	2900 CANDLERS MOUNTAIN RD
11604003	5212 WOODALL RD

LEGEND

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

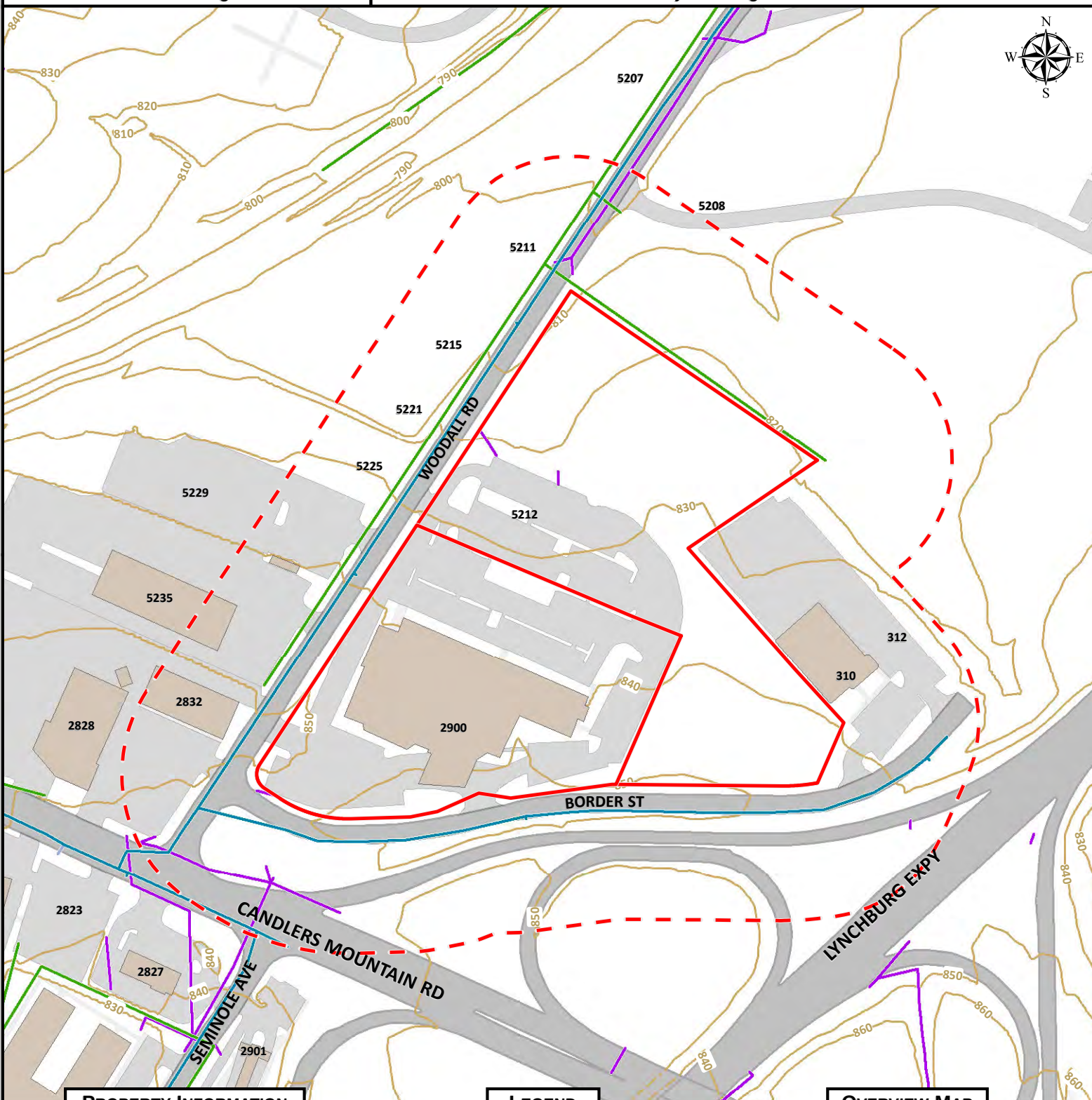
OVERVIEW MAP



MAP SCALE: 1" to 200' DATE PRINTED: 03/15/2013

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.



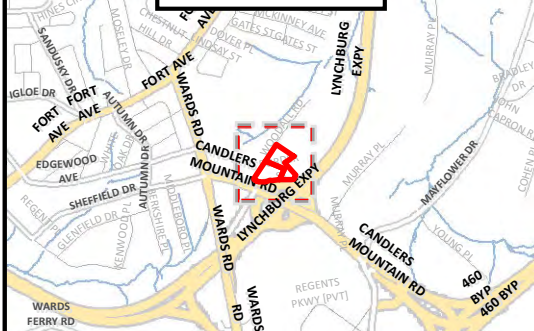
PROPERTY INFORMATION

PARCEL ID	ADDRESS
11604002	2900 CANDLERS MOUNTAIN RD
11604003	5212 WOODALL RD

LEGEND

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

OVERVIEW MAP

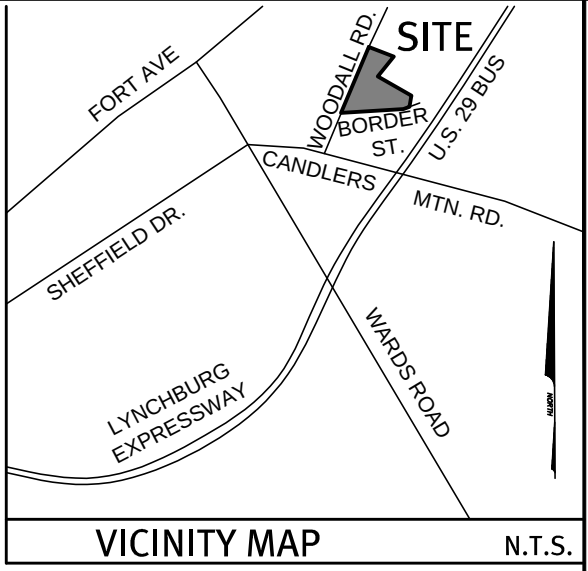
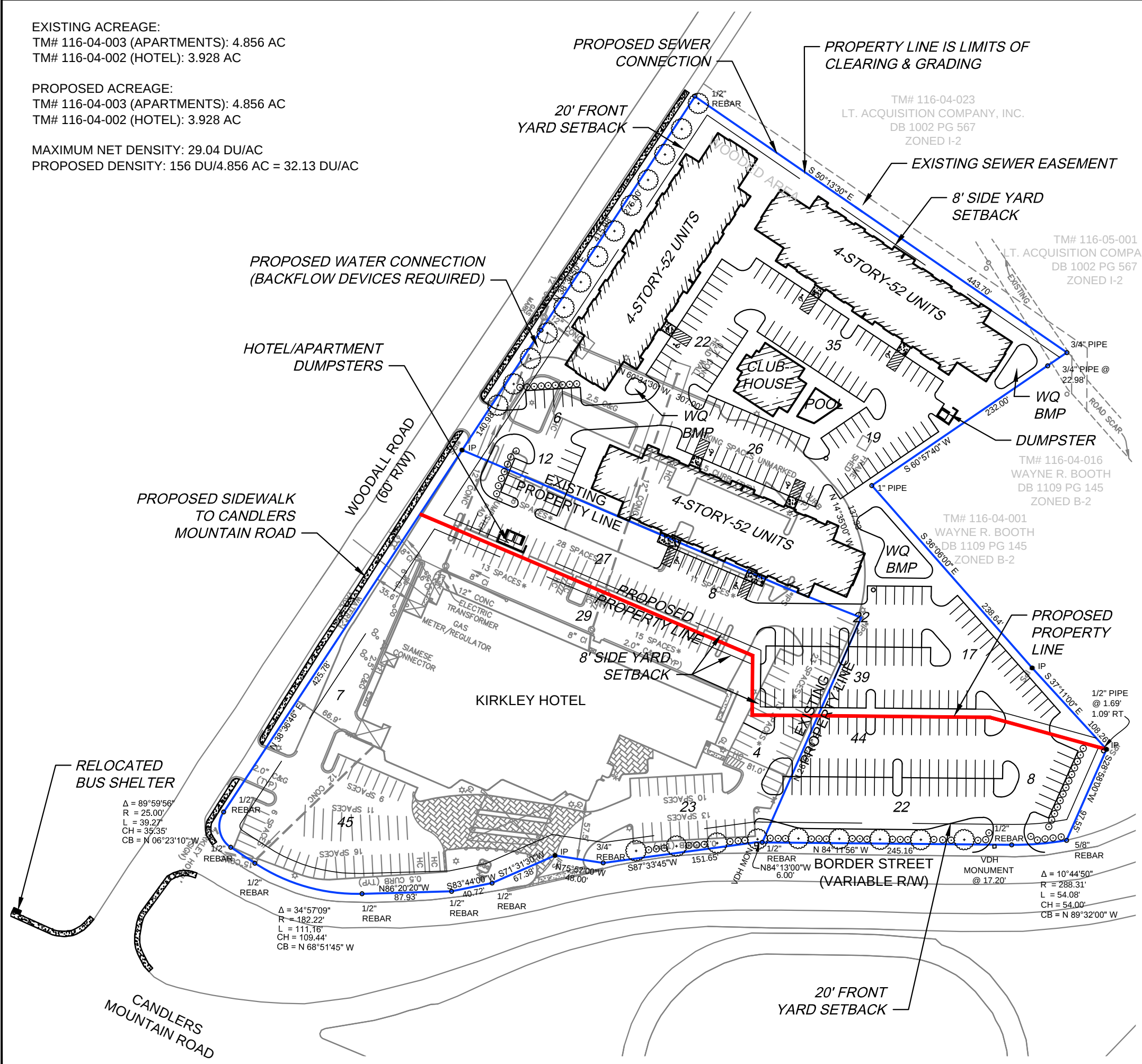


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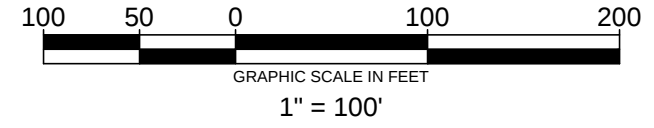
EXISTING ACREAGE:
TM# 116-04-003 (APARTMENTS): 4.856 AC
TM# 116-04-002 (HOTEL): 3.928 AC

PROPOSED ACREAGE:
TM# 116-04-003 (APARTMENTS): 4.856 AC
TM# 116-04-002 (HOTEL): 3.928 AC

MAXIMUM NET DENSITY: 29.04 DU/AC
PROPOSED DENSITY: 156 DU/4.856 AC = 32.13 DU/AC



- NOTES:
1. SITE TM#: 116-04-003
HOTEL TM#: 116-04-002
 2. SITE OWNER: GDG LYNCHBURG HOTEL, LLC
HOTEL OWNER: GDG LYNCHBURG HOTEL, LLC
ADDRESS: 5212 WOODALL ROAD, LYNCHBURG, VA 24502
 3. SITE PROPOSED USE: MULTI-FAMILY APARTMENT COMMUNITY
 4. SITE ZONED: I-2
 5. SITE PROPOSED ZONE: B-3C
 6. REQUIRED PARKING:
APARTMENTS: 156 SPACES
HOTEL: 176 SPACES
TOTAL: 332 SPACES REQUIRED
PROPOSED PARKING:
APARTMENTS: 233 SPACES
HOTEL: 182 SPACES
TOTAL: 415
REQUIRED ADA-ACCESSIBLE SPACES:
APARTMENTS: 7 SPACES
HOTEL: 6 SPACES
FOUNDATION PLANTINGS REQUIRED: 1 ORNAMENTAL TREE PER 50' AND 1 LARGE SHRUB PER 10':
640'/50'=13 ORNAMENTAL TREES
640'/10'=64 LARGE SHRUBS
PARKING LOT LANDSCAPING REQUIRED: 1 SHADE TREE PER 8 SPACES AND 1 MEDIUM SHRUB PER SPACE:
APARTMENTS: 233/8 = 30 SHADE TREES; 233 MEDIUM SHRUBS
HOTEL: NONE (PROPOSED PLAN REDUCES THE NUMBER OF SPACES ON THE HOTEL PROPERTY)
STREET TREES REQUIRED: 1 SHADE TREE PER 40' ROAD FRONTAGE:
APARTMENTS: 490'/40' = 13 SHADE TREES
HOTEL: 340'/40' = 9 SHADE TREES
 7. EXTERIOR LIGHTING SHALL BE CONTROLLED SO THAT NO DIRECT ILLUMINATION WILL OCCUR BEYOND ANY PROPERTY LINE SHARED WITH A RESIDENTIAL DISTRICT.
 8. THE AREA SHOWN HEREON IS LOCATED IN FLOOD ZONE 'X' AND IS NOT LOCATED WITHIN FLOOD HAZARD ZONE 'A' FOR A 100 YEAR FLOOD AS DETERMINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY AS SHOWN ON COMMUNITY-PANEL MAP #5100930106D DATED JUNE 3, 2008.



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* ENGINEERING >> SURVEYING >> PLANNING

REZONING PLAN
FOR
KIRKLEY APARTMENT COMMUNITY
CITY OF LYNCHBURG, VIRGINIA

PROJECT NO. 20120506
G.L. NO. 264-02-A1.6
FILE NO.
DATE: 3/8/2012
DRAWN BY: PSB/ASK
CHECKED BY: PSB

SHEET NO.
1 OF 2

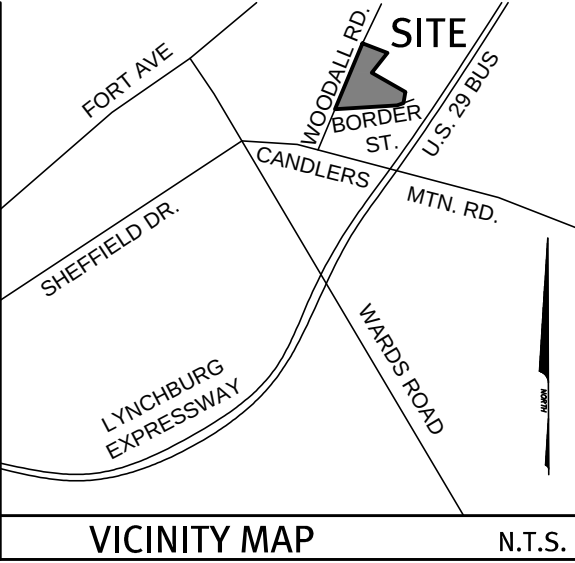
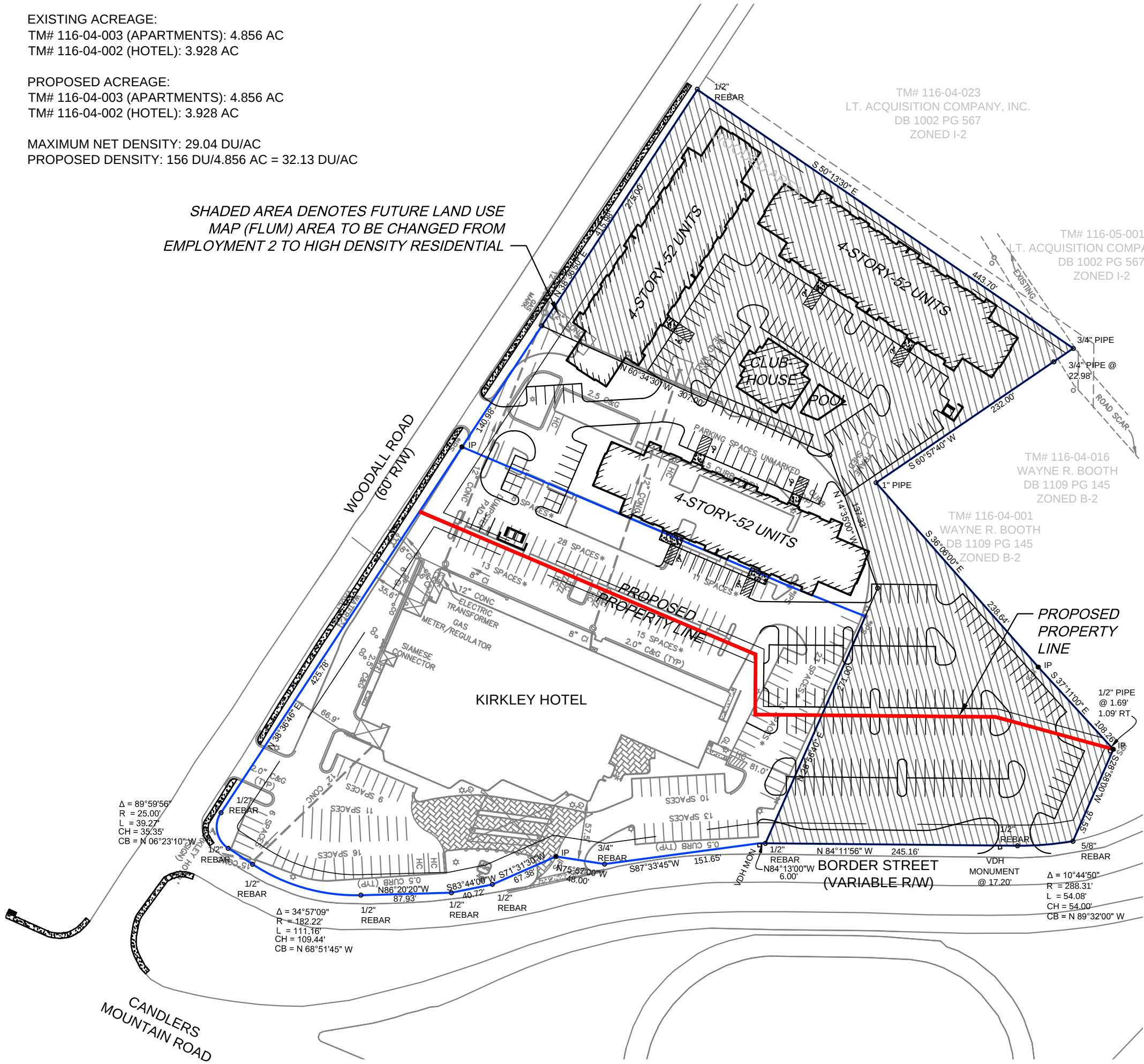
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EXISTING ACREAGE:
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TM# 116-04-002 (HOTEL): 3.928 AC

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MAXIMUM NET DENSITY: 29.04 DU/AC
PROPOSED DENSITY: 156 DU/4.856 AC = 32.13 DU/AC

SHADED AREA DENOTES FUTURE LAND USE
MAP (FLUM) AREA TO BE CHANGED FROM
EMPLOYMENT 2 TO HIGH DENSITY RESIDENTIAL

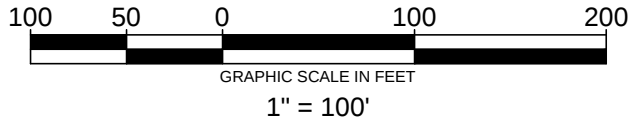


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**REZONING PLAN
FOR
KIRKLEY APARTMENT COMMUNITY
CITY OF LYNCHBURG, VIRGINIA**

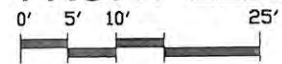
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G.L. NO.	264-02-A1.6
FILE NO.	
DATE:	3/8/2012
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FRONT ELEVATION



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COMMUNITY
DEVELOPMENT

Kirkley Apartment Community

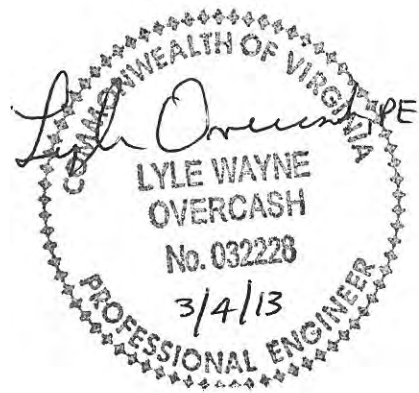
Lynchburg, Virginia

TRAFFIC IMPACT ANALYSIS

Prepared for

Hurt & Proffitt

c/o Scott Beasley, PE, LEED AP
Senoir Project Manager
Hurt & Proffitt
2524 Langhorne Road
Lynchburg, VA 24501



Prepared by



March 4, 2013

EXECUTIVE SUMMARY

Project Background

The proposed Kirkley Apartment Community is to be located along Woodall Road, north of Virginia Route 128 (Candlers Mountain Road) in Lynchburg, Virginia as shown in Figure 1. The development will consist of 156 apartment units with an expected completion date of 2015. The development is expected to have one access point along Woodall Road and two shared access points along Border Street and (Figure 2).

Based on the discussions with Virginia Department of Transportation (VDOT) and City of Lynchburg staff, the following intersections were included in the study area and were analyzed for existing and future conditions:

- Route 128 (Candlers Mountain Road) and Woodall Road (signalized)
- Route 128 (Candlers Mountain Road) and US 29 Southbound Off-Ramp (Lynchburg Expressway)/Seminole Avenue (signalized)

The traffic analysis for the proposed development was performed under four scenarios: Existing (2013), No-Build (2015), Build (2015), and Build (2015) with improvements. Typical weekday AM and PM peak hour conditions were analyzed for each scenario. The Existing (2013) scenario includes peak hour volumes based on turning movement count data collected in February 2013. The No-Build (2015) scenario includes existing traffic with projected annual growth between the existing and future years. The Build (2015) scenario includes No-Build (2015) scenario volumes with the addition of site trips generated by the proposed development. The Build (2015) with improvements scenario includes Build (2015) scenario volumes with any recommended improvements in place.

Existing (2013) Conditions

Existing analyses were conducted based on current roadway geometrics and intersection turning movement counts. As reported in the Summary Level of Service table on page iv, the study area intersections operate at acceptable levels (LOS D or better) in both the AM and PM peak periods.

No-Build (2015) Conditions

Typical growth rates range between one and three percent (1% - 3%), however to be conservative, a growth rate of three percent (3%) was applied to the existing traffic volumes to account for normal traffic growth between the base year (2013) and the build year (2015).

Based on the No-Build (2015) analysis, the intersections in the study area are projected to experience increases in delay ranging from 0.2 to 0.5 seconds per vehicle during the peak hour periods. As a result, all intersections continue to operate at acceptable levels.

Trip Generation and Assignment

The proposed development is to consist of up to 156 apartment units. Trip generation was conducted for the proposed land use based on the most appropriate corresponding trip generation codes included in the *ITE Trip Generation, 9th Edition*. As a result, the proposed development is projected to generate 1,069 new daily trips, with 80 trips (16 entering, 64 exiting) occurring in the

AM peak hour and 103 trips (67 entering, 36 exiting) in the PM peak hour. The generated site trips were distributed in accordance with the existing turning movement counts.

Build (2015) Conditions

The Build (2015) conditions account for both the No-Build (2015) traffic and the site traffic generated by the proposed development. As shown in the Summary Level of Service table, the addition of the site trips has only a minor effect on the operations of the two intersections adding between 0.6 and 2.1 seconds per vehicle of delay. All intersections are projected to continue to operate at acceptable levels of service.

Roadway Improvement Recommendations

As indicated in the traffic operations analyses, the proposed Kirkley Apartment Community will have a very slight impact on intersections within the study area. The development is however, expected to result in some increased pedestrian demand in the area as residents walk to restaurants and other destinations across Candler's Mountain Road. In order to safely accommodate this new pedestrian demand, the following roadway improvements are recommended:

- Provide a sidewalk along the east side of Woodall Road between Candler's Mountain Road and the northern end of the site's frontage. Install appropriate wheelchair ramps at all appropriate curb cuts.
- Add hi-visibility crosswalks to the southbound approach of Woodall Road and the eastbound approach of Candler's Mountain Road at Woodall Road.
- Add actuated pedestrian phases to phases 2, 4, and 6 at the Candler's Mountain Road at Woodall intersection.
- Add pedestrian signal heads, push buttons, signs, and other appropriate measures.

One signal controller controls the signals at the intersections of Candler's Mountain Road/Woodall Road and Candler's Mountain Road/US 29 Southbound Off-Ramp/Seminole Avenue. As shown in the Summary LOS table, even with pedestrian accommodations to the signals, the intersection is projected to continue to operate at an acceptable level of service in both the AM and PM peak periods with a maximum delay increase of 0.3 seconds in the AM peak hour at the Candler's Mountain Road and Woodall Road intersection and 1.2 seconds in the PM peak hour at the Candler's Mountain Road and US 29 Ramp/Seminole Avenue intersection.

Level of Service Results Summary

Intersection and Approach	Existing (2013)		No-Build (2015)		Build (2015)		Build Improved (2015)	
	AM	PM	AM	PM	AM	PM	AM	PM
Candlers Mountain Road and Woodall Road	B (12.7 sec)	C (20.3 sec)	B (12.9 sec)	C (20.8 sec)	B (15.0 sec)	C (21.4 sec)	B (15.3 sec)	C (21.6 sec)
Eastbound	C	C	C	C	C	C	C	D
Westbound	A	A	A	A	A	A	A	A
Northbound	C	D	C	D	C	D	C	C
Southbound	D	D	D	D	D	D	D	D
Candlers Mountain Road and US 29 Southbound Ramp/Seminole Avenue	B (11.8 sec)	B (16.4 sec)	B (12.3 sec)	B (16.9 sec)	B (13.2 sec)	B (18.5 sec)	B (13.4 sec)	B (19.7 sec)
Eastbound	A	A	A	A	A	A	A	A
Westbound	B	C	B	C	B	C	B	C
Northbound	C	C	C	C	C	C	C	C
Southbound	C	D	C	C	D	D	D	D

LEGEND: **X** = Overall signalized intersection LOS;
(XX sec) = Overall signalized intersection control delay in seconds; **X** = approach LOS

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APPENDICES

Appendix A	Existing (2013) Turning Movement Counts
Appendix B	Intersection Capacity Analysis
Appendix C	Signal Plans and Timings

1.0 INTRODUCTION

The proposed Kirkley Apartment Community is to be located along Woodall Road, north of Virginia Route 128 (Candlers Mountain Road) in Lynchburg, Virginia as shown in Figure 1. The development will consist of 108 apartment units with an expected completion date of 2015. The development is expected to have two access points along Borders Street and one along Woodall Road (Figure 2).

Based on the discussions with Virginia Department of Transportation (VDOT) and City of Lynchburg staff, the following intersections were included in the study area and were analyzed for existing and future conditions:

- Route 128 (Candlers Mountain Road) and Woodall Road (signalized)
- Route 128 (Candlers Mountain Road) and US 29 Southbound Off-Ramp (Lynchburg Expressway)/Seminole Avenue (signalized).

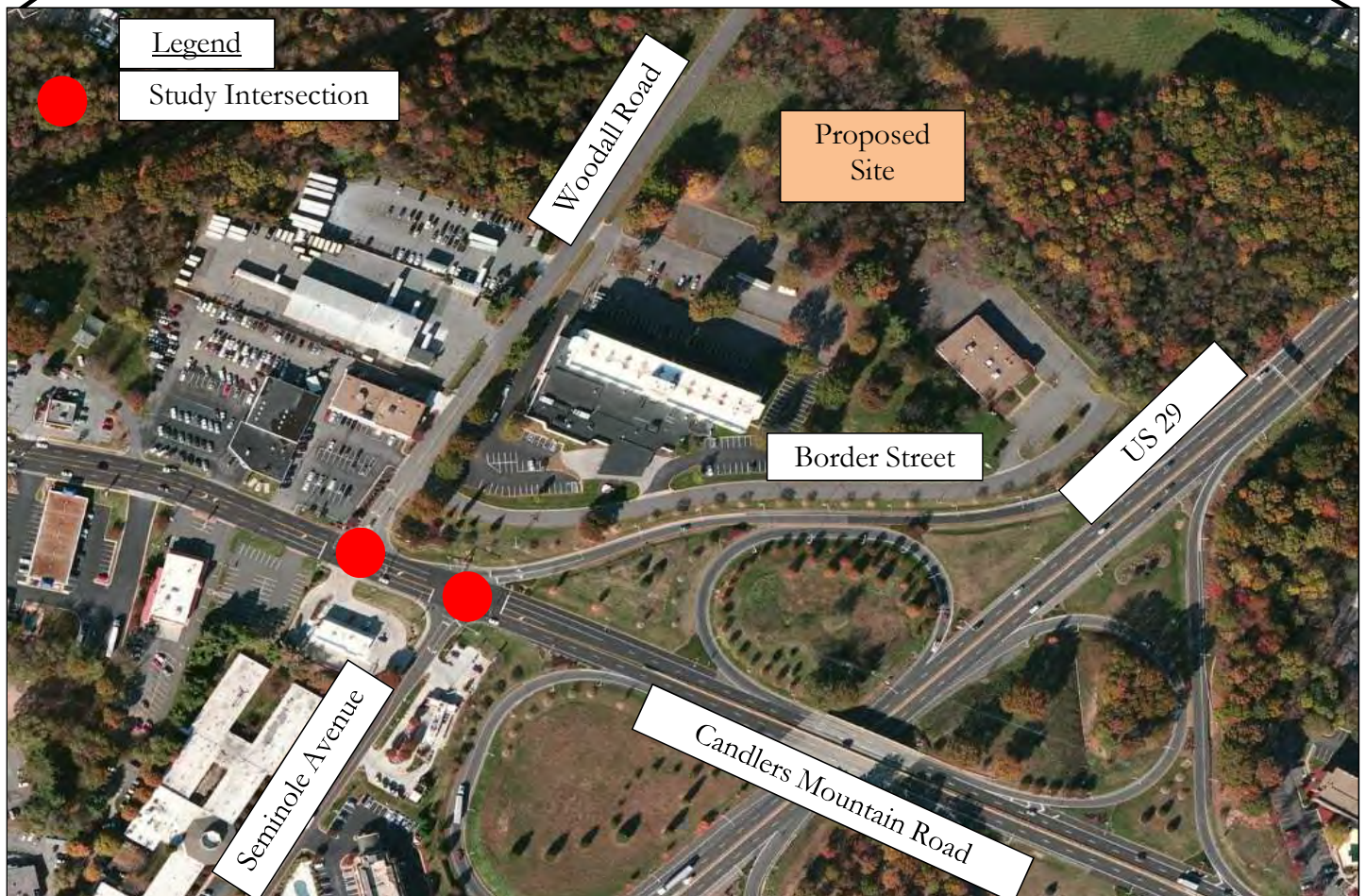
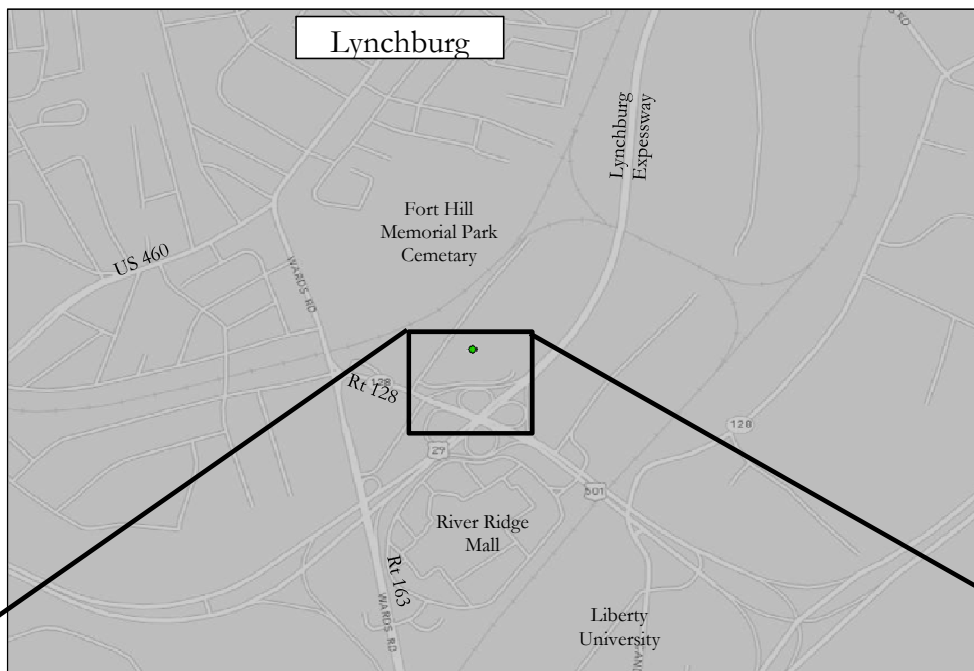


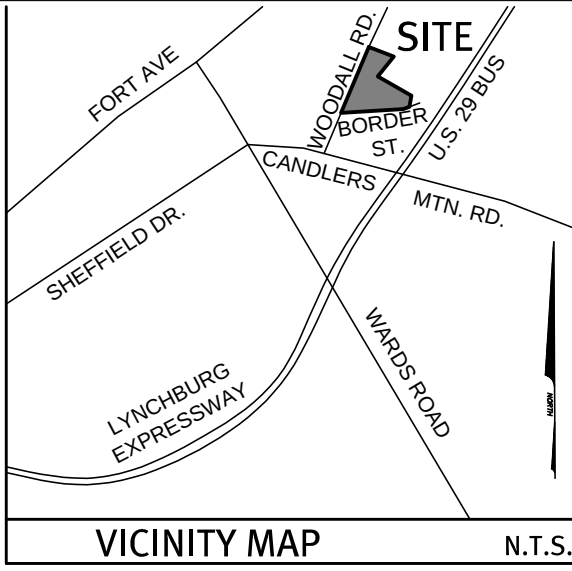
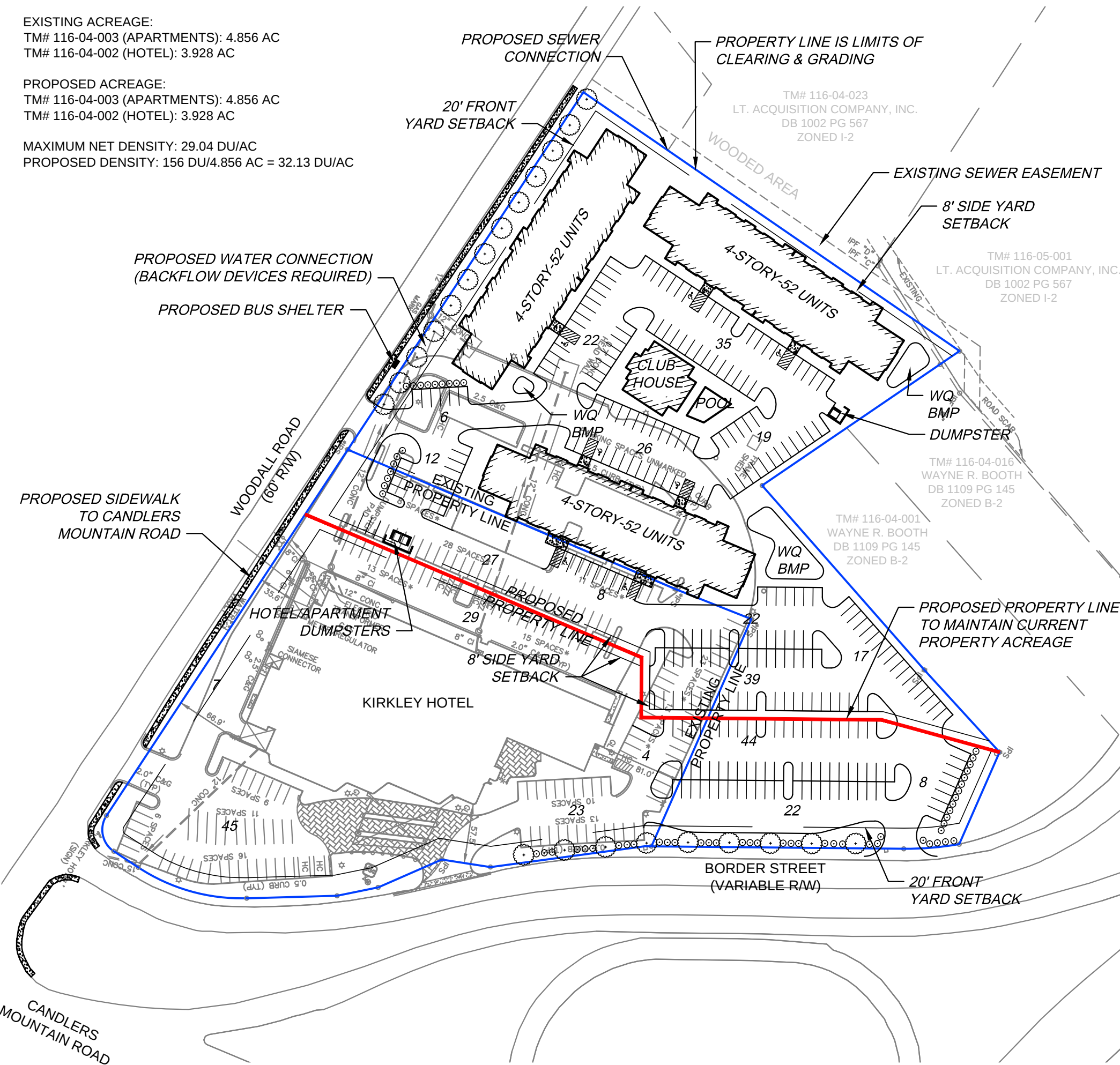
Figure 1
Vicinity Map

Kirkley Apartment Community
Traffic Impact Analysis
Lynchburg, Virginia

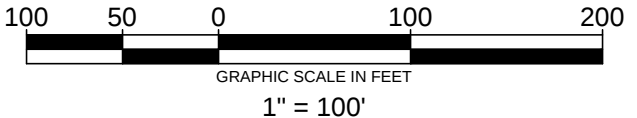
EXISTING ACREAGE:
TM# 116-04-003 (APARTMENTS): 4.856 AC
TM# 116-04-002 (HOTEL): 3.928 AC

PROPOSED ACREAGE:
TM# 116-04-003 (APARTMENTS): 4.856 AC
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MAXIMUM NET DENSITY: 29.04 DU/AC
PROPOSED DENSITY: 156 DU/4.856 AC = 32.13 DU/AC



- NOTES:**
1. SITE TM#: 116-04-003
HOTEL TM#: 116-04-002
 2. SITE OWNER: GDG LYNCHBURG HOTEL, LLC
HOTEL OWNER: GDG LYNCHBURG HOTEL, LLC
ADDRESS: 5212 WOODALL ROAD, LYNCHBURG, VA 24502
 3. SITE PROPOSED USE: MULTI-FAMILY APARTMENT COMMUNITY
 4. SITE ZONED: I-2
 5. SITE PROPOSED ZONE: B-3C
 6. REQUIRED PARKING:
APARTMENTS: 156 SPACES
HOTEL: 176 SPACES
TOTAL: 332 SPACES REQUIRED
PROPOSED PARKING:
APARTMENTS: 233 SPACES
HOTEL: 182 SPACES
TOTAL: 415
REQUIRED ADA-ACCESSIBLE SPACES:
APARTMENTS: 7 SPACES
HOTEL: 6 SPACES
 7. FOUNDATION PLANTINGS REQUIRED: 1 ORNAMENTAL TREE PER 50' AND 1 LARGE SHRUB PER 10':
640'/50'=13 ORNAMENTAL TREES
640'/10'=64 LARGE SHRUBS
 8. PARKING LOT LANDSCAPING REQUIRED: 1 SHADE TREE PER 8 SPACES AND 1 MEDIUM SHRUB PER SPACE:
APARTMENTS: 233/8 = 30 SHADE TREES; 233 MEDIUM SHRUBS
HOTEL: NONE (PROPOSED PLAN REDUCES THE NUMBER OF SPACES ON THE HOTEL PROPERTY)
 9. STREET TREES REQUIRED: 1 SHADE TREE PER 40' ROAD FRONTAGE:
APARTMENTS: 490'/40' = 13 SHADE TREES
HOTEL: 340'/40' = 9 SHADE TREES
 10. EXTERIOR LIGHTING SHALL BE CONTROLLED SO THAT NO DIRECT ILLUMINATION WILL OCCUR BEYOND ANY PROPERTY LINE SHARED WITH A RESIDENTIAL DISTRICT.
 11. THE AREA SHOWN HEREON IS LOCATED IN FLOOD ZONE 'X' AND IS NOT LOCATED WITHIN FLOOD HAZARD ZONE 'A' FOR A 100 YEAR FLOOD AS DETERMINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY AS SHOWN ON COMMUNITY-PANEL MAP #5100930106D DATED JUNE 3, 2008.



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REZONING PLAN
FOR
KIRKLEY APARTMENT COMMUNITY
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DRAWN BY:	PSB/ASK
CHECKED BY:	PSB

SHEET NO.
1 OF 1

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2.0 EXISTING (2013) CONDITIONS

2.1 Existing Roadway Conditions

This section describes the existing streets in the vicinity of the proposed development.

Route 128 (Candlers Mountain Road)

- Candlers Mountain Road consists of a five-lane undivided, two-way traffic pattern with a center two-way, left-turn lane with a posted speed limit of 35 mph in the study area.
- The land uses are a mix of commercial land uses within the study area.



Looking east along Candlers Mountain Road toward Woodall Road



Looking west along Candlers Mountain Road toward Seminole Avenue

Woodall Road

- Woodall Road is a two-lane roadway with no posted speed limit within the study area.
- The land use along Woodall Road is mostly commercial and industrial land uses.



Looking south along Woodall Road toward Candlers Mountain Road



Looking north along Woodall Road near Candlers Mountain Road

Seminole Avenue

- Seminole Avenue is a two-lane roadway with no posted speed limit within the study area
- The land uses along Seminole Avenue are commercial.



Looking south along Seminole Avenue toward Candler Mountain Road



Looking north along Seminole Avenue near Candler Mountain Road

US 29-501 (Lynchburg Expressway)

- Lynchburg Expressway is a four-lane divided freeway.



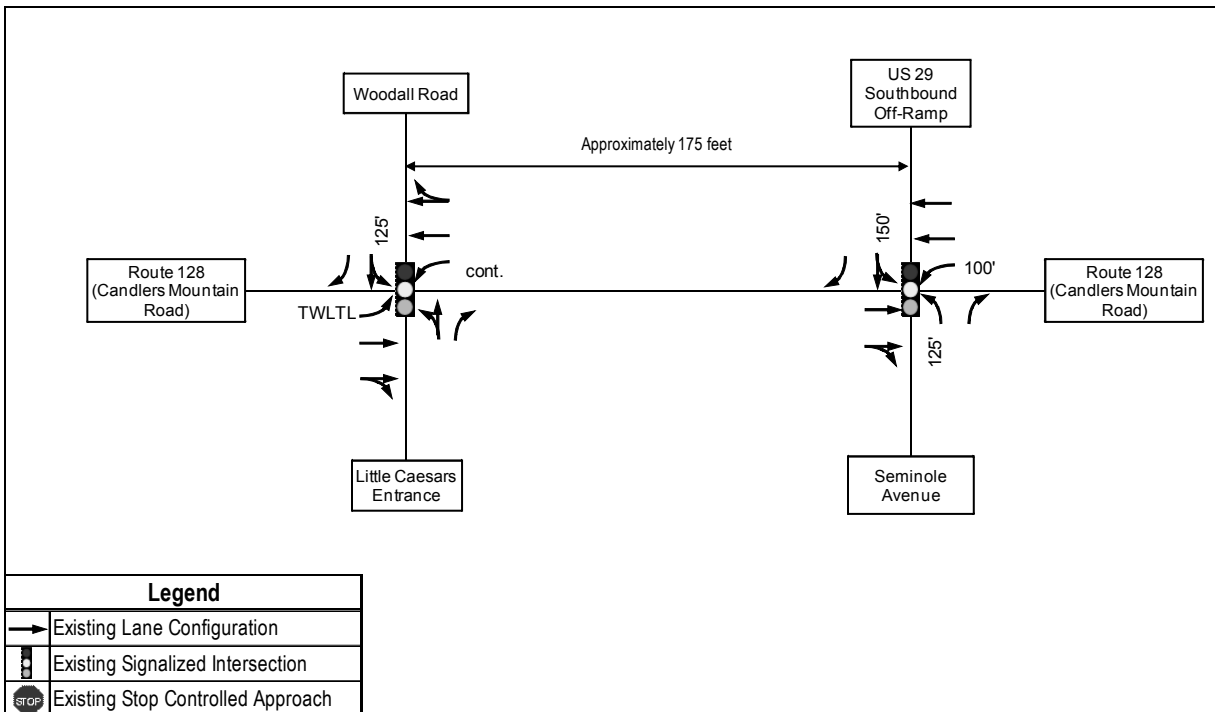
Looking south along Southbound Off Ramp toward Candler Mountain Road



Looking north along Southbound Off Ramp near Candler Mountain Road

Figure 3 provides a schematic diagram of the roadways near the proposed development including the existing intersection geometrics and traffic control.

Figure 3 Existing (2013) Lane Geometrics and Traffic Control



2.2 Existing Turning Movement Data

Martin/Alexiou/Bryson, PC collected the weekday AM peak period (7:00 AM to 9:00 AM), Midday peak period (11:00 AM to 1:00 PM), and PM peak period (4:00 PM to 6:00 PM) intersection turning movement counts analyzed in this TIA. Table 1 summarizes the schedule used to obtain the turning movement data. A detailed summary of traffic counts can be found in Appendix A.

Table 1 Weekday Peak Period Turning Movement Count Schedule

Intersection	Time Period	Count Date
Route 128 (Candlers Mountain Road) and Woodall Road (signalized)	7:00 AM – 9:00 AM 11:00 AM – 1:00 PM 4:00 PM – 6:00 PM	Tuesday February 12, 2013
Route 128 (Candlers Mountain Road) and US 29 (Lynchburg Expressway)/Seminole Avenue (signalized)	7:00 AM – 9:00 AM 11:00 AM – 1:00 PM 4:00 PM – 6:00 PM	Tuesday February 12, 2013

The existing peak hour volumes are shown in Figure 4 and are used in the Existing (2013) scenario analysis.

2.3 Level of Service Criteria

Peak hour level of service (LOS) measures the adequacy of the intersection geometrics and traffic control of a particular intersection or approach for the given turning volumes. Levels of service range from A through F, based on the average control delay experienced by vehicles traveling

through the intersection during the peak hour. Control delay represents the portion of total delay attributed to traffic control devices (e.g., signals or stop signs). Table 2 provides a general description of the LOS categories and delay ranges.

Table 2 Level of Service Descriptions for Intersections

Level of Service	Description	Signalized Intersection	Unsignalized Intersection
A	Little or no delay	<= 10 sec.	<= 10 sec.
B	Short traffic delay	10-20 sec.	10-15 sec.
C	Average traffic delay	20-35 sec.	15-25 sec.
D	Long traffic delay	35-55 sec.	25-35 sec.
E	Very long traffic delay	55-80 sec.	35-50 sec.
F	Unacceptable delay	> 80 sec.	> 50 sec.

2.4 Level of Service Analysis

Intersection levels of service analyses were performed for typical weekday peak hours, using *Synchro/SimTraffic Professional Version 7*. A summary of the findings for the Existing (2013) scenario can be found in Table 3 and the full *Synchro* output can be found in Appendix B.

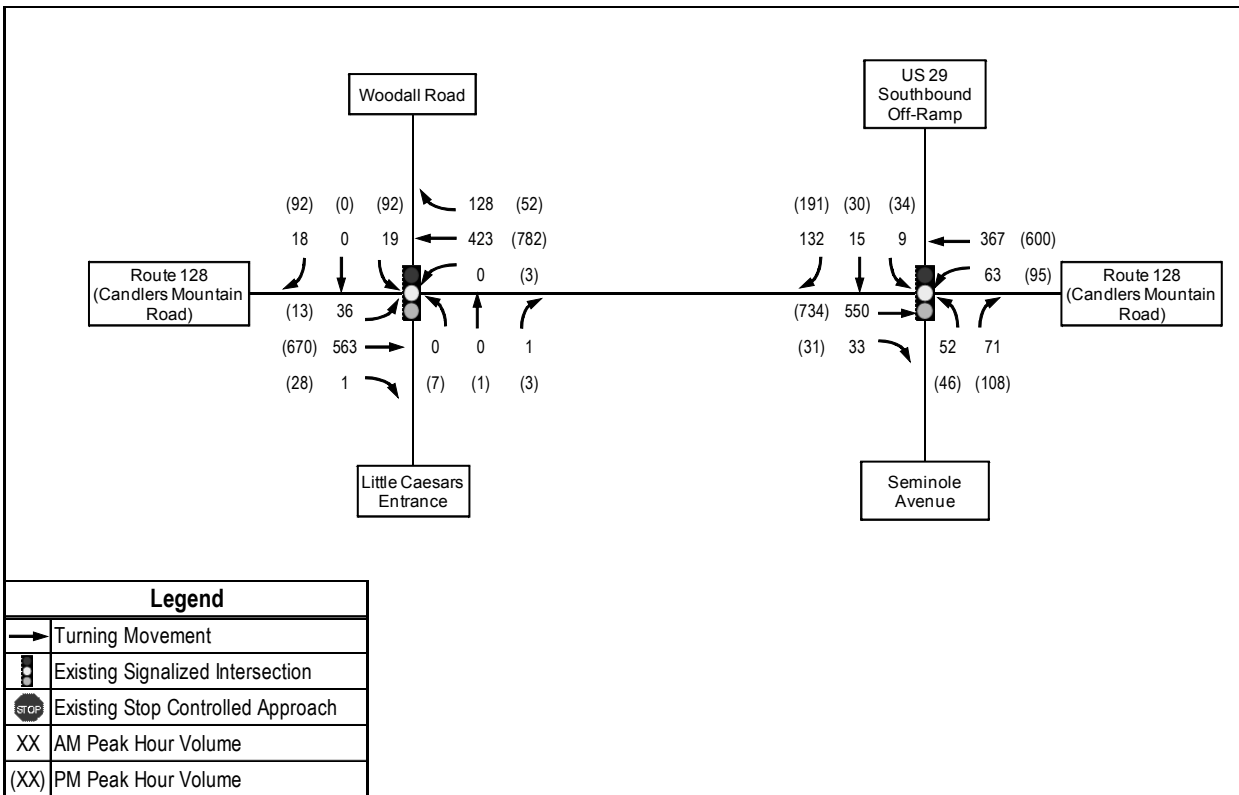
As reported in Table 3, the study area intersections operate at acceptable levels (LOS D or better) in both the AM and PM peak periods.

Table 3 Existing (2013) LOS Results

Intersection and Approach	Existing (2013)	
	AM	PM
Candlers Mountain Road and Woodall Road	B (12.7 sec)	C (20.3 sec)
Eastbound	C	C
Westbound	A	A
Northbound	C	D
Southbound	D	D
Candlers Mountain Road and US 29 Southbound Ramp/Seminole Avenue	B (11.8 sec)	B (16.4 sec)
Eastbound	A	A
Westbound	B	C
Northbound	C	C
Southbound	C	D

LEGEND: **X** = Overall signalized intersection LOS;
(XX sec) = Overall signalized intersection control delay in seconds; **X** = approach LOS

Figure 4 Existing (2013) AM and PM Peak Turning Movement Hour Volumes



3.0 NO-BUILD (2015) CONDITIONS

3.1 Background Growth and Development

Typical growth rates range between one and three percent (1% - 3%), to be conservative, a growth rate of three percent (3%) was applied to the existing traffic volumes to account for normal traffic growth between the base year (2013) and the build year (2015). The No-Build (2015) peak hour trips are shown in Figure 5.

3.2 Level of Service Analysis

Intersection levels of service analyses were performed for typical weekday peak hours, using *Synchro/SimTraffic Professional Version 7*. A summary of the findings for the LOS analysis can be found in Table 4 and the full *Synchro* output could be found in Appendix B.

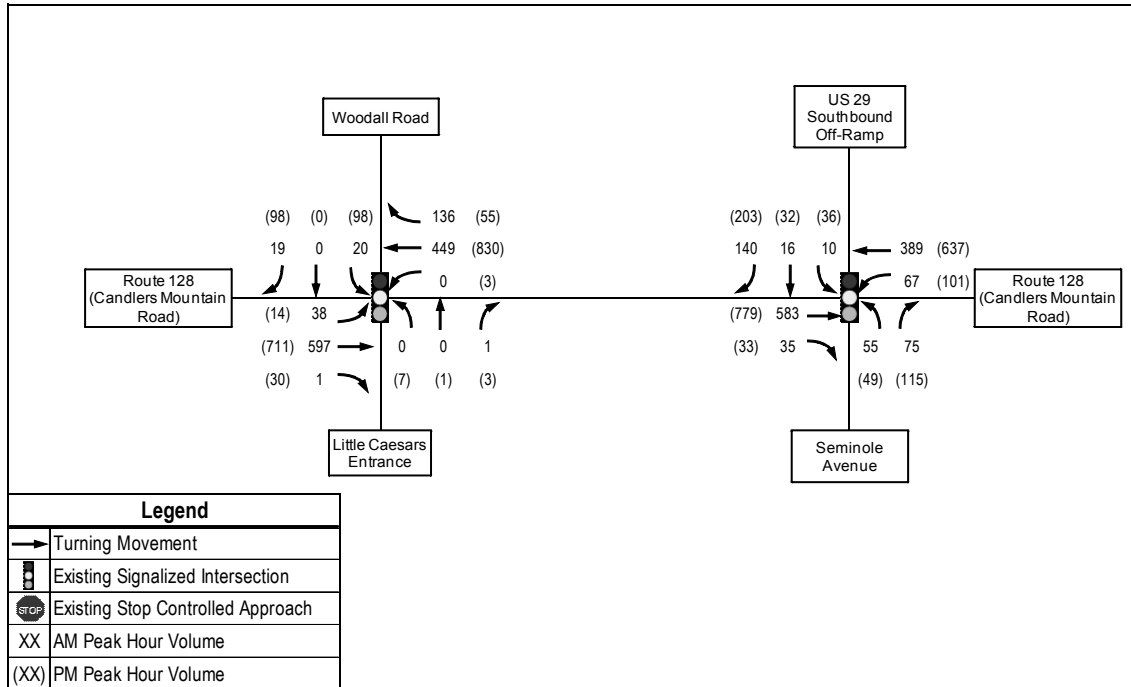
As reported in Table 4, the intersections in the study area are projected to experience increases in delay ranging from 0.2 to 0.5 seconds per vehicle during the peak hour periods. As a result, all intersections continue to operate at acceptable levels.

Table 4 No-Build (2015) LOS Results

Intersection and Approach	Existing (2013)		No-Build (2015)	
	AM	PM	AM	PM
Candlers Mountain Road and Woodall Road	B (12.7 sec)	C (20.3 sec)	B (12.9 sec)	C (20.8 sec)
Eastbound	C	C	C	C
Westbound	A	A	A	A
Northbound	C	D	C	D
Southbound	D	D	D	D
Candlers Mountain Road and US 29 Southbound Ramp/Seminole Avenue	B (11.8 sec)	B (16.4 sec)	B (12.3 sec)	B (16.9 sec)
Eastbound	A	A	A	A
Westbound	B	C	B	C
Northbound	C	C	C	C
Southbound	C	D	C	C

LEGEND: **X** = Overall signalized intersection LOS;
(**XX sec**) = Overall signalized intersection control delay in seconds; **X** = approach LOS

Figure 5 No-Build (2015) AM and PM Peak Hour Turning Movement Volumes



4.0 BUILD (2015) ANALYSIS

The Kirkley Apartment Community is located along Woodall Road, north of Candler's Mountain Road in Lynchburg, Virginia as shown in Figure 1. The proposed development will consist of 108 apartment units with a completion date of 2015.

4.1 Trip Generation

The proposed development is to consist of up to 156 apartment units. Trip generation was conducted for the proposed land use based on the most appropriate corresponding trip generation codes included in the *ITE Trip Generation, 9th Edition*.

As shown in Table 5, the proposed development is projected to generate 1,069 new daily trips, with 80 trips (16 entering, 64 exiting) occurring in the AM peak hour and 103 trips (67 entering, 36 exiting) in the PM peak hour. The generated site trips were distributed in accordance with the existing turning movement counts

Table 5 Trip Generation Rates (Vehicle Trips)

AM Peak Hour Total Trips						
ITE Land Use Code	Use	Units	ITE MANUAL RATES*			
			ADT	AM Enter	AM Exit	AM Total
220	Apartments	156 units	1,069	16	64	80
Totals			1,069	16	64	80
PM Peak Hour Total Trips						
ITE Land Use Code	Use	Units	ITE MANUAL RATES*			
			ADT	PM Enter	PM Exit	PM Total
220	Apartments	156 units	1,069	67	36	103
Totals			1,069	67	36	103

* ITE 9th Edition Trip Generation Manual

4.2 Trip Distribution and Assignment

The generated site trips were distributed in accordance with the existing turning movement counts as shown in Figure 6. The proposed trip distribution is as follows:

- Candler's Mountain Road to the west – 35%
- Seminole Avenue to the south – 15%
- Candler's Mountain Road to the east – 40%
- US 29 to the north – 10%

The resulting AM and PM peak hour site trips are shown in Figure 7.

Figure 6 AM and PM Peak Hour Directional Distribution Percentages

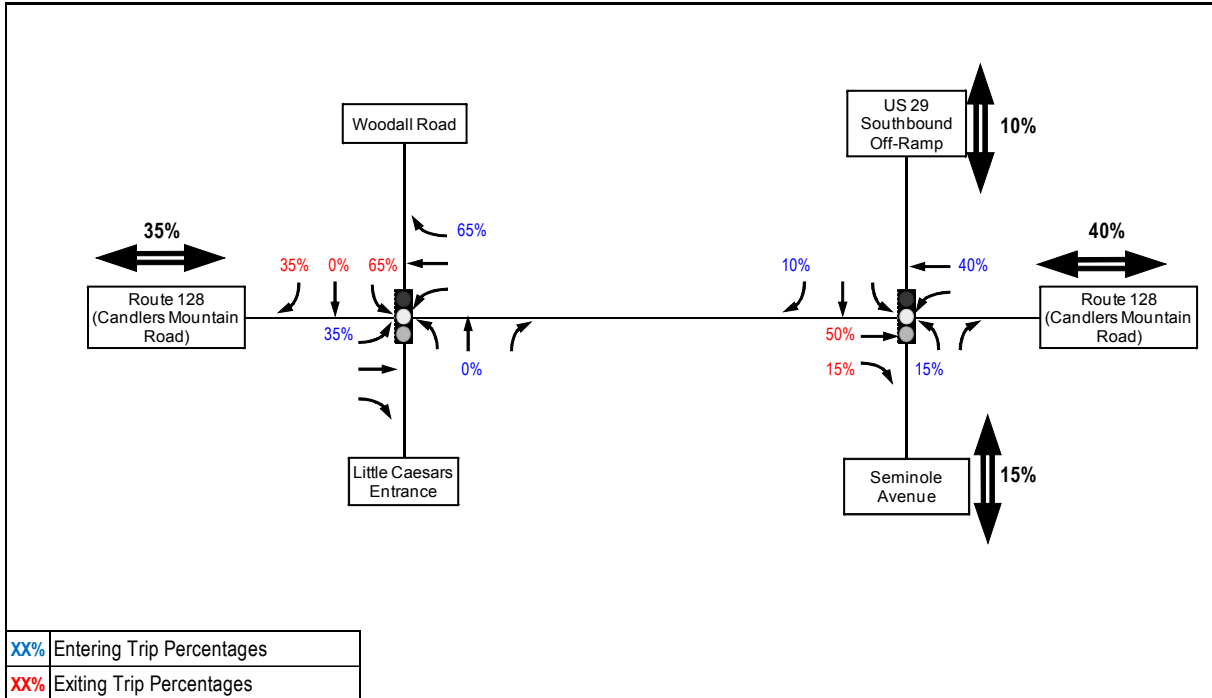
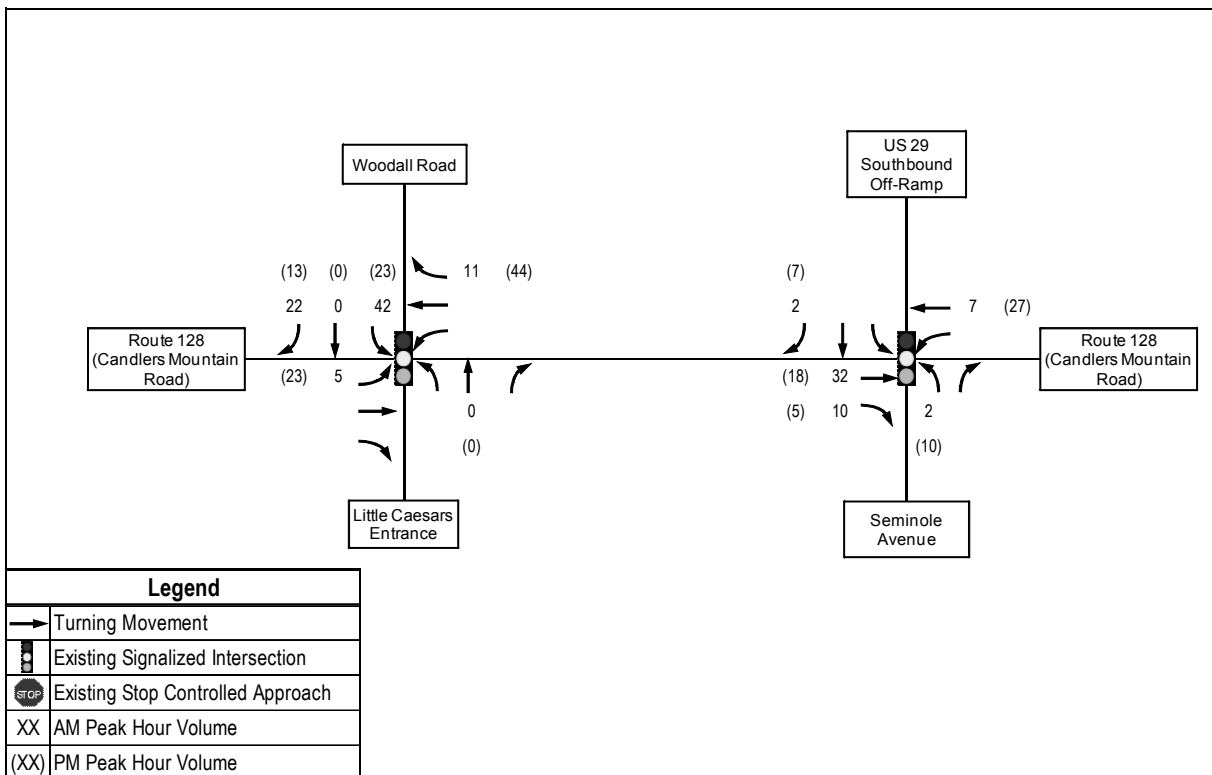


Figure 7 Site Traffic Turning Movement Volumes



4.3 Level of Service Analysis

The Build (2015) scenario includes the No-Build (2015) traffic as described in Section 3.0 of this report as well as site generated trips from the proposed development as described previously. Figure 8 depicts the turning movement volumes used in the Build (2015) analysis.

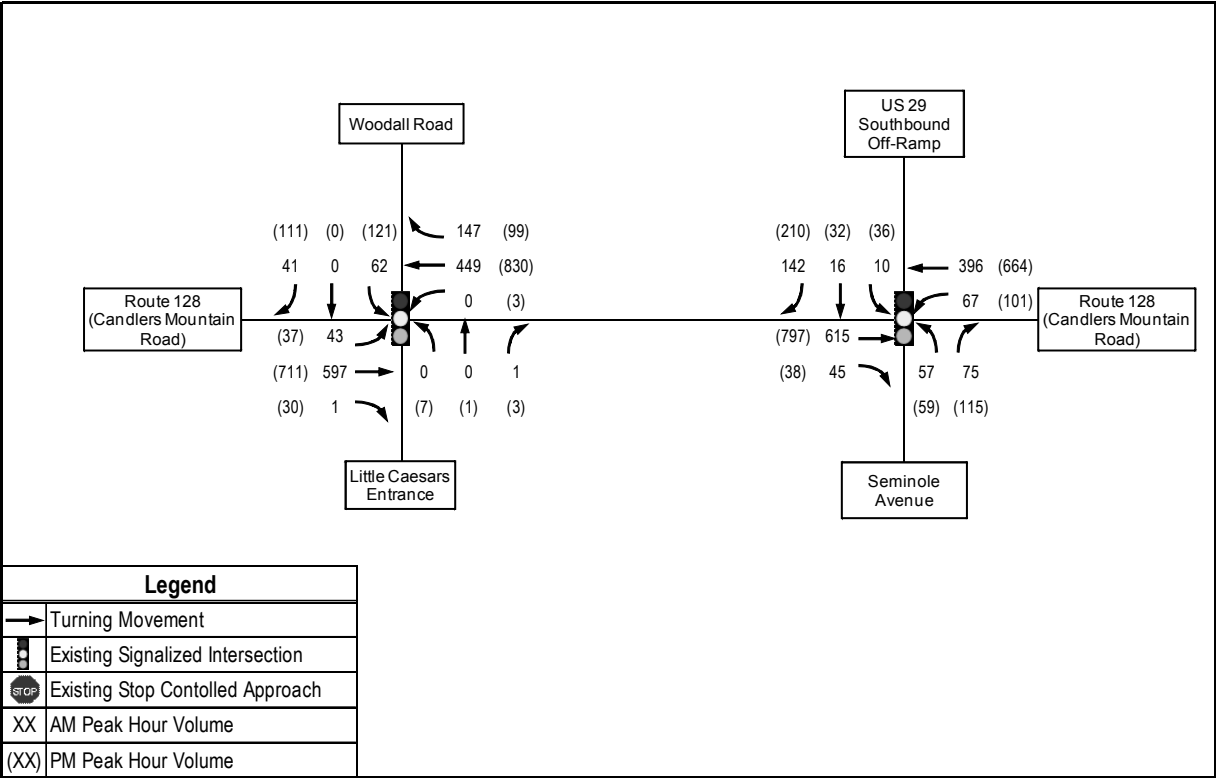
Intersection levels of service analyses were performed for typical weekday peak hours, using *Synchro/SimTraffic Professional Version 7*. A summary of the findings for the LOS analysis can be found in Table 6. The full *Synchro* output could be found in Appendix B. As shown in Table 6, the addition of the site trips has only a minor effect on the operations of the two intersections adding between 0.6 and 2.1 seconds per vehicle of delay. All intersections are projected to continue to operate at acceptable levels of service.

Table 6 Build (2015) LOS Results

Intersection and Approach	No-Build (2015)		Build (2015)	
	AM	PM	AM	PM
Candlers Mountain Road and Woodall Road	B (12.9 sec)	C (20.8 sec)	B (15.0 sec)	C (21.4 sec)
Eastbound	C	C	C	C
Westbound	A	A	A	A
Northbound	C	D	C	D
Southbound	D	D	D	D
Candlers Mountain Road and US 29 Southbound Ramp/Seminole Avenue	B (12.3 sec)	B (16.9 sec)	B (13.2 sec)	B (18.5 sec)
Eastbound	A	A	A	A
Westbound	B	C	B	C
Northbound	C	C	C	C
Southbound	C	C	D	D

LEGEND: **X** = Overall signalized intersection LOS;
(XX sec) = Overall signalized intersection control delay in seconds; **X** = approach LOS

Figure 8 Build (2015) AM and PM Peak Hour Turning Movement Volumes



5.0 FINDINGS AND CONCLUSIONS

As indicated in the traffic operations analyses, the proposed Kirkley Apartment Community will have a very slight impact on intersections within the study area. The development is however, expected to result in some increased pedestrian demand in the area as residents walk to restaurants and other destinations across Candler's Mountain Road. In order to safely accommodate this new pedestrian demand, the following roadway improvements are recommended:

- Provide a sidewalk along the east side of Woodall Road between Candler's Mountain Road and the northern end of the site's frontage. Install appropriate wheelchair ramps at all appropriate curb cuts.
- Add hi-visibility crosswalks to the southbound approach of Woodall Road and the eastbound approach of Candler's Mountain Road at Woodall Road.
- Add actuated pedestrian phases to phases 2, 4, and 6 at the Candler's Mountain Road at Woodall intersection.
- Add pedestrian signal heads, push buttons, signs, and other appropriate measures.

One signal controller controls the signals at the intersections of Candler's Mountain Road/Woodall Road and Candler's Mountain Road/US 29 Southbound Off-Ramp/Seminole Avenue. As shown in the Summary LOS table, even with pedestrian accommodations to the signals, the intersection is projected to continue to operate at an acceptable level of service in both the AM and PM peak periods with a maximum delay increase of 0.3 seconds in the AM peak hour at the Candler's Mountain Road and Woodall Road intersection and 1.2 seconds in the PM peak hour at the Candler's Mountain Road and US 29 Ramp/Seminole Avenue intersection.

A summary of LOS results across scenarios is shown in Table 7.

Table 7 LOS Results Summary

Intersection and Approach	Existing (2013)		No-Build (2015)		Build (2015)		Build Improved (2015)	
	AM	PM	AM	PM	AM	PM	AM	PM
Candler's Mountain Road and Woodall Road	B (12.7 sec)	C (20.3 sec)	B (12.9 sec)	C (20.8 sec)	B (15.0 sec)	C (21.4 sec)	B (15.3 sec)	C (21.6 sec)
Eastbound	C	C	C	C	C	C	C	D
Westbound	A	A	A	A	A	A	A	A
Northbound	C	D	C	D	C	D	C	C
Southbound	D	D	D	D	D	D	D	D
Candler's Mountain Road and US 29 Southbound Ramp/Seminole Avenue	B (11.8 sec)	B (16.4 sec)	B (12.3 sec)	B (16.9 sec)	B (13.2 sec)	B (18.5 sec)	B (13.4 sec)	B (19.7 sec)
Eastbound	A	A	A	A	A	A	A	A
Westbound	B	C	B	C	B	C	B	C
Northbound	C	C	C	C	C	C	C	C
Southbound	C	D	C	C	D	D	D	D

LEGEND: **X** = Overall signalized intersection LOS;
(XX sec) = Overall signalized intersection control delay in seconds; **X** = approach LOS

APPENDICES

Appendix A:

Existing (2013) Turning Movement Counts

Martin/Alexiou/Bryson, P.C.

4000 WestChase Boulevard, Suite 530

Raleigh, North Carolina 27607

p: 919.829.0328 f: 919.829.0329

File Name : CandlesMtn@Seminole

Site Code : 20130092

Start Date : 2/12/2013

Page No : 1

Groups Printed- All Traffic

	US 29 SB Off-Ramp Southbound				Candlers Mountain Road Westbound				Seminole Avenue Northbound				Candlers Mountain Road Eastbound				Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	Trks	Left	Thru	Right	Trks	Left	Thru	Right	Trks	Left	Thru	Right	Trks			
07:00 AM	1	2	14	0	21	72	0	2	4	0	18	1	0	62	2	0	3	196	199
07:15 AM	0	5	27	2	13	75	0	1	6	0	22	0	0	87	18	3	6	253	259
07:30 AM	2	4	30	3	10	59	0	1	8	0	19	1	0	139	7	2	7	278	285
07:45 AM	2	3	36	0	13	99	0	1	15	0	15	0	0	160	12	3	4	355	359
Total	5	14	107	5	57	305	0	5	33	0	74	2	0	448	39	8	20	1082	1102
08:00 AM	2	6	45	1	22	95	0	0	21	0	23	0	0	147	9	0	1	370	371
08:15 AM	3	2	21	1	18	114	0	1	8	0	14	0	0	104	5	7	9	289	298
08:30 AM	0	8	29	0	6	76	0	1	16	0	10	1	0	119	4	10	12	268	280
08:45 AM	3	6	26	1	16	89	0	0	7	0	16	0	0	137	5	2	3	305	308
Total	8	22	121	3	62	374	0	2	52	0	63	1	0	507	23	19	25	1232	1257
Scheduled Break																			
11:00 AM	4	13	21	0	22	83	0	1	12	0	5	0	0	108	5	1	2	273	275
11:15 AM	2	10	23	0	23	121	0	3	8	0	21	0	0	123	3	3	6	334	340
11:30 AM	4	10	38	0	33	131	0	3	12	0	29	0	0	140	6	4	7	403	410
11:45 AM	7	6	43	0	25	126	0	0	9	0	38	0	0	147	7	0	0	408	408
Total	17	39	125	0	103	461	0	7	41	0	93	0	0	518	21	8	15	1418	1433
12:00 PM	11	7	52	2	35	139	0	0	11	0	32	0	0	150	7	1	3	444	447
12:15 PM	3	7	47	0	40	146	0	0	15	0	39	0	0	163	12	0	0	472	472
12:30 PM	4	10	37	2	33	158	0	2	18	0	27	0	0	154	16	0	4	457	461
12:45 PM	4	9	47	0	18	155	0	3	18	0	32	0	0	150	16	1	4	449	453
Total	22	33	183	4	126	598	0	5	62	0	130	0	0	617	51	2	11	1822	1833
Scheduled Break																			
04:00 PM	5	6	49	2	20	168	0	1	6	0	22	0	0	160	6	6	9	442	451
04:15 PM	1	8	42	0	28	152	0	0	8	0	29	0	0	177	3	2	2	448	450
04:30 PM	3	7	43	0	13	139	0	0	9	0	22	0	0	174	6	1	1	416	417
04:45 PM	3	5	29	1	22	148	0	0	12	0	23	0	0	163	10	1	2	415	417
Total	12	26	163	3	83	607	0	1	35	0	96	0	0	674	25	10	14	1721	1735
05:00 PM	10	5	43	0	25	172	0	0	9	0	27	0	0	178	7	2	2	476	478
05:15 PM	9	14	63	1	24	136	0	0	12	0	27	0	0	201	9	1	2	495	497
05:30 PM	12	6	56	0	24	144	0	2	13	0	31	0	0	192	5	1	3	483	486
05:45 PM	7	2	46	0	26	139	0	0	13	0	21	0	0	153	6	1	1	413	414
Total	38	27	208	1	99	591	0	2	47	0	106	0	0	724	27	5	8	1867	1875
Grand Total	102	161	907	16	530	2936	0	22	270	0	562	3	0	3488	186	52	93	9142	9235
Apprch %	8.7	13.8	77.5		15.3	84.7	0		32.5	0	67.5		0	94.9	5.1				
Total %	1.1	1.8	9.9		5.8	32.1	0		3	0	6.1		0	38.2	2		1	99	

Martin/Alexiou/Bryson, P.C.

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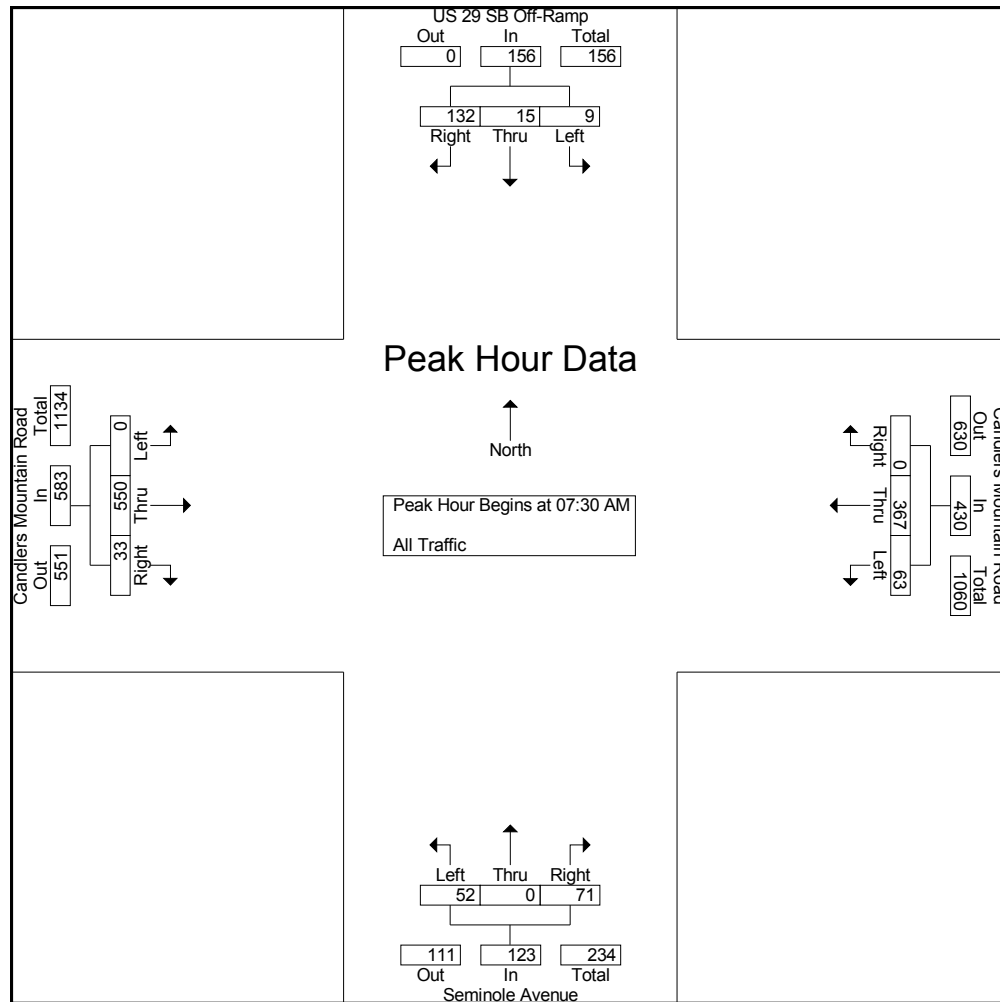
File Name : CandlerMtn@Seminole

Site Code : 20130092

Start Date : 2/12/2013

Page No : 2

	US 29 SB Off-Ramp Southbound				Candlers Mountain Road Westbound				Seminole Avenue Northbound				Candlers Mountain Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	4	30	36	10	59	0	69	8	0	19	27	0	139	7	146	278
07:45 AM	2	3	36	41	13	99	0	112	15	0	15	30	0	160	12	172	355
08:00 AM	2	6	45	53	22	95	0	117	21	0	23	44	0	147	9	156	370
08:15 AM	3	2	21	26	18	114	0	132	8	0	14	22	0	104	5	109	289
Total Volume	9	15	132	156	63	367	0	430	52	0	71	123	0	550	33	583	1292
% App. Total	5.8	9.6	84.6		14.7	85.3	0		42.3	0	57.7		0	94.3	5.7		
PHF	.750	.625	.733	.736	.716	.805	.000	.814	.619	.000	.772	.699	.000	.859	.688	.847	.873



Martin/Alexiou/Bryson, P.C.

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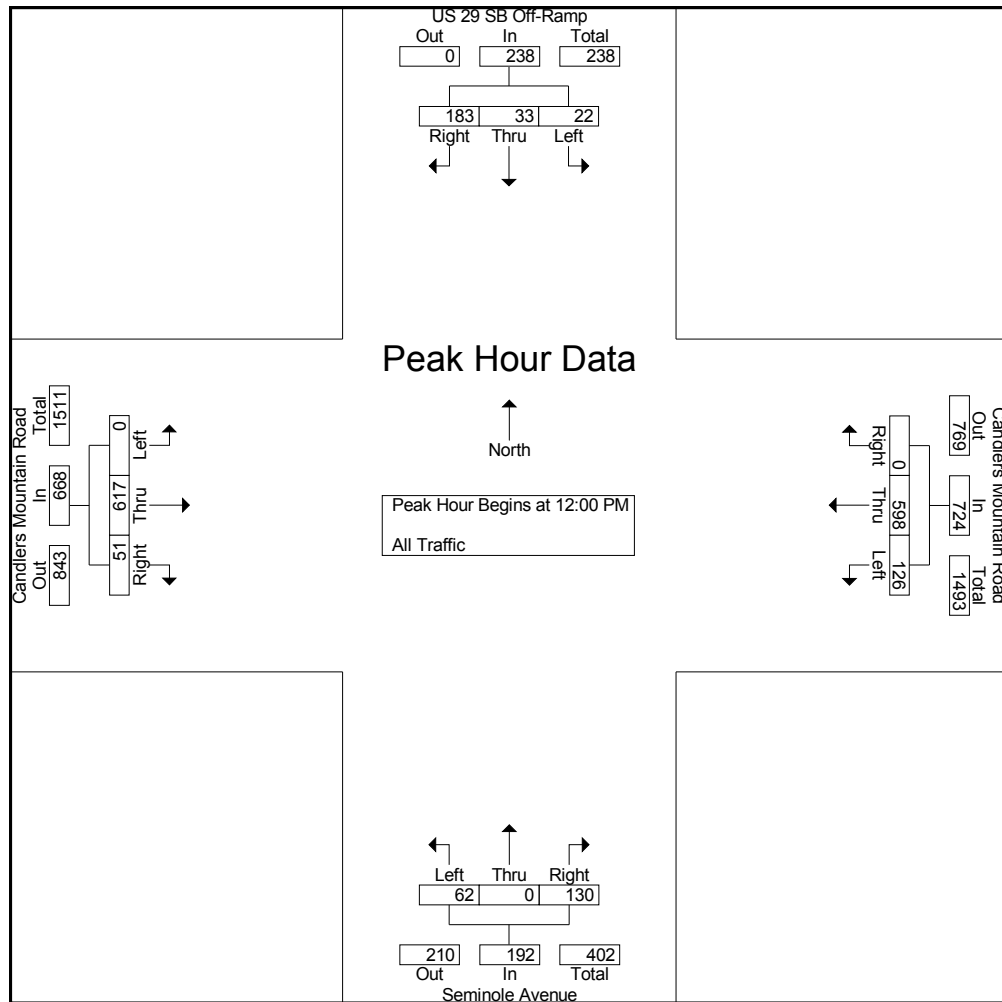
File Name : CandlerMtn@Seminole

Site Code : 20130092

Start Date : 2/12/2013

Page No : 3

	US 29 SB Off-Ramp Southbound				Candlers Mountain Road Westbound				Seminole Avenue Northbound				Candlers Mountain Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	11	7	52	70	35	139	0	174	11	0	32	43	0	150	7	157	444
12:15 PM	3	7	47	57	40	146	0	186	15	0	39	54	0	163	12	175	472
12:30 PM	4	10	37	51	33	158	0	191	18	0	27	45	0	154	16	170	457
12:45 PM	4	9	47	60	18	155	0	173	18	0	32	50	0	150	16	166	449
Total Volume	22	33	183	238	126	598	0	724	62	0	130	192	0	617	51	668	1822
% App. Total	9.2	13.9	76.9		17.4	82.6	0		32.3	0	67.7		0	92.4	7.6		
PHF	.500	.825	.880	.850	.788	.946	.000	.948	.861	.000	.833	.889	.000	.946	.797	.954	.965



Martin/Alexiou/Bryson, P.C.

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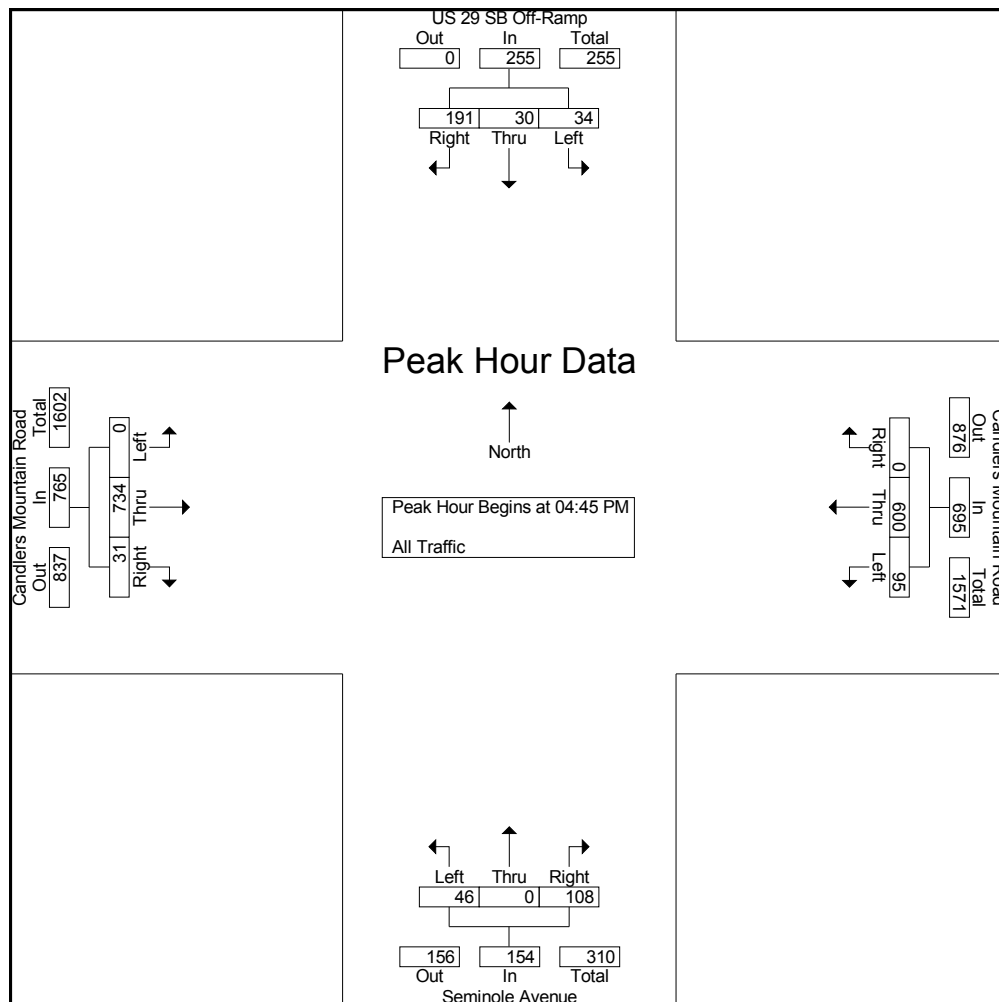
File Name : CandlerMtn@Seminole

Site Code : 20130092

Start Date : 2/12/2013

Page No : 4

	US 29 SB Off-Ramp Southbound				Candlers Mountain Road Westbound				Seminole Avenue Northbound				Candlers Mountain Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	3	5	29	37	22	148	0	170	12	0	23	35	0	163	10	173	415
05:00 PM	10	5	43	58	25	172	0	197	9	0	27	36	0	178	7	185	476
05:15 PM	9	14	63	86	24	136	0	160	12	0	27	39	0	201	9	210	495
05:30 PM	12	6	56	74	24	144	0	168	13	0	31	44	0	192	5	197	483
Total Volume	34	30	191	255	95	600	0	695	46	0	108	154	0	734	31	765	1869
% App. Total	13.3	11.8	74.9		13.7	86.3	0		29.9	0	70.1		0	95.9	4.1		
PHF	.708	.536	.758	.741	.950	.872	.000	.882	.885	.000	.871	.875	.000	.913	.775	.911	.944



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File Name : CandlerMtn@Woodall

Site Code : 20130091

Start Date : 2/12/2013

Page No : 1

Groups Printed- All Traffic

	Woodall Road Southbound				Candler Mountain Road Westbound				Driveway Northbound				Candler Mountain Road Eastbound				Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	Trks	Left	Thru	Right	Trks	Left	Thru	Right	Trks	Left	Thru	Right	Trks			
07:00 AM	3	0	2	0	0	81	7	1	0	0	0	0	11	74	1	0	1	179	180
07:15 AM	5	0	3	0	0	101	9	3	0	0	0	0	5	101	0	1	4	224	228
07:30 AM	6	0	5	1	0	76	18	3	0	0	0	0	13	139	0	1	5	257	262
07:45 AM	3	0	5	0	0	103	40	1	0	0	0	0	6	166	0	3	4	323	327
Total	17	0	15	1	0	361	74	8	0	0	0	0	35	480	1	5	14	983	997
08:00 AM	5	0	3	1	0	105	49	1	0	0	1	0	9	149	1	0	2	322	324
08:15 AM	5	0	5	0	0	116	21	1	0	0	0	0	8	96	0	7	8	251	259
08:30 AM	6	0	3	0	1	94	23	0	0	0	0	0	3	110	0	10	10	240	250
08:45 AM	10	0	4	0	1	103	15	1	0	0	0	1	6	130	0	2	4	269	273
Total	26	0	15	1	2	418	108	3	0	0	1	1	26	485	1	19	24	1082	1106
Scheduled Break																			
11:00 AM	12	0	5	1	0	107	9	1	0	0	0	0	1	115	3	3	5	252	257
11:15 AM	8	0	3	0	1	126	6	5	1	0	0	0	3	116	2	1	6	266	272
11:30 AM	14	0	11	1	2	161	8	3	0	0	1	0	4	132	1	3	7	334	341
11:45 AM	10	0	9	1	0	162	7	0	0	0	0	0	11	146	1	0	1	346	347
Total	44	0	28	3	3	556	30	9	1	0	1	0	19	509	7	7	19	1198	1217
12:00 PM	11	0	43	1	1	182	11	3	1	0	0	0	8	148	0	0	4	405	409
12:15 PM	8	0	7	1	1	183	10	0	1	0	1	0	15	170	4	2	3	400	403
12:30 PM	13	0	5	0	0	173	12	5	1	0	0	0	6	154	1	0	5	365	370
12:45 PM	9	0	6	2	0	181	23	3	0	0	0	0	12	159	2	0	5	392	397
Total	41	0	61	4	2	719	56	11	3	0	1	0	41	631	7	2	17	1562	1579
Scheduled Break																			
04:00 PM	13	0	9	1	1	182	23	3	0	0	1	0	13	153	3	5	9	398	407
04:15 PM	16	0	9	1	1	183	9	0	2	0	2	0	2	167	4	0	1	395	396
04:30 PM	32	0	30	0	1	175	12	0	2	0	1	0	2	153	4	1	1	412	413
04:45 PM	16	0	11	1	1	189	13	1	3	0	1	0	2	161	7	0	2	404	406
Total	77	0	59	3	4	729	57	4	7	0	5	0	19	634	18	6	13	1609	1622
05:00 PM	33	0	32	0	1	184	20	1	1	0	1	0	4	150	9	1	2	435	437
05:15 PM	24	0	35	0	1	180	12	1	2	1	1	0	4	184	7	1	2	451	453
05:30 PM	19	0	14	1	0	185	7	2	1	0	0	0	3	175	5	0	3	409	412
05:45 PM	14	0	18	0	0	172	10	0	2	2	1	0	4	149	6	1	1	378	379
Total	90	0	99	1	2	721	49	4	6	3	3	0	15	658	27	3	8	1673	1681
Grand Total	295	0	277	13	13	3504	374	39	17	3	11	1	155	3397	61	42	95	8107	8202
Apprch %	51.6	0	48.4		0.3	90.1	9.6		54.8	9.7	35.5		4.3	94	1.7				
Total %	3.6	0	3.4		0.2	43.2	4.6		0.2	0	0.1		1.9	41.9	0.8		1.2	98.8	

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Raleigh, North Carolina 27607

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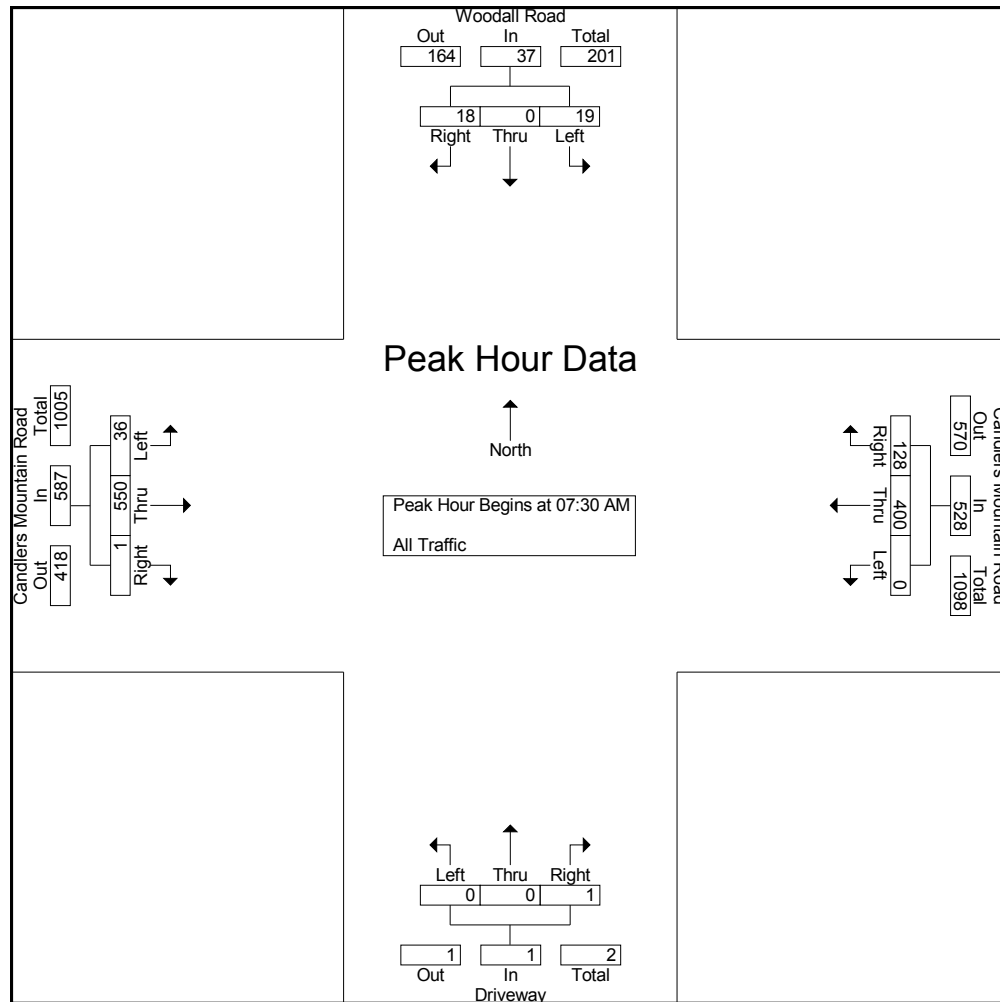
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Site Code : 20130091

Start Date : 2/12/2013

Page No : 2

	Woodall Road Southbound				Candlers Mountain Road Westbound				Driveway Northbound				Candlers Mountain Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	6	0	5	11	0	76	18	94	0	0	0	0	13	139	0	152	257
07:45 AM	3	0	5	8	0	103	40	143	0	0	0	0	6	166	0	172	323
08:00 AM	5	0	3	8	0	105	49	154	0	0	1	1	9	149	1	159	322
08:15 AM	5	0	5	10	0	116	21	137	0	0	0	0	8	96	0	104	251
Total Volume	19	0	18	37	0	400	128	528	0	0	1	1	36	550	1	587	1153
% App. Total	51.4	0	48.6		0	75.8	24.2		0	0	100		6.1	93.7	0.2		
PHF	.792	.000	.900	.841	.000	.862	.653	.857	.000	.000	.250	.250	.692	.828	.250	.853	.892



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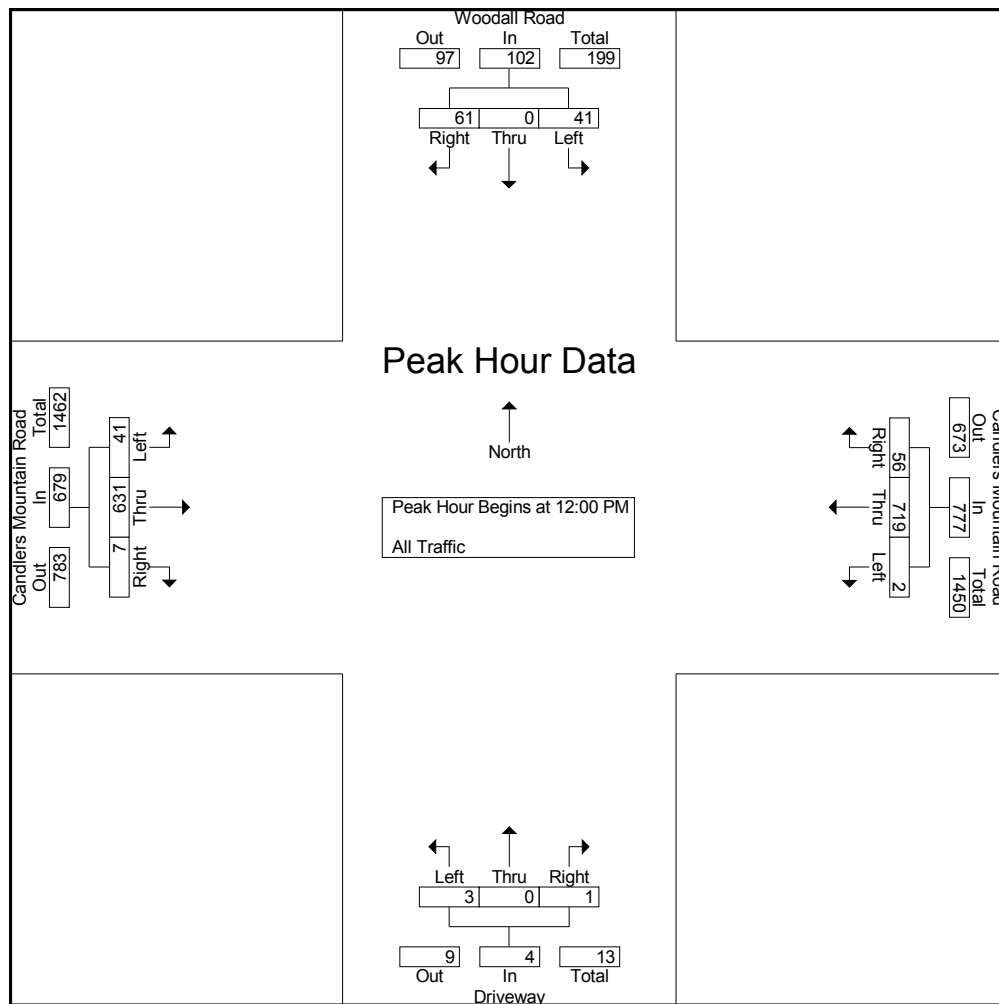
File Name : CandlerMtn@Woodall

Site Code : 20130091

Start Date : 2/12/2013

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	Woodall Road Southbound				Candlers Mountain Road Westbound				Driveway Northbound				Candlers Mountain Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	11	0	43	54	1	182	11	194	1	0	0	1	8	148	0	156	405
12:15 PM	8	0	7	15	1	183	10	194	1	0	1	2	15	170	4	189	400
12:30 PM	13	0	5	18	0	173	12	185	1	0	0	1	6	154	1	161	365
12:45 PM	9	0	6	15	0	181	23	204	0	0	0	0	12	159	2	173	392
Total Volume	41	0	61	102	2	719	56	777	3	0	1	4	41	631	7	679	1562
% App. Total	40.2	0	59.8		0.3	92.5	7.2		75	0	25		6	92.9	1		
PHF	.788	.000	.355	.472	.500	.982	.609	.952	.750	.000	.250	.500	.683	.928	.438	.898	.964



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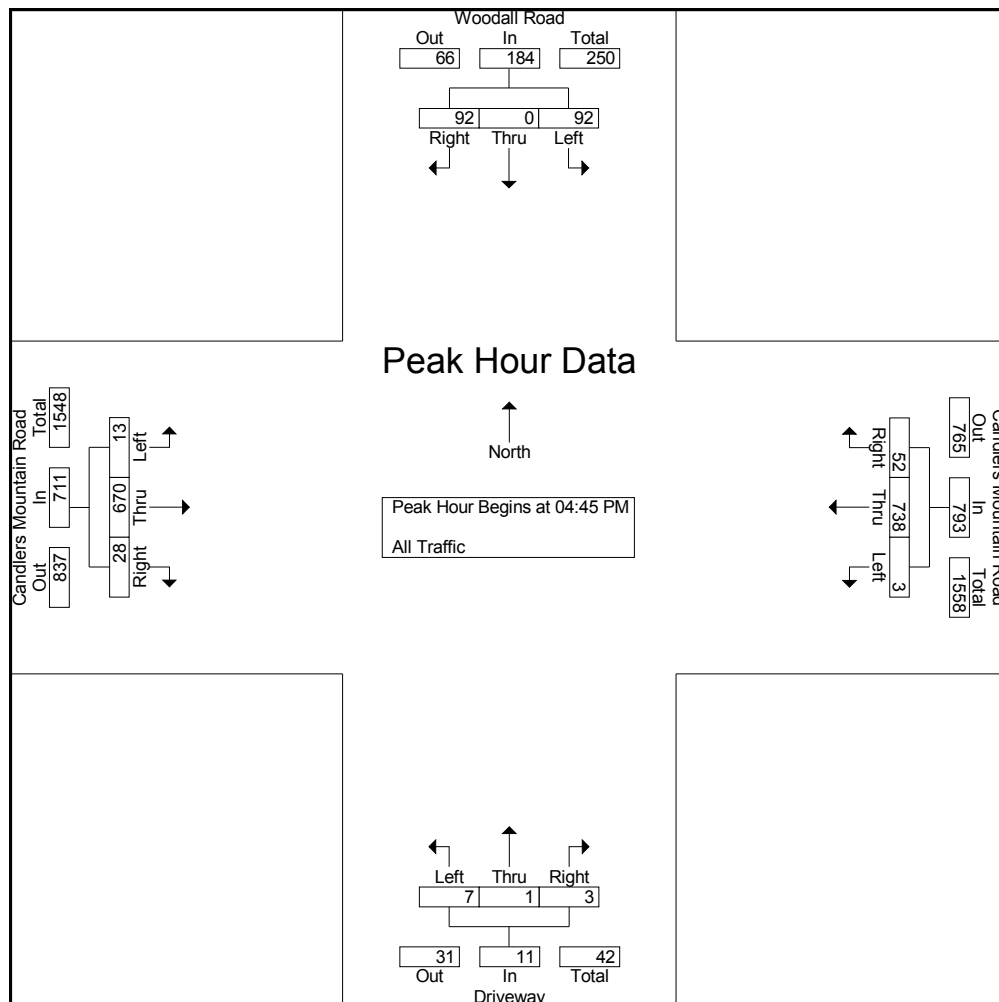
File Name : CandlerMtn@Woodall

Site Code : 20130091

Start Date : 2/12/2013

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	Woodall Road Southbound				Candlers Mountain Road Westbound				Driveway Northbound				Candlers Mountain Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	16	0	11	27	1	189	13	203	3	0	1	4	2	161	7	170	404
05:00 PM	33	0	32	65	1	184	20	205	1	0	1	2	4	150	9	163	435
05:15 PM	24	0	35	59	1	180	12	193	2	1	1	4	4	184	7	195	451
05:30 PM	19	0	14	33	0	185	7	192	1	0	0	1	3	175	5	183	409
Total Volume	92	0	92	184	3	738	52	793	7	1	3	11	13	670	28	711	1699
% App. Total	50	0	50		0.4	93.1	6.6		63.6	9.1	27.3		1.8	94.2	3.9		
PHF	.697	.000	.657	.708	.750	.976	.650	.967	.583	.250	.750	.688	.813	.910	.778	.912	.942



Appendix B:
Intersection Capacity Analysis

Kirkley Apts - Lynchburg
1: Candler Mountain & Woodall Road

Existing (2013) AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	36	563	1	0	423	128	0	0	1	19	0	18
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	11	11	11	11	11	11	12	12	12	10	10	10
Lane Width (ft)												
Grade (%)	0%						0%			-1%		
Storage Length (ft)	100		0	0		0	0		0	125		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	100		100	100		100	100		100	100		100
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.965			0.850				0.850
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1711	3421	0	1801	3301	0	1863	1583	0	0	1660	1485
Flt Permitted	0.420									0.757		
Satd. Flow (perm)	756	3421	0	1801	3301	0	1863	1583	0	0	1323	1485
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			25			35	
Link Distance (ft)		320			174			165			563	
Travel Time (s)		6.2			3.4			4.5			11.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	40	626	1	0	470	142	0	0	1	21	0	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	627	0	0	612	0	0	1	0	0	21	20
Turn Type	pm+pt			pm+pt			Perm			Perm		Perm
Protected Phases	1	6		5	2.4		3	3		3	3	3
Permitted Phases	6			2.4			3			3		3
Detector Phase	1	6		5	2.4		3	3		3	3	3
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0			6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	14.0	30.0		14.0			20.0	20.0		20.0	20.0	20.0
Total Split (s)	14.0	41.0	0.0	14.0	64.0	0.0	22.0	22.0	0.0	22.0	22.0	22.0
Total Split (%)	14.0%	41.0%	0.0%	14.0%	64.0%	0.0%	22.0%	22.0%	0.0%	22.0%	22.0%	22.0%
Maximum Green (s)	10.0	36.0		10.0			18.0	18.0		18.0	18.0	18.0
Yellow Time (s)	3.0	3.5		3.0			3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	1.5		1.0			1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	1.0	0.5	-2.0	1.0	0.0	-2.0	1.0	1.0	1.0	-2.0	1.0	1.0
Total Lost Time (s)	5.0	5.5	2.0	5.0	5.0	2.0	5.0	5.0	5.0	2.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead			Lead	Lead		Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.5		3.0			3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None			Min	Min		Min	Min	Min
Act Effct Green (s)	29.9	25.2		45.1			8.4	8.4		8.4	8.4	8.4
Actuated g/C Ratio	0.41	0.35		0.62			0.12	0.12		0.12	0.12	0.12
v/c Ratio	0.10	0.53		0.30			0.01	0.01		0.14	0.12	0.12
Control Delay	11.5	22.0		1.5			35.0	35.0		37.1	36.4	36.4
Queue Delay	0.0	0.0		0.1			0.0	0.0		0.0	0.0	0.0
Total Delay	11.5	22.0		1.5			35.0	35.0		37.1	36.4	36.4
LOS	B	C		A			C	C		D	D	D
Approach Delay	21.4			1.5			35.0			36.8		

M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
1: Candler Mountain & Woodall Road

Existing (2013) AM

Lane Group	e2	e4
Lane Configurations		
Volume (vph)	0	18
Ideal Flow (vphpl)		
Lane Width (ft)		
Grade (%)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	2	4
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	15.0	6.0
Minimum Split (s)	22.0	20.0
Total Split (s)	41.0	23.0
Total Split (%)	41%	23%
Maximum Green (s)	36.0	19.0
Yellow Time (s)	3.5	3.0
All-Red Time (s)	1.5	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	3.5	3.0
Recall Mode	Min	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		

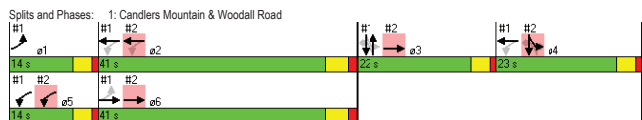
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Kirkley Apts - Lynchburg
1: Candler Mountain & Woodall Road

Existing (2013) AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	C			A			C			D		9
Queue Length 50th (ft)	9	120		7			0			9		34
Queue Length 95th (ft)	28	205		10			5			34		33
Internal Link Dist (ft)		240		94			85			503		
Turn Bay Length (ft)	100											
Base Capacity (vph)	466	1814		2475			402			336	377	
Starvation Cap Reductn	0	0		560			0			0	0	
Spillback Cap Reductn	0	0		0			0			0	0	
Storage Cap Reductn	0	0		0			0			0	0	
Reduced v/c Ratio	0.09	0.35		0.32			0.00			0.06	0.05	

Intersection Summary
Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 72.6
Natural Cycle: 85
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 12.7
Intersection Capacity Utilization 40.4%
Analysis Period (min) 15
Intersection LOS: B
ICU Level of Service A



M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
1: Candler Mountain & Woodall Road

Existing (2013) AM

Lane Group	e2	e4
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
2: Candler Mountain & US 29 SB Off-Ramp

Existing (2013) AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	↑↓	33	63	↑↓	0	52	0	71	9	15	132
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	11	11	11	11	11	11	10	10	10	11	11	12
Lane Width (ft)												
Grade (%)	0	0%	0	100	-1%	0	125	3%	0	150	0%	0
Storage Length (ft)	0	0	0	1	0	1	1	1	1	1	1	1
Storage Lanes	100	100	100	100	100	100	100	100	100	100	100	100
Taper Length (ft)	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor		0.991						0.850				0.850
Frt												
Flt Protected				0.950			0.950			0.982		
Satd. Flow (prot)	0	3390	0	1719	3438	0	1627	0	1456	0	1768	1583
Flt Permitted				0.302			0.740			0.982		
Satd. Flow (perm)	0	3390	0	547	3438	0	1267	0	1456	0	1768	1583
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35		35			35			35		
Link Distance (ft)		174		396			346			444		
Travel Time (s)		3.4		7.7			6.7			8.6		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	611	37	70	408	0	58	0	79	10	17	147
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	648	0	70	408	0	58	0	79	0	27	147
Turn Type				custom			D.Pm		custom			Perm
Protected Phases		3.6		5	2		4		4	4	4	4
Permitted Phases				2.5			4		4	4	4	4
Detector Phase		3.6		5	2		4		4	4	4	4
Switch Phase												
Minimum Initial (s)				5.0	15.0		6.0		6.0	6.0	6.0	6.0
Minimum Split (s)				14.0	22.0		20.0		20.0	20.0	20.0	20.0
Total Split (s)	0.0	63.0	0.0	14.0	41.0	0.0	23.0	0.0	23.0	23.0	23.0	23.0
Total Split (%)	0.0%	63.0%	0.0%	14.0%	41.0%	0.0%	23.0%	0.0%	23.0%	23.0%	23.0%	23.0%
Maximum Green (s)				10.0	36.0		19.0		19.0	19.0	19.0	19.0
Yellow Time (s)				3.0	3.5		3.0		3.0	3.0	3.0	3.0
All-Red Time (s)				1.0	1.5		1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	2.0	2.0	2.0	2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag				Lead	Lag		Lag		Lag	Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.5		3.0		3.0	3.0	3.0	3.0
Recall Mode				None	Min		None		None	None	None	None
Act Effct Green (s)	42.8			37.7	31.1		16.5		16.5	16.5	16.5	16.5
Actuated g/C Ratio	0.59			0.52	0.43		0.23		0.23	0.23	0.23	0.23
v/c Ratio	0.32			0.16	0.28		0.20		0.24	0.07	0.41	
Control Delay	0.5			10.0	15.8		29.2		29.3	27.4	31.9	
Queue Delay	0.1			0.0	0.0		0.0		0.0	0.0	0.0	
Total Delay	0.5			10.0	15.8		29.2		29.3	27.4	31.9	
LOS	A			B	B		C		C	C	C	C
Approach Delay	0.5				14.9					31.2		

M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
2: Candler Mountain & US 29 SB Off-Ramp

Existing (2013) AM

Lane Group	e1	e3	e6
Lane Configurations			
Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Grade (%)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	1	3	6
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	6.0	15.0
Minimum Split (s)	14.0	20.0	30.0
Total Split (s)	14.0	22.0	41.0
Total Split (%)	14%	22%	41%
Maximum Green (s)	10.0	18.0	36.0
Yellow Time (s)	3.0	3.0	3.5
All-Red Time (s)	1.0	1.0	1.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lead	Lag
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	3.0	3.5
Recall Mode	None	Min	Min
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			

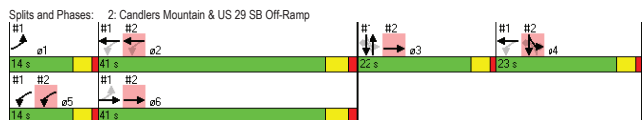
M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
2: Candler Mountain & US 29 SB Off-Ramp

Existing (2013) AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	A			B						C		
Queue Length 50th (ft)	0			14	66		22		30	10	57	
Queue Length 95th (ft)	0			39	120		65		81	36	137	
Internal Link Dist (ft)	94			316			266			364		
Turn Bay Length (ft)				100			125					
Base Capacity (vph)	2467			496	1965		397		457	555	496	
Starvation Cap Reductn	570			0	0		0		0	0	0	
Spillback Cap Reductn	0			0	0		0		0	0	0	
Storage Cap Reductn	0			0	0		0		0	0	0	
Reduced v/c Ratio	0.34			0.14	0.21		0.15		0.17	0.05	0.30	

Intersection Summary
Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 72.6
Natural Cycle: 85
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 11.8
Intersection Capacity Utilization 40.0%
Analysis Period (min) 15
Intersection LOS: B
ICU Level of Service A



M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
2: Candler Mountain & US 29 SB Off-Ramp

Existing (2013) AM

Lane Group	e1	e3	e6
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
1: Candler Mountain & Woodall Road

Existing (2013) PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	13	13	28	13	13	52	13	13	3	92	0	92
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	11	11	11	11	11	11	12	12	12	10	10	10
Lane Width (ft)												
Grade (%)	0%			0%			0%			-1%		
Storage Length (ft)	100		0	0		0	0		125		0	
Storage Lanes	1		0	1		0	1		0		1	
Taper Length (ft)	100		100	100		100	100		100		100	
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00								
Frt		0.993			0.988			0.880				0.850
Flt Protected	0.950			0.950		0.950			0.950			
Satd. Flow (prot)	1711	3394	0	1711	3380	0	1770	1639	0	0	1660	1485
Flt Permitted	0.302			0.251		0.646			0.754			
Satd. Flow (perm)	544	3394	0	452	3380	0	1203	1639	0	0	1317	1485
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35		35		25		25		35		
Link Distance (ft)		320		174		165		583				
Travel Time (s)		6.2		3.4		4.5		11.4				
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.81	0.91	0.78	0.78	0.98	0.75	0.75	0.75	0.75	0.90	0.75	
Adj. Flow (vph)	16	736	36	4	798	69	9	1	4	123	0	123
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	772	0	4	867	0	9	5	0	0	123	123
Turn Type	pm+pt			pm+pt		Perm			Perm		Perm	
Protected Phases	1	6		5	2.4		3	3		3	3	3
Permitted Phases	6			2.4			3			3		3
Detector Phase	1	6		5	2.4		3	3		3	3	3
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0		6.0	6.0		6.0	6.0	6.0	
Minimum Split (s)	14.0	30.0		14.0		20.0	20.0		20.0	20.0	20.0	
Total Split (s)	14.0	37.0	0.0	14.0	65.0	0.0	21.0	21.0	0.0	21.0	21.0	21.0
Total Split (%)	14.0%	37.0%	0.0%	14.0%	65.0%	0.0%	21.0%	21.0%	0.0%	21.0%	21.0%	21.0%
Maximum Green (s)	10.0	32.0		10.0		17.0	17.0		17.0	17.0	17.0	
Yellow Time (s)	3.0	3.5		3.0		3.0	3.0		3.0	3.0	3.0	
All-Red Time (s)	1.0	1.5		1.0		1.0	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	1.0	0.5	-2.0	1.0	0.0	-2.0	1.0	1.0	-2.0	1.0	1.0	
Total Lost Time (s)	5.0	5.5	2.0	5.0	5.0	2.0	5.0	5.0	2.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead		Lead	Lead		Lead	Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.5		3.0		3.0	3.0		3.0	3.0	3.0	
Recall Mode	None	Min		None		Min	Min		Min	Min	Min	
Act Effct Green (s)	33.9	29.6		59.2	59.4	14.2	14.2		14.2	14.2		
Actuated g/C Ratio	0.38	0.33		0.66	0.66	0.16	0.16		0.16	0.16		
v/c Ratio	0.06	0.69		0.01	0.39	0.05	0.02		0.59	0.53		
Control Delay	15.6	31.8		1.0	1.6	36.4	35.8		51.3	47.0		
Queue Delay	0.0	0.0		0.0	0.2	0.0	0.0		0.0	0.0		
Total Delay	15.6	31.8		1.0	1.8	36.4	35.8		51.3	47.0		

M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
1: Candler Mountain & Woodall Road

Existing (2013) PM

Lane Group	e2	e4
Lane Configurations		
Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Grade (%)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	2	4
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	15.0	6.0
Minimum Split (s)	22.0	20.0
Total Split (s)	37.0	28.0
Total Split (%)	37%	28%
Maximum Green (s)	32.0	24.0
Yellow Time (s)	3.5	3.0
All-Red Time (s)	1.5	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	3.5	3.0
Recall Mode	Min	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		

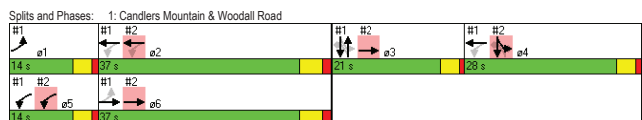
M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
1: Candler Mountain & Woodall Road

Existing (2013) PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	C		A	A		D	D		D	D	
Approach Delay	31.4				1.8		36.2			49.2		
Approach LOS	C			A			D			D		
Queue Length 50th (ft)	5	226		0	12		5	3		73	72	
Queue Length 95th (ft)	15	297		m0	17		16	11		135	107	
Internal Link Dist (ft)		240			94			85			503	
Turn Bay Length (ft)	100											
Base Capacity (vph)	346	1257		431	2357		226	308		248	279	
Starvation Cap Reductn	0	0		0	693		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.05	0.61		0.01	0.52		0.04	0.02		0.50	0.44	

Intersection Summary
Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 89.8
Natural Cycle: 85
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 20.3
Intersection Capacity Utilization 46.5%
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.



M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
1: Candler Mountain & Woodall Road

Existing (2013) PM

Lane Group	e2	e4
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
2: Candlers Mountain & US 29 SB Off-Ramp

Existing (2013) PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	↑	↓	0	↑	↓	0	↑	↓	0	↑	↓
Volume (vph)	0	734	31	95	600	0	46	0	108	34	30	191
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	12
Grade (%)	0	0	0	-1	0	0	3	0	0	0	0	0
Storage Length (ft)	0	0	0	100	0	125	0	150	0	0	0	0
Storage Lanes	0	0	0	1	0	1	0	1	0	0	0	0
Taper Length (ft)	100	100	100	100	100	100	100	100	100	100	100	100
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00
Frt	0.993	0.993	0.993	0.993	0.993	0.993	0.850	0.850	0.850	0.850	0.850	0.850
Flt Protected	0	3394	0	0.950	3438	0	0.950	1456	0	0.974	1583	0
Satd. Flow (prot)	0	3394	0	0.208	3438	0	0.659	1456	0	0.974	1583	0
Flt Permitted	0	3394	0	0.208	3438	0	0.659	1456	0	0.974	1583	0
Satd. Flow (perm)	0	3394	0	0.208	3438	0	0.659	1456	0	0.974	1583	0
Right Turn on Red	No	No	No	No	No	No	No	No	No	No	No	No
Satd. Flow (RTOR)	0	3394	0	0.208	3438	0	0.659	1456	0	0.974	1583	0
Link Speed (mph)	0	3394	0	0.208	3438	0	0.659	1456	0	0.974	1583	0
Link Distance (ft)	0	3394	0	0.208	3438	0	0.659	1456	0	0.974	1583	0
Travel Time (s)	0	3394	0	0.208	3438	0	0.659	1456	0	0.974	1583	0
Confl. Peds. (#/hr)	0	3394	0	0.208	3438	0	0.659	1456	0	0.974	1583	0
Peak Hour Factor	0.90	0.91	0.78	0.95	0.87	0.90	0.89	0.87	0.75	0.75	0.76	0.76
Adj. Flow (vph)	0	807	40	100	690	0	52	0	124	45	40	251
Shared Lane Traffic (%)	0	847	0	100	690	0	52	0	124	0	85	251
Lane Group Flow (vph)	0	847	0	100	690	0	52	0	124	0	85	251
Turn Type	custom	custom	custom	custom	custom	custom	custom	custom	custom	custom	custom	custom
Protected Phases	3.6	5	2	4	4	4	4	4	4	4	4	4
Permitted Phases	3.6	5	2	4	4	4	4	4	4	4	4	4
Detector Phase	3.6	5	2	4	4	4	4	4	4	4	4	4
Switch Phase	3.6	5	2	4	4	4	4	4	4	4	4	4
Minimum Initial (s)	0.0	58.0	0.0	14.0	37.0	0.0	28.0	0.0	28.0	28.0	28.0	28.0
Minimum Split (s)	0.0	58.0	0.0	14.0	37.0	0.0	28.0	0.0	28.0	28.0	28.0	28.0
Total Split (s)	0.0	58.0	0.0	14.0	37.0	0.0	28.0	0.0	28.0	28.0	28.0	28.0
Total Split (%)	0.0%	58.0%	0.0%	14.0%	37.0%	0.0%	28.0%	0.0%	28.0%	28.0%	28.0%	28.0%
Maximum Green (s)	0.0	58.0	0.0	14.0	37.0	0.0	28.0	0.0	28.0	28.0	28.0	28.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	52.7	43.0	38.1	23.1	23.1	23.1	23.1	23.1	23.1	23.1	23.1	23.1
Actuated g/C Ratio	0.59	0.48	0.42	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26
v/c Ratio	0.42	0.29	0.47	0.18	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34
Control Delay	0.6	16.1	21.4	30.6	32.9	32.9	32.9	32.9	32.9	32.9	32.9	32.9
Queue Delay	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	0.9	16.1	21.4	30.6	32.9	32.9	32.9	32.9	32.9	32.9	32.9	32.9

M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
2: Candlers Mountain & US 29 SB Off-Ramp

Existing (2013) PM

Lane Group	e1	e3	e6
Lane Configurations	0	0	0
Volume (vph)	0	0	0
Ideal Flow (vphpl)	1900	1900	1900
Lane Width (ft)	11	11	11
Grade (%)	0	0	0
Storage Length (ft)	0	0	0
Storage Lanes	0	0	0
Taper Length (ft)	100	100	100
Lane Util. Factor	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00	1.00
Frt	0.993	0.993	0.993
Flt Protected	0	3394	0
Satd. Flow (prot)	0	3394	0
Flt Permitted	0	3394	0
Satd. Flow (perm)	0	3394	0
Right Turn on Red	No	No	No
Satd. Flow (RTOR)	0	3394	0
Link Speed (mph)	0	3394	0
Link Distance (ft)	0	3394	0
Travel Time (s)	0	3394	0
Confl. Peds. (#/hr)	0	3394	0
Peak Hour Factor	0.90	0.91	0.78
Adj. Flow (vph)	0	807	40
Shared Lane Traffic (%)	0	847	0
Lane Group Flow (vph)	0	847	0
Turn Type	custom	custom	custom
Protected Phases	3.6	5	2
Permitted Phases	3.6	5	2
Detector Phase	3.6	5	2
Switch Phase	3.6	5	2
Minimum Initial (s)	0.0	58.0	0.0
Minimum Split (s)	0.0	58.0	0.0
Total Split (s)	0.0	58.0	0.0
Total Split (%)	0.0%	58.0%	0.0%
Maximum Green (s)	0.0	58.0	0.0
Yellow Time (s)	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0
Total Lost Time (s)	2.0	2.0	2.0
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Lead	Lag	Lag
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	Min	Min
Act Effct Green (s)	52.7	43.0	38.1
Actuated g/C Ratio	0.59	0.48	0.42
v/c Ratio	0.42	0.29	0.47
Control Delay	0.6	16.1	21.4
Queue Delay	0.3	0.0	0.0
Total Delay	0.9	16.1	21.4

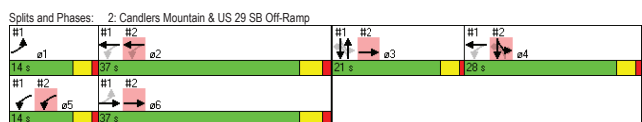
M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
2: Candlers Mountain & US 29 SB Off-Ramp

Existing (2013) PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A	A	B	C	C	C	C	C	C	C	C	D
Approach Delay	0.9	0.9	0.9	20.8	20.8	20.8	20.8	20.8	20.8	20.8	20.8	20.8
Approach LOS	A	A	B	C	C	C	C	C	C	C	C	D
Queue Length 50th (ft)	1	1	1	33	145	26	64	42	140	140	140	140
Queue Length 95th (ft)	1	1	1	62	226	57	112	67	181	181	181	181
Internal Link Dist (ft)	94	94	94	316	316	316	266	364	364	364	364	364
Turn Bay Length (ft)	100	100	100	125	125	125	125	125	125	125	125	125
Base Capacity (vph)	2097	2097	2097	370	1600	345	439	536	484	484	484	484
Starvation Cap Reductn	597	597	597	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.56	0.56	0.27	0.43	0.15	0.28	0.16	0.52	0.52	0.52	0.52

Intersection Summary
Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 89.8
Natural Cycle: 85
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 16.4
Intersection Capacity Utilization 46.7%
Analysis Period (min) 15
Intersection LOS: B
ICU Level of Service A



M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
2: Candlers Mountain & US 29 SB Off-Ramp

Existing (2013) PM

Lane Group	e1	e3	e6
LOS	A	A	B
Approach Delay	0.9	0.9	0.9
Approach LOS	A	A	B
Queue Length 50th (ft)	1	1	1
Queue Length 95th (ft)	1	1	1
Internal Link Dist (ft)	94	94	94
Turn Bay Length (ft)	100	100	100
Base Capacity (vph)	2097	2097	2097
Starvation Cap Reductn	597	597	597
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.56	0.56	0.56

Intersection Summary

M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
1: Candler Mountain & Woodall Road

No-Build (2015) AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	36	597	1	0	449	136	0	0	1	20	0	19
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	11	11	11	11	11	11	12	12	12	10	10	10
Lane Width (ft)												
Grade (%)	0%						0%			-1%		
Storage Length (ft)	100		0	0		0	0		125		0	
Storage Lanes	1		0	1		0	1		0		1	
Taper Length (ft)	100		100	100		100	100		100		100	
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.965			0.850				0.850
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1711	3421	0	1801	3301	0	1863	1583	0	0	1660	1485
Flt Permitted	0.405									0.757		
Satd. Flow (perm)	729	3421	0	1801	3301	0	1863	1583	0	0	1323	1485
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			25			35	
Link Distance (ft)		320			174			165			563	
Travel Time (s)		6.2			3.4			4.5			11.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	42	663	1	0	499	151	0	0	1	22	0	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	664	0	0	650	0	0	1	0	0	22	21
Turn Type	pm+pt			pm+pt			Perm			Perm		Perm
Protected Phases	1	6		5	2.4		3	3		3	3	3
Permitted Phases	6			2.4								
Detector Phase	1	6		5	2.4		3	3		3	3	3
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0			6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	14.0	30.0		14.0			20.0	20.0		20.0	20.0	20.0
Total Split (s)	14.0	42.0	0.0	14.0	64.0	0.0	22.0	22.0	0.0	22.0	22.0	22.0
Total Split (%)	14.0%	42.0%	0.0%	14.0%	64.0%	0.0%	22.0%	22.0%	0.0%	22.0%	22.0%	22.0%
Maximum Green (s)	10.0	37.0		10.0			18.0	18.0		18.0	18.0	18.0
Yellow Time (s)	3.0	3.5		3.0			3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	1.5		1.0			1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	1.0	0.5	-2.0	1.0	0.0	-2.0	1.0	1.0	1.0	-2.0	1.0	1.0
Total Lost Time (s)	5.0	5.5	2.0	5.0	5.0	2.0	5.0	5.0	5.0	2.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead			Lead	Lead		Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.5		3.0			3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None			Min	Min		Min	Min	Min
Act Effct Green (s)	31.8	27.0			47.5		9.3			9.3	9.3	
Actuated g/C Ratio	0.42	0.36			0.63		0.12			0.12	0.12	
v/c Ratio	0.11	0.55			0.31		0.01			0.14	0.12	
Control Delay	11.6	22.5			1.6		35.0			37.4	36.8	
Queue Delay	0.0	0.0			0.1		0.0			0.0	0.0	
Total Delay	11.6	22.5			1.7		35.0			37.4	36.8	
LOS	B	C			A		C			D	D	
Approach Delay	21.8				1.7		35.0			37.1		

M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
1: Candler Mountain & Woodall Road

No-Build (2015) AM

Lane Group	e2	e4
Lane Configurations		
Volume (vph)	0	0
Ideal Flow (vphpl)		
Lane Width (ft)		
Grade (%)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	2	4
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	15.0	6.0
Minimum Split (s)	22.0	20.0
Total Split (s)	42.0	22.0
Total Split (%)	42%	22%
Maximum Green (s)	37.0	18.0
Yellow Time (s)	3.5	3.0
All-Red Time (s)	1.5	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	3.5	3.0
Recall Mode	Min	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		

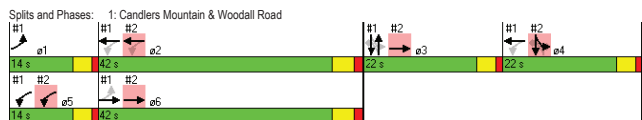
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Kirkley Apts - Lynchburg
1: Candler Mountain & Woodall Road

No-Build (2015) AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	C				A			C		D		
Queue Length 50th (ft)	10	137			8			0		10		
Queue Length 95th (ft)	29	219			11			5		35		34
Internal Link Dist (ft)		240			94			85		503		
Turn Bay Length (ft)	100											
Base Capacity (vph)	454	1785			2400			385		321	361	
Starvation Cap Reductn	0	0			552			0		0	0	
Spillback Cap Reductn	0	0			0			0		0	0	
Storage Cap Reductn	0	0			0			0		0	0	
Reduced v/c Ratio	0.09	0.37			0.35			0.00		0.07	0.06	

Intersection Summary
Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 75.9
Natural Cycle: 85
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.55
Intersection Signal Delay: 12.9
Intersection Capacity Utilization 41.4%
Analysis Period (min) 15
Intersection LOS: B
ICU Level of Service A



Kirkley Apts - Lynchburg
1: Candler Mountain & Woodall Road

No-Build (2015) AM

Lane Group	e2	e4
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

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M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
2: Candler Mountain & US 29 SB Off-Ramp

No-Build (2015) AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	533	35	67	389	0	55	0	775	10	16	140
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	11	11	11	11	11	11	10	10	10	11	11	12
Lane Width (ft)		0%			-1%			3%			0%	
Grade (%)												
Storage Length (ft)	0		0	100		0	125		0	150		0
Storage Lanes	0		0	1		0	1		1	1		1
Taper Length (ft)	100		100	100		100	100		100	100		100
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991						0.850				0.850
Flt Protected				0.950			0.950				0.981	
Satd. Flow (prot)	0	3390	0	1719	3438	0	1627	0	1456	0	1766	1583
Flt Permitted				0.287			0.738				0.981	
Satd. Flow (perm)	0	3390	0	519	3438	0	1264	0	1456	0	1766	1583
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		174			396			346			444	
Travel Time (s)		3.4			7.7			6.7			8.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	648	39	74	432	0	61	0	83	11	18	156
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	687	0	74	432	0	61	0	83	0	29	156
Turn Type				custom			D.Pm		custom	custom		Perm
Protected Phases		3.6		5	2					4	4	
Permitted Phases				2.5			4		4	4		4
Detector Phase		3.6		5	2		4		4	4		4
Switch Phase												
Minimum Initial (s)				5.0	15.0		6.0		6.0	6.0		6.0
Minimum Split (s)				14.0	22.0		20.0		20.0	20.0		20.0
Total Split (s)	0.0	64.0	0.0	14.0	42.0	0.0	22.0	0.0	22.0	22.0	22.0	22.0
Total Split (%)	0.0%	64.0%	0.0%	14.0%	42.0%	0.0%	22.0%	0.0%	22.0%	22.0%	22.0%	22.0%
Maximum Green (s)				10.0	37.0		18.0		18.0	18.0		18.0
Yellow Time (s)				3.0	3.5		3.0		3.0	3.0		3.0
All-Red Time (s)				1.0	1.5		1.0		1.0	1.0		1.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	2.0	2.0	2.0	2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag				Lead	Lag		Lag		Lag	Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.5		3.0		3.0	3.0		3.0
Recall Mode				None	Min		None		None	None		None
Act Effct Green (s)	45.4			39.6	33.0		17.1		17.1	17.1		17.1
Actuated g/C Ratio	0.60			0.52	0.43		0.23		0.23	0.23		0.23
v/c Ratio	0.34			0.17	0.29		0.21		0.25	0.07		0.44
Control Delay	0.5			10.2	16.0		31.2		31.4	29.2		34.3
Queue Delay	0.1			0.0	0.0		0.0		0.0	0.0		0.0
Total Delay	0.6			10.2	16.0		31.2		31.4	29.2		34.3
LOS	A			B	B		C		C	C		C
Approach Delay	0.6				15.1							33.5

M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
2: Candler Mountain & US 29 SB Off-Ramp

No-Build (2015) AM

Lane Group	e1	e3	e6
Lane Configurations			
Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Grade (%)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	1	3	6
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	6.0	15.0
Minimum Split (s)	14.0	20.0	30.0
Total Split (s)	14.0	22.0	42.0
Total Split (%)	14%	22%	42%
Maximum Green (s)	10.0	18.0	37.0
Yellow Time (s)	3.0	3.0	3.5
All-Red Time (s)	1.0	1.0	1.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lead	Lag
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	3.0	3.5
Recall Mode	None	Min	Min
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			

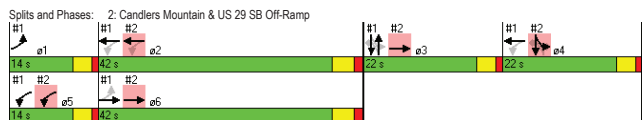
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Kirkley Apts - Lynchburg
2: Candler Mountain & US 29 SB Off-Ramp

No-Build (2015) AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	A			B						C		
Queue Length 50th (ft)	1			16	76		25		34	11		67
Queue Length 95th (ft)	0			41	127		69		87	39		149
Internal Link Dist (ft)	94				316			266			364	
Turn Bay Length (ft)				100			125					
Base Capacity (vph)	2440			478	1930		361		416	505	452	
Starvation Cap Reductn	577			0	0		0		0	0	0	
Spillback Cap Reductn	0			0	0		0		0	0	0	
Storage Cap Reductn	0			0	0		0		0	0	0	
Reduced v/c Ratio	0.37			0.15	0.22		0.17		0.20	0.06	0.35	

Intersection Summary
Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 75.9
Natural Cycle: 85
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.55
Intersection Signal Delay: 12.3
Intersection Capacity Utilization 41.1%
Analysis Period (min) 15
Intersection LOS: B
ICU Level of Service A



M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
2: Candler Mountain & US 29 SB Off-Ramp

No-Build (2015) AM

Lane Group	e1	e3	e6
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
1: Candler Mountain & Woodall Road

No-Build (2015) PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	1	3	1	1	3	1	1	3	1	1	3
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	11	11	11	11	11	11	12	12	12	10	10	10
Lane Width (ft)												
Grade (%)	0%			0%			0%			-1%		
Storage Length (ft)	100		0	0		0	0		125		0	
Storage Lanes	1		0	1		0	1		0		1	
Taper Length (ft)	100		100	100		100	100		100		100	
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00								
Frt		0.993			0.988			0.880				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3394	0	1711	3380	0	1770	1639	0	0	1660	1485
Flt Permitted	0.277			0.232			0.618			0.754		
Satd. Flow (perm)	499	3394	0	418	3380	0	1151	1639	0	0	1317	1485
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35		35			25			35		
Link Distance (ft)		320		174			165			583		
Travel Time (s)		6.2		3.4			4.5			11.4		
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.81	0.91	0.78	0.78	0.98	0.75	0.75	0.75	0.75	0.90	0.75	0.75
Adj. Flow (vph)	17	781	38	4	847	73	9	1	4	131	0	131
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	819	0	4	920	0	9	5	0	0	131	131
Turn Type	pm+pt			pm+pt			Perm			Perm		Perm
Protected Phases	1	6		5	2.4		3	3		3	3	3
Permitted Phases	6			2.4			3			3		3
Detector Phase	1	6		5	2.4		3	3		3	3	3
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0			6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	14.0	30.0		14.0			20.0	20.0		20.0	20.0	20.0
Total Split (s)	14.0	38.0	0.0	14.0	65.0	0.0	21.0	21.0	0.0	21.0	21.0	21.0
Total Split (%)	14.0%	38.0%	0.0%	14.0%	65.0%	0.0%	21.0%	21.0%	0.0%	21.0%	21.0%	21.0%
Maximum Green (s)	10.0	33.0		10.0			17.0	17.0		17.0	17.0	17.0
Yellow Time (s)	3.0	3.5		3.0			3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	1.5		1.0			1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	1.0	0.5	-2.0	1.0	0.0	-2.0	1.0	1.0	1.0	-2.0	1.0	1.0
Total Lost Time (s)	5.0	5.5	2.0	5.0	5.0	2.0	5.0	5.0	2.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead			Lead	Lead		Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.5		3.0			3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None			Min	Min		Min	Min	Min
Act Effct Green (s)	35.2	30.8		60.8	60.8		14.7	14.7		14.7	14.7	14.7
Actuated g/C Ratio	0.38	0.34		0.66	0.66		0.16	0.16		0.16	0.16	0.16
v/c Ratio	0.07	0.72		0.01	0.41		0.05	0.02		0.62	0.55	0.55
Control Delay	15.2	32.3		1.0	1.7		36.6	35.8		52.8	47.9	47.9
Queue Delay	0.0	0.0		0.0	0.2		0.0	0.0		0.0	0.0	0.0
Total Delay	15.2	32.3		1.0	2.0		36.6	35.8		52.8	47.9	47.9

M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
1: Candler Mountain & Woodall Road

No-Build (2015) PM

Lane Group	e2	e4
Lane Configurations		
Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Grade (%)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	2	4
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	15.0	6.0
Minimum Split (s)	22.0	20.0
Total Split (s)	38.0	27.0
Total Split (%)	38%	27%
Maximum Green (s)	33.0	23.0
Yellow Time (s)	3.5	3.0
All-Red Time (s)	1.5	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	3.5	3.0
Recall Mode	Min	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		

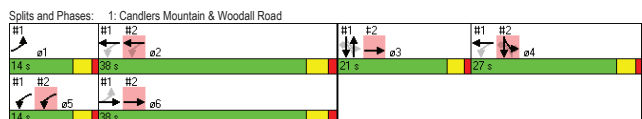
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Kirkley Apts - Lynchburg
1: Candler Mountain & Woodall Road

No-Build (2015) PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	C		A	A		D	D		D	D	D
Approach Delay		32.0			2.0			36.3			50.3	
Approach LOS		C			A			D			D	
Queue Length 50th (ft)	6	241		0	12		5	3		78	77	
Queue Length 95th (ft)	16	314		m0	26		16	11		#153	113	
Internal Link Dist (ft)		240			94			85			503	
Turn Bay Length (ft)	100											
Base Capacity (vph)	330	1250		409	2352		209	297		239	270	
Starvation Cap Reductn	0	0		0	649		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.05	0.66		0.01	0.54		0.04	0.02		0.55	0.49	

Intersection Summary
Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 91.7
Natural Cycle: 85
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 20.8
Intersection Capacity Utilization 48.3%
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
1: Candler Mountain & Woodall Road

No-Build (2015) PM

Lane Group	e2	e4
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
2: Candler Mountain & US 29 SB Off-Ramp

No-Build (2015) PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	1	3	1	1	0	0	0	1	3	1	1
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	11	11	11	11	11	11	10	10	10	11	11	12
Lane Width (ft)	0%											
Grade (%)	0		0	100		0	125		0	150		0
Storage Length (ft)	0		0	1		0	1		1	1		1
Storage Lanes	100		100	100		100	100		100	100		100
Taper Length (ft)	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00		1.00			1.00			0.99		1.00	
Ped Bike Factor	0.993								0.850			0.850
Fit				0.950			0.950			0.974		
Fit Protected	0	3394	0	1719	3438	0	1627	0	1456	0	1754	1583
Satd. Flow (prot)				0.191			0.645			0.974		
Fit Permitted	0	3394	0	345	3438	0	1105	0	1436	0	1753	1583
Satd. Flow (perm)			No			No		No				No
Right Turn on Red												
Satd. Flow (RTOR)		35			35			35			35	
Link Speed (mph)		174			396			346			444	
Link Distance (ft)		3.4			7.7			6.7			8.6	
Travel Time (s)			2	2				1	1			
Confl. Peds. (#/hr)	0.90	0.91	0.78	0.95	0.87	0.90	0.89	0.87	0.75	0.75	0.76	0.76
Peak Hour Factor	0	856	42	106	732	0	55	0	132	48	43	267
Adj. Flow (vph)												
Shared Lane Traffic (%)	0	898	0	106	732	0	55	0	132	0	91	267
Lane Group Flow (vph)				custom			D.Pm		custom	custom		Perm
Turn Type												
Protected Phases		3.6		5	2					4	4	
Permitted Phases				2.5			4		4	4		4
Detector Phase		3.6		5	2		4		4	4		4
Switch Phase												
Minimum Initial (s)				5.0	15.0		6.0		6.0	6.0		6.0
Minimum Split (s)				14.0	22.0		20.0		20.0	20.0		20.0
Total Split (s)		0.0	59.0	0.0	14.0	38.0	0.0	27.0	0.0	27.0	27.0	27.0
Total Split (%)		0.0%	59.0%	0.0%	14.0%	38.0%	0.0%	27.0%	0.0%	27.0%	27.0%	27.0%
Maximum Green (s)				10.0	33.0		23.0		23.0	23.0		23.0
Yellow Time (s)				3.0	3.5		3.0		3.0	3.0		3.0
All-Red Time (s)				1.0	1.5		1.0		1.0	1.0		1.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	2.0	2.0	2.0	2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag				Lead	Lag		Lag		Lag	Lag		Lag
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.5		3.0		3.0	3.0		3.0
Recall Mode				None	Min		None		None	None		None
Act Effct Green (s)	54.4		44.4	39.4	23.2		23.2		23.2	23.2		23.2
Actuated g/C Ratio	0.59		0.48	0.43	0.25		0.25		0.25	0.25		0.25
v/c Ratio	0.45		0.32	0.50	0.20		0.36		0.20	0.20		0.67
Control Delay	0.6		16.1	21.5	31.8		34.0		31.1	41.9		41.9
Queue Delay	0.4		0.0	0.0	0.0		0.0		0.0	0.0		0.0
Total Delay	1.0		16.1	21.5	31.8		34.0		31.1	41.9		41.9

M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
2: Candler Mountain & US 29 SB Off-Ramp

No-Build (2015) PM

Lane Group	e1	e3	e6
Lane Configurations			
Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Grade (%)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Fit			
Fit Protected			
Satd. Flow (prot)			
Fit Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	1	3	6
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	6.0	15.0
Minimum Split (s)	14.0	20.0	30.0
Total Split (s)	14.0	21.0	38.0
Total Split (%)	14%	21%	38%
Maximum Green (s)	10.0	17.0	33.0
Yellow Time (s)	3.0	3.0	3.5
All-Red Time (s)	1.0	1.0	1.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lead	Lag
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	3.0	3.5
Recall Mode	None	Min	Min
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			

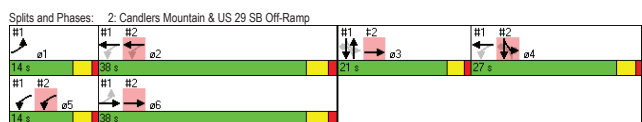
M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
2: Candler Mountain & US 29 SB Off-Ramp

No-Build (2015) PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A			B			C		C		C	D
Approach Delay	1.0				20.0						39.2	
Approach LOS	A				C						D	
Queue Length 50th (ft)	1			35	153		28		69		46	153
Queue Length 95th (ft)	2			64	237		61		120		72	196
Internal Link Dist (ft)	94				316			266			364	
Turn Bay Length (ft)				100			125					
Base Capacity (vph)	2084			354	1589		313		407		497	449
Starvation Cap Reductn	598			0	0		0		0		0	0
Spillback Cap Reductn	0			0	0		0		0		0	0
Storage Cap Reductn	0			0	0		0		0		0	0
Reduced v/c Ratio	0.60			0.30	0.46		0.18		0.32		0.18	0.59

Intersection Summary
Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 91.7
Natural Cycle: 85
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 16.9
Intersection Capacity Utilization 48.5%
Analysis Period (min) 15
Intersection LOS: B
ICU Level of Service A



M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
2: Candler Mountain & US 29 SB Off-Ramp

No-Build (2015) PM

Lane Group	e1	e3	e6
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
1: Candler Mountain & Woodall Road

Build (2015) AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	4	1	4	4	1	4	4	1	4	4	1
Volume (vph)	43	597	1	0	449	147	0	0	1900	62	0	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	10	10	10
Grade (%)	0%			0%			0%			-1%		
Storage Length (ft)	100		0	0		0	0		0	125		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	100		100	100		100	100		100	100		100
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00			0.99		0.99		1.00	1.00	0.97	
Frt					0.963		0.850					
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1711	3421	0	1801	3271	0	1863	1562	0	0	1660	1485
Flt Permitted	0.387									0.757		
Satd. Flow (perm)	694	3421	0	1801	3271	0	1863	1562	0	0	1320	1442
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35		25			35		
Link Distance (ft)		320			174		165			563		
Travel Time (s)		6.2			3.4		4.5			11.4		
Confl. Peds. (#/hr)	10		10	10		10	10		1	1		10
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	48	663	1	0	499	163	0	0	1	69	0	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	664	0	0	662	0	0	1	0	0	69	46
Turn Type	pm+pt			pm+pt			Perm			Perm		Perm
Protected Phases	1	6		5	2.4		3	3		3	3	3
Permitted Phases	6			2.4			3			3		3
Detector Phase	1	6		5	2.4		3	3		3	3	3
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0			6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	14.0	30.0		14.0			20.0	20.0		20.0	20.0	20.0
Total Split (s)	14.0	42.0	0.0	14.0	64.0	0.0	22.0	22.0	0.0	22.0	22.0	22.0
Total Split (%)	14.0%	42.0%	0.0%	14.0%	64.0%	0.0%	22.0%	22.0%	0.0%	22.0%	22.0%	22.0%
Maximum Green (s)	10.0	37.0		10.0			16.0	16.0		16.0	16.0	16.0
Yellow Time (s)	3.0	3.5		3.0			3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	1.5		1.0			1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	1.0	0.5	-2.0	1.0	0.0	-2.0	1.0	1.0	1.0	-2.0	1.0	1.0
Total Lost Time (s)	5.0	5.5	2.0	5.0	5.0	2.0	5.0	5.0	5.0	2.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead			Lead	Lead		Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.5		3.0			3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None			Min	Min		Min	Min	Min
Act Effct Green (s)	33.5	28.5			49.2		11.9			11.9	11.9	
Actuated g/C Ratio	0.42	0.35			0.61		0.15			0.15	0.15	
v/c Ratio	0.13	0.55			0.33		0.00			0.35	0.21	
Control Delay	13.0	24.1			1.8		34.0			40.7	37.3	
Queue Delay	0.0	0.0			0.1		0.0			0.0	0.0	
Total Delay	13.0	24.1			1.8		34.0			40.7	37.3	

M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
1: Candler Mountain & Woodall Road

Build (2015) AM

Lane Group	e2	e4
Lane Configurations		
Volume (vph)	0	
Ideal Flow (vphpl)		
Lane Width (ft)		
Grade (%)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	2	4
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	15.0	6.0
Minimum Split (s)	22.0	20.0
Total Split (s)	42.0	22.0
Total Split (%)	42%	22%
Maximum Green (s)	37.0	16.0
Yellow Time (s)	3.5	3.0
All-Red Time (s)	1.5	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	3.5	3.0
Recall Mode	Min	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		

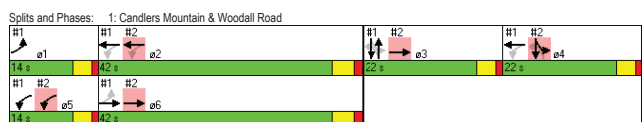
M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
1: Candler Mountain & Woodall Road

Build (2015) AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	C			A			C		D	D	
Approach Delay	23.4				1.8			34.0		39.3		
Approach LOS		C			A			C		D		
Queue Length 50th (ft)	13	152			8			1		35	23	
Queue Length 95th (ft)	33	228			12			5		81	59	
Internal Link Dist (ft)		240			94			85		503		
Turn Bay Length (ft)	100											
Base Capacity (vph)	431	1693			2280			360		304	332	
Starvation Cap Reductn	0	0			483			0		0	0	
Spillback Cap Reductn	0	0			0			0		0	0	
Storage Cap Reductn	0	0			0			0		0	0	
Reduced v/c Ratio	0.11	0.39			0.37			0.00		0.23	0.14	

Intersection Summary
Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 80.5
Natural Cycle: 85
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.55
Intersection Signal Delay: 15.0
Intersection Capacity Utilization 45.0%
Analysis Period (min) 15



M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
1: Candler Mountain & Woodall Road

Build (2015) AM

Lane Group	e2	e4
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
2: Candler Mountain & US 29 SB Off-Ramp

Build (2015) AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	1	45	7	7	0	57	0	75	10	16	142
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	11	11	11	11	11	11	10	10	10	11	11	12
Lane Width (ft)												
Grade (%)	0	0	0	100	0	125	0	150	0	0	0	0
Storage Length (ft)	0	0	0	1	0	1	0	1	0	1	0	1
Storage Lanes	100	100	100	100	100	100	100	100	100	100	100	100
Taper Length (ft)	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor		0.990					0.850				0.850	
Frt												
Flt Protected				0.950		0.950				0.981		
Satd. Flow (prot)	0	3387	0	1719	3438	0	1627	0	1456	0	1766	1583
Flt Permitted				0.270		0.738				0.981		
Satd. Flow (perm)	0	3387	0	489	3438	0	1264	0	1456	0	1766	1583
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35		35		35		35		35		35
Link Distance (ft)		174		396		346		444		444		444
Travel Time (s)		3.4		7.7		6.7		8.6		8.6		8.6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	683	50	74	440	0	63	0	83	11	18	158
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	733	0	74	440	0	63	0	83	0	29	158
Turn Type				custom		D.Pm		custom	custom			Perm
Protected Phases		3.6		5	2					4	4	
Permitted Phases				2.5		4			4	4		4
Detector Phase		3.6		5	2		4		4	4		4
Switch Phase												
Minimum Initial (s)				5.0	15.0		6.0		6.0	6.0		6.0
Minimum Split (s)				14.0	22.0		20.0		20.0	20.0		20.0
Total Split (s)	0.0	64.0	0.0	14.0	42.0	0.0	22.0	0.0	22.0	22.0	0.0	22.0
Total Split (%)	0.0%	64.0%	0.0%	14.0%	42.0%	0.0%	22.0%	0.0%	22.0%	22.0%	0.0%	22.0%
Maximum Green (s)				10.0	37.0		18.0		18.0	18.0		18.0
Yellow Time (s)				3.0	3.5		3.0		3.0	3.0		3.0
All-Red Time (s)				1.0	1.5		1.0		1.0	1.0		1.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	2.0	2.0	2.0	2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag				Lead	Lag		Lag		Lag	Lag		Lag
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.5		3.0		3.0	3.0		3.0
Recall Mode				None	Min		None		None	None		None
Act Effct Green (s)	49.7			41.1	34.4		17.4		17.4	17.4		17.4
Actuated g/C Ratio	0.62			0.51	0.43		0.22		0.22	0.22		0.22
v/c Ratio	0.35			0.18	0.30		0.23		0.26	0.08		0.46
Control Delay	0.5			11.6	17.6		33.9		34.0	31.4		37.4
Queue Delay	0.1			0.0	0.0		0.0		0.0	0.0		0.0
Total Delay	0.6			11.6	17.6		33.9		34.0	31.4		37.4
LOS	A			B	B		C		C	C		D
Approach Delay	0.6				16.7					36.5		

M/A/B
Synchro 8 Report
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Kirkley Apts - Lynchburg
2: Candler Mountain & US 29 SB Off-Ramp

Build (2015) AM

Lane Group	e1	e3	e6
Lane Configurations			
Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Grade (%)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	1	3	6
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	6.0	15.0
Minimum Split (s)	14.0	20.0	30.0
Total Split (s)	14.0	22.0	42.0
Total Split (%)	14%	22%	42%
Maximum Green (s)	10.0	18.0	37.0
Yellow Time (s)	3.0	3.0	3.5
All-Red Time (s)	1.0	1.0	1.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lead	Lag
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	3.0	3.5
Recall Mode	None	Min	Min
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			

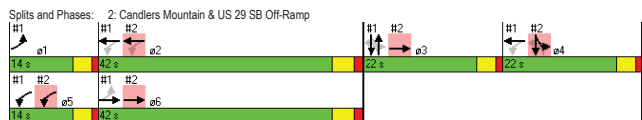
M/A/B
Synchro 8 Report
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Kirkley Apts - Lynchburg
2: Candler Mountain & US 29 SB Off-Ramp

Build (2015) AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	A			B						D		
Queue Length 50th (ft)	1			19	86		28		38	13		75
Queue Length 95th (ft)	0			43	196		73		90	40		155
Internal Link Dist (ft)	94			316			266		364			
Turn Bay Length (ft)				100			125					
Base Capacity (vph)	2369			451	1839		343		395	479		429
Starvation Cap Reductn	591			0	0		0		0	0		0
Spillback Cap Reductn	0			0	0		0		0	0		0
Storage Cap Reductn	0			0	0		0		0	0		0
Reduced v/c Ratio	0.41			0.16	0.24		0.18		0.21	0.06		0.37

Intersection Summary
Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 80.5
Natural Cycle: 85
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.55
Intersection Signal Delay: 13.2
Intersection Capacity Utilization 42.4%
Analysis Period (min) 15
Intersection LOS: B
ICU Level of Service A



M/A/B
Synchro 8 Report
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Kirkley Apts - Lynchburg
2: Candler Mountain & US 29 SB Off-Ramp

Build (2015) AM

Lane Group	e1	e3	e6
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

M/A/B
Synchro 8 Report
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Kirkley Apts - Lynchburg
1: Candler Mountain & Woodall Road

Build (2015) PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	7	30	7	7	99	7	7	3	121	7	7
Volume (vph)	37	711	30	3	850	99	7	7	3	121	0	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	10	10	10
Grade (%)		0%			0%			0%			-1%	
Storage Length (ft)	100		0	0		0	0		0	125		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	100		100	100		100	100		100	100		100
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00		0.99	0.99		1.00	0.97	
Frt		0.993			0.980			0.880				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3392	0	1711	3340	0	1770	1621	0	0	1660	1485
Flt Permitted	0.221			0.237			0.546			0.754		
Satd. Flow (perm)	397	3392	0	426	3340	0	1004	1621	0	0	1315	1442
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			25			35	
Link Distance (ft)		320			174			165			563	
Travel Time (s)		6.2			3.4			4.5			11.4	
Confl. Peds. (#/hr)	10		11	11		10	10		1	1		10
Peak Hour Factor	0.81	0.91	0.78	0.78	0.98	0.75	0.75	0.75	0.75	0.90	0.75	
Adj. Flow (vph)	46	781	38	4	847	132	9	1	4	161	0	148
Shared Lane Traffic (%)												
Lane Group Flow (vph)	46	819	0	4	979	0	9	5	0	0	161	148
Turn Type	pm+pt			pm+pt			Perm			Perm		Perm
Protected Phases	1	6		5	2.4			3			3	
Permitted Phases	6			2.4			3			3		3
Detector Phase	1	6		5	2.4		3	3		3	3	3
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0			6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	14.0	30.0		14.0			20.0	20.0		20.0	20.0	20.0
Total Split (s)	14.0	38.0	0.0	14.0	64.0	0.0	22.0	22.0	0.0	22.0	22.0	22.0
Total Split (%)	14.0%	38.0%	0.0%	14.0%	64.0%	0.0%	22.0%	22.0%	0.0%	22.0%	22.0%	22.0%
Maximum Green (s)	10.0	33.0		10.0			16.0	16.0		16.0	16.0	16.0
Yellow Time (s)	3.0	3.5		3.0			3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	1.5		1.0			1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	1.0	0.5	-2.0	1.0	0.0	-2.0	1.0	1.0	1.0	-2.0	1.0	1.0
Total Lost Time (s)	5.0	5.5	2.0	5.0	5.0	2.0	5.0	5.0	5.0	2.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead			Lead	Lead		Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.5		3.0			3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None			Min	Min		Min	Min	Min
Act Effct Green (s)	36.3	31.1		59.4	56.9		15.9	15.9		15.9	15.9	
Actuated g/C Ratio	0.39	0.34		0.64	0.62		0.17	0.17		0.17	0.17	
v/c Ratio	0.19	0.72		0.01	0.48		0.05	0.02		0.71	0.60	
Control Delay	16.7	32.4		1.0	2.1		35.7	34.8		57.2	48.7	
Queue Delay	0.0	0.0		0.0	0.1		0.0	0.0		0.0	0.0	
Total Delay	16.7	32.4		1.0	2.3		35.7	34.8		57.2	48.7	

M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
1: Candler Mountain & Woodall Road

Build (2015) PM

Lane Group	e2	e4
Lane Configurations		
Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Grade (%)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	2	4
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	15.0	6.0
Minimum Split (s)	22.0	20.0
Total Split (s)	38.0	26.0
Total Split (%)	38%	26%
Maximum Green (s)	33.0	22.0
Yellow Time (s)	3.5	3.0
All-Red Time (s)	1.5	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	3.5	3.0
Recall Mode	Min	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		

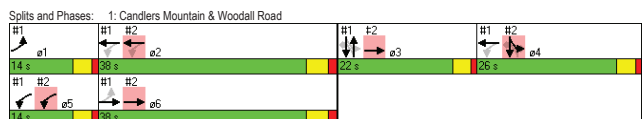
M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
1: Candler Mountain & Woodall Road

Build (2015) PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	C		A	A		D	C		E	D	
Approach Delay		31.5			2.3			35.4			53.1	
Approach LOS		C			A			D			D	
Queue Length 50th (ft)	15	238		0	13		5	3			97	87
Queue Length 95th (ft)	32	314		m0	30		16	11			#194	125
Internal Link Dist (ft)		240			94			85			503	
Turn Bay Length (ft)	100											
Base Capacity (vph)	296	1228		404	2142		190	307			249	273
Starvation Cap Reductn	0	0		0	321		0	0			0	0
Spillback Cap Reductn	0	0		0	0		0	0			0	0
Storage Cap Reductn	0	0		0	0		0	0			0	0
Reduced v/c Ratio	0.16	0.67		0.01	0.54		0.05	0.02			0.65	0.54

Intersection Summary
Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 92.4
Natural Cycle: 85
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 21.4
Intersection Capacity Utilization 53.4%
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
1: Candler Mountain & Woodall Road

Build (2015) PM

Lane Group	e2	e4
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
2: Candlers Mountain & US 29 SB Off-Ramp

Build (2015) PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	1	3	1	1	0	1	0	1	3	1	1
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	11	11	11	11	11	11	10	10	10	11	11	12
Lane Width (ft)	0%				-1%		3%			0%		
Storage Length (ft)	0		0	100		0	125		0	150		0
Storage Lanes	0		0	1		0	1		1	1		1
Taper Length (ft)	100		100	100		100	100		100	100		100
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		1.00						0.99		1.00	
Frt	0.992							0.850				0.850
Flt Protected				0.950		0.950				0.974		
Satd. Flow (prot)	0	3390	0	1719	3438	0	1627	0	1456	0	1754	1583
Flt Permitted				0.181		0.643				0.974		
Satd. Flow (perm)	0	3390	0	327	3438	0	1101	0	1436	0	1753	1583
Right Turn on Red			No			No		No			No	
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		174			396			346			444	
Travel Time (s)		3.4			7.7			6.7			8.6	
Confl. Peds. (#/hr)			2	2					1	1		
Peak Hour Factor	0.90	0.91	0.78	0.95	0.87	0.90	0.89	0.87	0.75	0.75	0.76	0.76
Adj. Flow (vph)	0	876	49	106	763	0	66	0	132	48	43	276
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	925	0	106	763	0	66	0	132	0	91	276
Turn Type				custom			D.Pm		custom	custom		Perm
Protected Phases		3.6		5	2					4	4	
Permitted Phases				2.5			4		4	4		4
Detector Phase		3.6		5	2		4		4	4		4
Switch Phase												
Minimum Initial (s)				5.0	15.0		6.0		6.0	6.0		6.0
Minimum Split (s)				14.0	22.0		20.0		20.0	20.0		20.0
Total Split (s)		0.0	60.0	0.0	14.0	38.0	0.0	26.0	0.0	26.0	26.0	26.0
Total Split (%)		0.0%	60.0%	0.0%	14.0%	38.0%	0.0%	26.0%	0.0%	26.0%	26.0%	26.0%
Maximum Green (s)				10.0	33.0		22.0		22.0	22.0		22.0
Yellow Time (s)				3.0	3.5		3.0		3.0	3.0		3.0
All-Red Time (s)				1.0	1.5		1.0		1.0	1.0		1.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	2.0	2.0	2.0	2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag				Lead	Lag		Lag		Lag	Lag		Lag
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.5		3.0		3.0	3.0		3.0
Recall Mode				None	Min		None		None	None		None
Act Effct Green (s)		55.7		44.5	37.0		22.7		22.7	22.7		22.7
Actuated g/C Ratio		0.60		0.48	0.40		0.25		0.25	0.25		0.25
v/c Ratio		0.45		0.33	0.55		0.24		0.38	0.21		0.71
Control Delay		0.6		16.4	24.6		33.5		35.0	31.9		45.2
Queue Delay		0.4		0.0	0.0		0.0		0.0	0.0		0.0
Total Delay		1.0		16.4	24.6		33.5		35.0	31.9		45.2

M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
2: Candlers Mountain & US 29 SB Off-Ramp

Build (2015) PM

Lane Group	e1	e3	e6
Lane Configurations			
Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Grade (%)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	1	3	6
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	6.0	15.0
Minimum Split (s)	14.0	20.0	30.0
Total Split (s)	14.0	22.0	38.0
Total Split (%)	14%	22%	38%
Maximum Green (s)	10.0	18.0	33.0
Yellow Time (s)	3.0	3.0	3.5
All-Red Time (s)	1.0	1.0	1.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lead	Lag
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	3.0	3.5
Recall Mode	None	Min	Min
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			

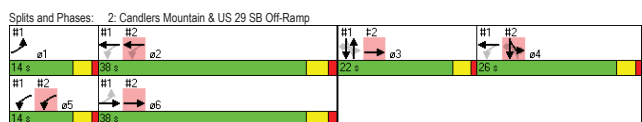
M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
2: Candlers Mountain & US 29 SB Off-Ramp

Build (2015) PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	A			B			C		C		C	D
Approach Delay	1.0				23.6						41.9	
Approach LOS	A				C						D	
Queue Length 50th (ft)	1			35	200		34		70		46	160
Queue Length 95th (ft)	2			64	257		72		122		73	206
Internal Link Dist (ft)	94				316			266			364	
Turn Bay Length (ft)				100			125					
Base Capacity (vph)	2104			344	1465		294		384		469	423
Starvation Cap Reductn	625			0	0		0		0		0	0
Spillback Cap Reductn	0			0	0		0		0		0	0
Storage Cap Reductn	0			0	0		0		0		0	0
Reduced v/c Ratio	0.63			0.31	0.52		0.22		0.34		0.19	0.65

Intersection Summary
Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 92.4
Natural Cycle: 85
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 18.5
Intersection Capacity Utilization 49.2%
Analysis Period (min) 15
Intersection LOS: B
ICU Level of Service A



M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
2: Candlers Mountain & US 29 SB Off-Ramp

Build (2015) PM

Lane Group	e1	e3	e6
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
1: Candler Mountain & Woodall Road

Build (2015) Improved AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	4	1	4	4	1	4	4	1	4	4	1
Volume (vph)	43	597	1	1900	1900	147	1900	1900	1900	62	1900	41
Ideal Flow (vphpl)	11	11	11	11	11	11	12	12	12	10	10	10
Lane Width (ft)												
Grade (%)		0%			0%			0%		-1%		
Storage Length (ft)	100		0	0		0	0		125		0	
Storage Lanes	1		0	1		0	1		0		1	
Taper Length (ft)	100		100	100		100	100		100		100	
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.97
Ped Bike Factor	0.99	1.00			0.99		0.99		1.00		1.00	0.97
Frt					0.963				0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1711	3421	0	1801	3260	0	1863	1562	0	0	1660	1485
Flt Permitted	0.385									0.757		
Satd. Flow (perm)	688	3421	0	1801	3260	0	1863	1562	0	0	1321	1447
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			25			35	
Link Distance (ft)		320			174			165			583	
Travel Time (s)		6.2			3.4			4.5			11.4	
Confl. Peds. (#/hr)	10		10	10		10	10		1	1		10
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	48	663	1	0	499	163	0	0	1	69	0	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	664	0	0	662	0	0	1	0	0	69	46
Turn Type	pm+pt			pm+pt			Perm			Perm		Perm
Protected Phases	1	6		5	2.4		3	3		3	3	3
Permitted Phases	6			2.4			3			3		3
Detector Phase	1	6		5	2.4		3	3		3	3	3
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0			6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	14.0	30.0		14.0			26.0	26.0		26.0	26.0	26.0
Total Split (s)	14.0	39.0	0.0	14.0	60.0	0.0	26.0	26.0	0.0	26.0	26.0	26.0
Total Split (%)	14.0%	39.0%	0.0%	14.0%	60.0%	0.0%	26.0%	26.0%	0.0%	26.0%	26.0%	26.0%
Maximum Green (s)	10.0	34.0		10.0			22.0	22.0		22.0	22.0	22.0
Yellow Time (s)	3.0	3.5		3.0			3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	1.5		1.0			1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	1.0	0.5	-2.0	1.0	0.0	-2.0	1.0	1.0	1.0	-2.0	1.0	1.0
Total Lost Time (s)	5.0	5.5	2.0	5.0	5.0	2.0	5.0	5.0	5.0	2.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead			Lead	Lead		Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.5		3.0			3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None			Min	Min		Min	Min	Min
Walk Time (s)							7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)							15.0	15.0		15.0	15.0	15.0
Pedestrian Calls (#/hr)							5	5		5	5	5
Act Effct Green (s)	32.4	27.4			47.5			12.5		12.5	12.5	
Actuated g/C Ratio	0.41	0.35			0.60			0.16		0.16	0.16	
v/c Ratio	0.13	0.56			0.34			0.00		0.33	0.20	

M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
1: Candler Mountain & Woodall Road

Build (2015) Improved AM

Lane Group	e2	e4
Lane Configurations		
Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Grade (%)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	2	4
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	15.0	6.0
Minimum Split (s)	27.0	20.0
Total Split (s)	39.0	21.0
Total Split (%)	39%	21%
Maximum Green (s)	34.0	17.0
Yellow Time (s)	3.5	3.0
All-Red Time (s)	1.5	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	3.5	3.0
Recall Mode	Min	None
Walk Time (s)	7.0	
Flash Dont Walk (s)	15.0	
Pedestrian Calls (#/hr)	5	
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		

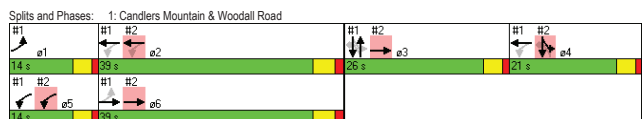
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Kirkley Apts - Lynchburg
1: Candler Mountain & Woodall Road

Build (2015) Improved AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	13.7	24.9			1.9			32.0		37.9	34.9	
Queue Delay	0.0	0.0			0.1			0.0		0.0	0.0	
Total Delay	13.7	24.9			2.0			32.0		37.9	34.9	
LOS	B	C			A			C		D	C	
Approach Delay		24.1			2.0			32.0		36.7		
Approach LOS		C			A			C		D		
Queue Length 50th (ft)	13	151			8			1		34	22	
Queue Length 95th (ft)	35	240			17			5		77	56	
Internal Link Dist (ft)		240			94			85		503		
Turn Bay Length (ft)	100											
Base Capacity (vph)	425	1567			2189			449		379	416	
Starvation Cap Reductn	0	0			437			0		0	0	
Spillback Cap Reductn	0	0			0			0		0	0	
Storage Cap Reductn	0	0			0			0		0	0	
Reduced v/c Ratio	0.11	0.42			0.38			0.00		0.18	0.11	

Intersection Summary
Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 79.4
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.56
Intersection Signal Delay: 15.3
Intersection Capacity Utilization 46.7%
Analysis Period (min) 15
Intersection LOS: B
ICU Level of Service A



M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
1: Candler Mountain & Woodall Road

Build (2015) Improved AM

Lane Group	e2	e4
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
2: Candler Mountain & US 29 SB Off-Ramp

Build (2015) Improved AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	1	45	7	1	0	7	0	7	10	16	142
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	11	11	11	11	11	11	10	10	10	11	11	12
Lane Width (ft)												
Grade (%)	0	0	0	100	0	125	0	150	0	0	0	0
Storage Length (ft)	0	0	0	1	0	1	0	1	0	1	1	1
Storage Lanes	100	100	100	100	100	100	100	100	100	100	100	100
Taper Length (ft)	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor		0.990						0.850			0.850	
Frt												
Flt Protected				0.950		0.950				0.981		
Sald. Flow (prot)	0	3387	0	1719	3438	0	1627	0	1456	0	1766	1583
Flt Permitted				0.268		0.738				0.981		
Sald. Flow (perm)	0	3387	0	485	3438	0	1264	0	1456	0	1766	1583
Right Turn on Red			No			No			No			No
Sald. Flow (RTOR)												
Link Speed (mph)		35		35		35		35		35		35
Link Distance (ft)		174		396		346		444		444		444
Travel Time (s)		3.4		7.7		6.7		8.6		8.6		8.6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	683	50	74	440	0	63	0	83	11	18	158
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	733	0	74	440	0	63	0	83	0	29	158
Turn Type				custom		D.Pm		custom		custom		Perm
Protected Phases		3.6		5	2					4	4	4
Permitted Phases				2.5		4			4	4	4	4
Detector Phase		3.6		5	2		4		4	4	4	4
Switch Phase												
Minimum Initial (s)				5.0	15.0	6.0		6.0	6.0	6.0	6.0	6.0
Minimum Split (s)				14.0	27.0	20.0		20.0	20.0	20.0	20.0	20.0
Total Split (s)	0.0	65.0	0.0	14.0	39.0	0.0	21.0	0.0	21.0	21.0	21.0	21.0
Total Split (%)	0.0%	65.0%	0.0%	14.0%	39.0%	0.0%	21.0%	0.0%	21.0%	21.0%	21.0%	21.0%
Maximum Green (s)				10.0	34.0	17.0		17.0	17.0	17.0	17.0	17.0
Yellow Time (s)				3.0	3.5	3.0		3.0	3.0	3.0	3.0	3.0
All-Red Time (s)				1.0	1.5	1.0		1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	2.0	2.0	2.0	2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag				Lead	Lag	Lag		Lag	Lag	Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.5	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode				None	Min	None		None	None	None	None	None
Walk Time (s)					7.0							
Flash Dont Walk (s)					15.0							
Pedestrian Calls (#/hr)					5							
Act Effort Green (s)		49.1		39.8	33.2	16.9		16.9		16.9	16.9	
Actuated g/C Ratio		0.62		0.50	0.42	0.21		0.21		0.21	0.21	
v/c Ratio		0.35		0.18	0.31	0.23		0.27		0.08	0.47	
Control Delay		0.5		12.2	18.2	33.9		34.1		31.4	37.5	
Queue Delay		0.1		0.0	0.0	0.0		0.0		0.0	0.0	

M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
2: Candler Mountain & US 29 SB Off-Ramp

Build (2015) Improved AM

Lane Group	e1	e3	e6
Lane Configurations			
Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Grade (%)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Sald. Flow (prot)			
Flt Permitted			
Sald. Flow (perm)			
Right Turn on Red			
Sald. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	1	3	6
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	6.0	15.0
Minimum Split (s)	14.0	26.0	30.0
Total Split (s)	14.0	26.0	39.0
Total Split (%)	14%	26%	39%
Maximum Green (s)	10.0	22.0	34.0
Yellow Time (s)	3.0	3.0	3.5
All-Red Time (s)	1.0	1.0	1.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lead	Lag
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	3.0	3.5
Recall Mode	None	Min	Min
Walk Time (s)		7.0	
Flash Dont Walk (s)		15.0	
Pedestrian Calls (#/hr)		5	
Act Effort Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			

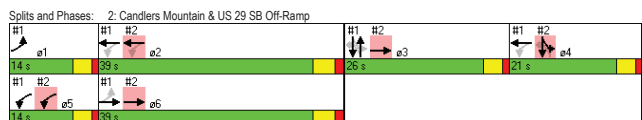
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Kirkley Apts - Lynchburg
2: Candler Mountain & US 29 SB Off-Ramp

Build (2015) Improved AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	0.6		12.2	18.2		33.9		34.1		31.4	37.5	
LOS	A		B	B		C		C		C	D	
Approach Delay	0.6			17.4						36.6		
Approach LOS	A			B						D		
Queue Length 50th (ft)	1		19	85		28		38		13	75	
Queue Length 95th (ft)	0		47	145		74		91		40	158	
Internal Link Dist (ft)	94			316			266			364		
Turn Bay Length (ft)			100		125							
Base Capacity (vph)	2533		447	1728	329			378		459	412	
Starvation Cap Reductn	640		0	0	0			0		0	0	
Spillback Cap Reductn	0		0	0	0			0		0	0	
Storage Cap Reductn	0		0	0	0			0		0	0	
Reduced v/c Ratio	0.39		0.17	0.25	0.19			0.22		0.06	0.38	

Intersection Summary
Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 79.4
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.56
Intersection Signal Delay: 13.4
Intersection Capacity Utilization 42.4%
Analysis Period (min) 15
Intersection LOS: B
ICU Level of Service A



M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
2: Candler Mountain & US 29 SB Off-Ramp

Build (2015) Improved AM

Lane Group	e1	e3	e6
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
1: Candler Mountain & Woodall Road

Build (2015) Improved PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	7	30	7	7	99	7	7	3	121	7	7
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	11	11	11	11	11	11	12	12	12	10	10	10
Lane Width (ft)												
Grade (%)	0%			0%			0%			-1%		
Storage Length (ft)	100		0	0		0	0		125		0	
Storage Lanes	1		0	1		0	1		0		1	
Taper Length (ft)	100		100	100		100	100		100		100	
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00	0.99		0.99	0.99		1.00	0.97	
Frt		0.993			0.980			0.880			0.850	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3391	0	1711	3334	0	1770	1622	0	0	1660	1485
Flt Permitted	0.206			0.227			0.569			0.754		
Satd. Flow (perm)	369	3391	0	407	3334	0	1049	1622	0	0	1316	1447
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35		25			35		
Link Distance (ft)		320			174		165			583		
Travel Time (s)		6.2			3.4		4.5			11.4		
Confl. Peds. (#/hr)	10		11	11		10	10		1	1		10
Peak Hour Factor	0.81	0.91	0.78	0.78	0.98	0.75	0.75	0.75	0.75	0.90	0.75	
Adj. Flow (vph)	46	781	38	4	847	132	9	1	4	161	0	148
Shared Lane Traffic (%)												
Lane Group Flow (vph)	46	819	0	4	979	0	9	5	0	0	161	148
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	1	6		5	2.4		3	3		3	3	3
Permitted Phases	6			2.4			3			3		3
Detector Phase	1	6		5	2.4		3	3		3	3	3
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0			6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	14.0	30.0		14.0			26.0	26.0		26.0	26.0	26.0
Total Split (s)	14.0	35.0	0.0	14.0	60.0	0.0	26.0	26.0	0.0	26.0	26.0	26.0
Total Split (%)	14.0%	35.0%	0.0%	14.0%	60.0%	0.0%	26.0%	26.0%	0.0%	26.0%	26.0%	26.0%
Maximum Green (s)	10.0	30.0		10.0			22.0	22.0		22.0	22.0	22.0
Yellow Time (s)	3.0	3.5		3.0			3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	1.5		1.0			1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	1.0	0.5	-2.0	1.0	0.0	-2.0	1.0	1.0	1.0	-2.0	1.0	1.0
Total Lost Time (s)	5.0	5.5	2.0	5.0	5.0	2.0	5.0	5.0	5.0	2.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead			Lead	Lead		Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.5		3.0			3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None			Min	Min		Min	Min	Min
Walk Time (s)							7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)							15.0	15.0		15.0	15.0	15.0
Pedestrian Calls (#/hr)							5	5		5	5	5
Act Effct Green (s)	34.3	29.0		56.7	54.2		18.2	18.2		18.2	18.2	18.2
Actuated g/C Ratio	0.37	0.32		0.62	0.59		0.20	0.20		0.20	0.20	0.20
v/c Ratio	0.20	0.77		0.01	0.50		0.04	0.02		0.62	0.52	0.52

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Kirkley Apts - Lynchburg
1: Candler Mountain & Woodall Road

Build (2015) Improved PM

Lane Group	e2	e4
Lane Configurations		
Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Grade (%)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	2	4
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	15.0	6.0
Minimum Split (s)	27.0	20.0
Total Split (s)	35.0	25.0
Total Split (%)	35%	25%
Maximum Green (s)	30.0	21.0
Yellow Time (s)	3.5	3.0
All-Red Time (s)	1.5	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	3.5	3.0
Recall Mode	Min	None
Walk Time (s)	7.0	
Flash Dont Walk (s)	15.0	
Pedestrian Calls (#/hr)	5	
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		

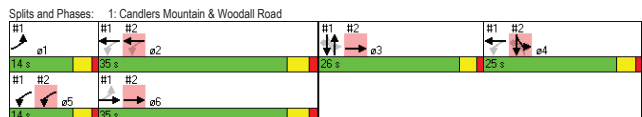
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Kirkley Apts - Lynchburg
1: Candler Mountain & Woodall Road

Build (2015) Improved PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	16.6	36.0		1.3	2.4		32.3	31.5		46.7	41.7	
Queue Delay	9.0	0.0		0.0	0.2		0.0	0.0		0.0	0.0	
Total Delay	16.6	36.0		1.3	2.5		32.3	31.5		46.7	41.7	
LOS	B	D		A	A		C	C		D	D	
Approach Delay		35.1			2.5			32.0			44.3	
Approach LOS		D			A			C			D	
Queue Length 50th (ft)	16	251		0	13		5	3		92	82	
Queue Length 95th (ft)	34	330		m0	31		15	10		162	118	
Internal Link Dist (ft)		240			94			85			503	
Turn Bay Length (ft)	100											
Base Capacity (vph)	280	1118		383	2015		246	381		309	340	
Starvation Cap Reductn	0	0		0	293		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.16	0.73		0.01	0.57		0.04	0.01		0.52	0.44	

Intersection Summary
Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 92
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 21.6
Intersection Capacity Utilization 55.0%
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.



M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
1: Candler Mountain & Woodall Road

Build (2015) Improved PM

Lane Group	e2	e4
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
2: Candler Mountain & US 29 SB Off-Ramp

Build (2015) Improved PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	1	3	1	1	0	5	0	1	3	1	1
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	11	11	11	11	11	11	10	10	10	11	11	12
Lane Width (ft)	0%			-1%			3%			0%		
Storage Length (ft)	0	0	100	0	125	0	150	0	150	0	0	0
Storage Lanes	0	0	1	0	1	0	1	0	1	0	0	1
Taper Length (ft)	100	100	100	100	100	100	100	100	100	100	100	100
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00	1.00				0.99			1.00		
Frt	0.992						0.850				0.850	
Flt Protected			0.950		0.950					0.974		
Satd. Flow (prot)	0	3389	0	1719	3438	0	1627	0	1456	0	1754	1583
Flt Permitted			0.174		0.641					0.974		
Satd. Flow (perm)	0	3389	0	315	3438	0	1098	0	1436	0	1753	1583
Right Turn on Red			No		No		No		No		No	
Satd. Flow (RTOR)												
Link Speed (mph)		35		35			35			35		
Link Distance (ft)		174		396			346			444		
Travel Time (s)		3.4		7.7			6.7			8.6		
Confl. Peds. (#/hr)		2	2				1	1				
Peak Hour Factor	0.90	0.91	0.75	0.87	0.90	0.89	0.87	0.75	0.75	0.75	0.75	0.75
Adj. Flow (vph)	0	876	51	106	763	0	66	0	132	48	43	280
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	927	0	106	763	0	66	0	132	0	91	280
Turn Type			custom			D.Pm		custom	custom			Perm
Protected Phases		3.6		5	2					4	4	
Permitted Phases				2.5		4			4	4		4
Detector Phase		3.6		5	2	4			4	4	4	4
Switch Phase												
Minimum Initial (s)				5.0	15.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)				14.0	27.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)		0.0	61.0	0.0	14.0	35.0	0.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	0.0%	61.0%	0.0%	14.0%	35.0%	0.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Maximum Green (s)				10.0	30.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Yellow Time (s)				3.0	3.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)				1.0	1.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	2.0	2.0	2.0	2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag			Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode			None	Min	None	None	None	None	None	None	None	None
Walk Time (s)				7.0								
Flash Dont Walk (s)				15.0								
Pedestrian Calls (#/hr)				5								
Act Effct Green (s)		55.9		42.3	34.9	22.1	22.1		22.1	22.1	22.1	
Actuated g/C Ratio		0.61		0.46	0.38	0.24	0.24		0.24	0.24	0.24	
v/c Ratio		0.45		0.34	0.59	0.25	0.38		0.22	0.74		

M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
2: Candler Mountain & US 29 SB Off-Ramp

Build (2015) Improved PM

Lane Group	e1	e3	e6
Lane Configurations			
Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Grade (%)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	1	3	6
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	6.0	15.0
Minimum Split (s)	14.0	26.0	30.0
Total Split (s)	14.0	26.0	35.0
Total Split (%)	14%	26%	35%
Maximum Green (s)	10.0	22.0	30.0
Yellow Time (s)	3.0	3.0	3.5
All-Red Time (s)	1.0	1.0	1.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lead	Lag
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	3.0	3.5
Recall Mode	None	Min	Min
Walk Time (s)	7.0		
Flash Dont Walk (s)	15.0		
Pedestrian Calls (#/hr)	5		
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			

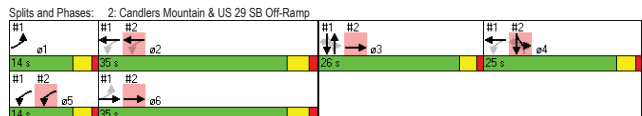
M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
2: Candler Mountain & US 29 SB Off-Ramp

Build (2015) Improved PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	0.5			18.1	26.8		34.4		35.8		32.7	47.7
Queue Delay	0.4			0.0	0.0		0.0		0.0		0.0	0.0
Total Delay	1.0			18.1	26.8		34.4		35.8		32.7	47.7
LOS	A			B	C		C		D		C	D
Approach Delay	1.0				25.8						44.0	
Approach LOS	A				C						D	
Queue Length 50th (ft)	1			37	211		34		71		47	166
Queue Length 95th (ft)	1			69	272		73		123		75	209
Internal Link Dist (ft)	94				316			266			364	
Turn Bay Length (ft)				100			125				451	407
Base Capacity (vph)	2185			334	1356		283		369		451	407
Starvation Cap Reductn	702			0	0		0		0		0	0
Spillback Cap Reductn	0			0	0		0		0		0	0
Storage Cap Reductn	0			0	0		0		0		0	0
Reduced v/c Ratio	0.63			0.32	0.56		0.23		0.36		0.20	0.69

Intersection Summary
Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 92
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 19.7
Intersection Capacity Utilization 49.2%
Analysis Period (min) 15
Intersection LOS: B
ICU Level of Service A



M/A/B Synchro 8 Report
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Kirkley Apts - Lynchburg
2: Candler Mountain & US 29 SB Off-Ramp

Build (2015) Improved PM

Lane Group	e1	e3	e6
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

M/A/B Synchro 8 Report
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Appendix C:
Signal Plans and Timings

SUPERVISED BY
DESIGNED BY
PLAN
NOTES
REVISIONS

SUMMARY

ITEM	UNIT	QTY
CONTROLLER	EA	—
SOLID STATE FLASHER	EA	—
ELECTRICAL SERVICE SE-3	EA	1
ELECTRICAL SERVICE SE-4	EA	—
TRAFFIC SIGNAL HEAD-12"	EA	63
CONCRETE FOUNDATION CF-1	EA	1
CONCRETE FOUNDATION PF-5	EA	2
CONCRETE FOUNDATION PF-5	EA	6
SIGNAL POLE MP-1 TYPE I	EA	6
SIGNAL POLE MP-1 TYPE II	EA	2
MAST ARM 30'	EA	1
MAST ARM 40'	EA	3
MAST ARM 50'	EA	3
MAST ARM 60'	EA	1
WOOD POLE CL 4 40'	EA	—
LOOP DETECTOR AMPLIFIER	EA	15
SIGNAL JUNCTION BOX JB 1A,B,C	EA	—
SIGNAL JUNCTION BOX JB 3A,B,C	EA	9
8/1 CONDUCTOR CABLE	LF	75
14/4 CONDUCTOR CABLE	LF	2300
14/1 ENCLOSED COND CABLE	LF	4100
14/2 CONDUCTOR CABLE SHIELDED LF	LF	3300
1" METAL CONDUIT (SIGNAL)	LF	150
1 1/4" METAL CONDUIT (SIGNAL)	LF	25
1 1/2" METAL CONDUIT (SIGNAL)	LF	—
2" CONDUIT (SIGNAL)	LF	—
3" CONDUIT (SIGNAL)	LF	750
JACKED 5" PIPE (SIGNAL)	LF	—
HANGER ASSEMBLY SM-3	EA	16
HANGER ASSEMBLY SMR-3	EA	—
HANGER ASSEMBLY SMD-2	EA	3
TRENCH EXCAVATION EC1-1	LF	500
SAW CUT 3/8"	LF	1400
ELECTRONIC ARROW	HR	40
FLAGGERS	HR	20
TMCC	HR	40
INSTALL SIGN	EA	3
14/7 CONDUCTOR CABLE	LF	750
JACKED 4" PIPE	LF	350
SAWCUT 5/8" LEAD IN	LF	350
HANGER ASSEMBLY CLUSTER	EA	3
REMOVE EXISTING FOUNDATION	EA	6
REMOVE EXISTING POLE	EA	6
REMOVE EXISTING SIGNAL HEAD	EA	45
REMOVE EXISTING CONTROLLER	EA	1
REMOVE EXISTING JUNCTION BOX	EA	6
SIGNAL JUNCTION BOX 5A,B,C	EA	1

TIMING CHART

PHASE	WALK	PED. CLEAR	MIN GREEN	SECONDS PER ACT.	MAX VARIABLE INITIAL	PASS. TIME	TIME REDUCT.	TIME REDUCT.	MIN. GAP	MAX GREEN	MAX GREEN	AMBER CLEAR	RED CLEAR	DETECT SWITCH SETTING	RECALL
1	—	—	50	—	—	35	40	40	20	30	—	30	10	NI	OFF
2	—	—	150	—	—	30	100	100	35	60	—	35	15	NI	SOFT
3	—	—	60	—	—	30	50	50	20	35	—	30	10	NI	OFF
4	—	—	60	—	—	30	50	50	20	25	—	30	10	NI	OFF
5	—	—	50	—	—	35	40	40	20	25	—	30	10	NI	OFF
6	—	—	150	—	—	30	100	100	35	60	—	35	15	NI	SOFT
9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

COLOR SEQUENCE CHART

PHASE	1-5	1-6-9	2-5-11	2-6-9-11	2-3-9-11	4-11	FLASH
SIGNAL	R/W	R/W	R/W	R/W	R/W	R/W	
1	←	←	R	R	R	R	R
2	R	R	G	G	R	R	A
3	R	R	R	R	G	R	R
4	R	R	R	R	R	G	R
5	←	←	R	R	R	R	R
6	R	G	R	G	R	R	A
9	R	G	R	G	G	R	A
11	R	R	G	G	R	G	A

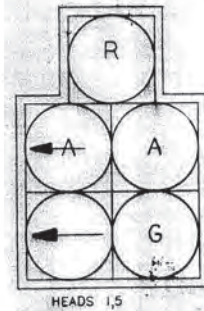
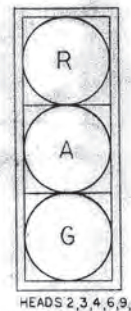
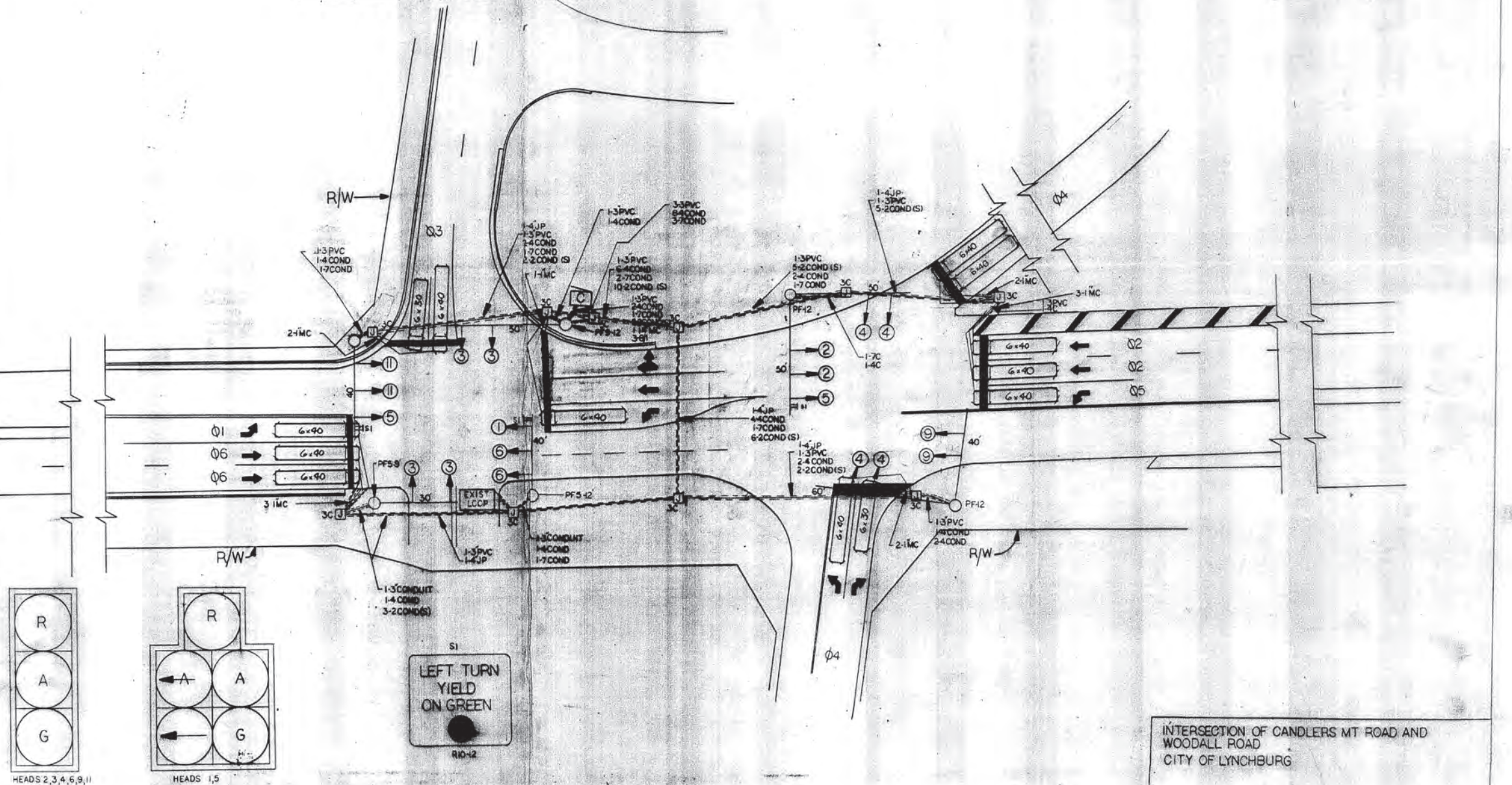
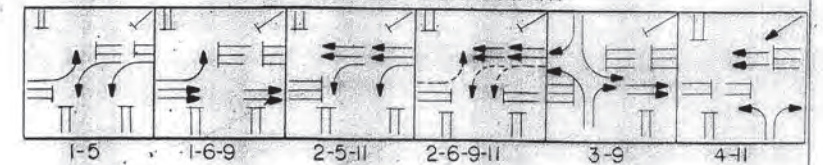
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT.

REVISION	DATE	STATE	FEDERAL AID	PROJECT	STATE	PROJECT	SHEET NO.
3-5-93	3	VA			128	0128-015-961-000	

CLEARANCE CHART

R/W	CLEARANCE	NEXT	R/W
G	A	R	R
R	A	R	R
G	A	R	R

PHASING DIAGRAM



INTERSECTION OF CANDLER'S MT ROAD AND
WOODALL ROAD
CITY OF LYNCHBURG

0' 25' 50'

Dear Department of Community Development,

We are requesting an amendment to the Future Land Use Map (FLUM) from Employment 2/ Light Industrial to Business 3C. The purpose of this request is to permit construction of 156 multi-family units. The Kirkley Hotel was built on the property in the 1970s, before the FLUM was created for this area.

We believe there are 3 compelling reasons to amend the FLUM map. First, the Kirkley Hotel is currently a non-conforming use and the Hotel may wish in the future to be conforming to ease continued renovation. Second, there are limited uses that are compatible with the Hotel on the property. Third, the growth of Liberty University in terms of additional students, employees and continuing growth in surrounding services and businesses have created a demand for a quality hotel and multi-family housing.

The Kirkley Hotel has been going through a renovation program during the last 2 years. This has helped to breathe new life into the asset. The owner would like to continue to make improvements into the project as long as economically feasible. By creating a conforming land use, it will prevent potential road blocks to continued improvements.

The additional property currently not used by Hotel, has limited compatible uses. Industrial uses are generally not compatible. Additional commercial uses would suffer from a lack of visibility from Candler's Mountain Road. A multifamily residential product adds to the existing mix of product surrounding the property and enhances the aesthetic appeal of the area.

With the continuous growth of Liberty University, there comes a great growth in demand for housing for both graduate students as well as employees of the School and surrounding businesses. The Kirkley Apartments is very well located for housing. It is very convenient to Liberty and for the jobs in the surrounding retail businesses. It is also well located to the main roadways of the Lynchburg Region. The apartments are very well located to entertainment, shopping, and services. The Kirkley Apartments will be a greatly attractive and new product to offer to renters in the area.

The proposed Kirkley Apartment development will be an attractive addition to the Lynchburg area, and will add to the growing economic development of the area. The project should increase revenue both in the near and long term futures.

Thank you for your time and consideration for the Kirkley property, and if you have further questions about this project please feel free to contact me at 804-222-6771, or email at Jason.vickers-smith@wvscompanies.com.

Jason Vickers-Smith

WVS Companies

RECEIVED

JAN 18 2013

COMMUNITY
DEVELOPMENT



**Rezoning and Future Land Use Map (FLUM) Amendment
Kirkley Apartments
March 27, 2013**

PLEASE PRINT

[illegible]

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **April 9, 2013**

AGENDA ITEM NO.: **11**

CONSENT: REGULAR: **X**

WORK SESSION:

CLOSED SESSION:
(Confidential)

ACTION: **X**

INFORMATION:

ITEM TITLE: **1001 and 1003 Dandridge Drive/1000 and 1002 Ardmore Drive**

Future Land Use Map (FLUM) Amendment: Medium Density Residential to Community Commercial

Rezoning: R-2, Low-Medium Density, Single-Family Residential District & R-3, Medium Density, Two-Family Residential District to B-3C, Community Business District (Conditional)

RECOMMENDATION: Approval of the *FLUM* and Rezoning petitions.

SUMMARY: Mr. Phil Lynch, GoBo, Inc. (Bojangles) is petitioning to amend the *FLUM* from Medium Density Residential to Community Commercial and to rezone approximately one and three hundred fifty-four thousandths (1.354) acres located at 1001 and 1003 Dandridge/1000 and 1002 Ardmore Drive from R-2, Low-Medium Density Residential & R-3, Medium Density, Two-Family Residential District to B-3C, Community Business District (Conditional) to allow the construction of a restaurant. The Planning Commission recommended approval of the petitions because:

- The petition agrees with the Zoning Ordinance which permits restaurants in B-3, Community Business Districts.
- The site layout is consistent with access management principles.
- The traffic study indicates the difference between no-build and the projected build conditions is negligible resulting in a minimal impact to Level of Service (LOS) based on Virginia Department of Transportation (VDOT), 2011 Old Forest Road Daily Traffic Volume Estimates of nineteen thousand (19,000) Average Daily Trips (ADT).

On March 27, 2013, the petitioner submitted revised proffers. These proffers were not considered by the Planning Commission; however the original intent is the same. Proffer number two (#2) has been revised to indicate the height of the proposed privacy fence and proffer number five (#5) has been revised to indicate the specific intercom system and decibel level proposed for the drive-thru. The amended language has been indicated in the Ordinance by strikethrough and underlining.

PRIOR ACTION(S):

February 27, 2013: The Planning Division recommended approval of the *FLUM* and Rezoning petitions.

The Planning Commission recommended approval (3-2, with 2 members absent, Hooper, Sale) of the *FLUM* and Rezoning petitions.

FISCAL IMPACT: N/A

CONTACT(S):

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

ATTACHMENT(S):

- Ordinance Amending *FLUM*
- Ordinance for Rezoning
- Planning Commission Report – February 27, 2013
- Planning Commission Minutes – February 27, 2013
- Vicinity Zoning Pattern Map
- Vicinity Proposed Land Use Map
- Watershed Location Map
- Planimetric and Topographic Map
- Rezoning Plan
- Property Photograph
- Speaker Signup Sheet

REVIEWED BY: lkp

ORDINANCE:

AN ORDINANCE AMENDING THE FUTURE LAND USE MAP TO CHANGE THE PROPERTY LOCATED AT 1001 AND 1003 DANDRIDGE DRIVE AND 1000 AND 1002 ARDMORE DRIVE FROM MEDIUM DENSITY RESIDENTIAL TO COMMUNITY COMMERCIAL.

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 35.1 of the Code of the City of Lynchburg, 1981, as amended, be and the same is hereby further amended by adding thereto Section 35.1-76.____, which section shall read as follows:

Section 35.1-76.____. Amend the Future Land Use Map to change the property located at 1001 and 1003 Dandridge Drive and 1000 and 1002 Ardmore Drive from Medium Density Residential to Community Commercial.

The area embraced within the following boundaries ...

From the **POINT OF BEGINNING**; said point being on the right-of-way line for Ardmore Drive, between lots 10 and 11 of Blue Ridge Farms. Section 9, Block A; Thence, N 14° 27' 27" E for a distance of 141.64 feet to a point; Thence, S 72° 11' 34" E for a distance of 14.78 feet to a point; Thence, N 17° 48' 26" E for a distance of 150.00 feet to a point; Thence, S 72° 11' 34" E for a distance of 166.14 feet to the beginning of a curve, Said curve having a length of 7.28 feet, having a radius of 25.00 feet, and whose long chord bears S 63° 51' 01" E for a distance of 7.25 feet; Thence, S 55° 30' 27" E for a distance of 39.10 feet to a point; Thence, S 15° 13' 15" W for a distance of 251.38 feet to a point; Thence, S 84° 31' 40" W for a distance of 41.49 feet to the beginning of a curve, Said curve having a length of 10.56 feet, having a radius of 29.35 feet, and whose long chord bears N 85° 09' 57" W for a distance of 10.50 feet; Thence, N 74° 51' 33" W for a distance of 165.65 feet to the beginning of a non-tangential curve, Said curve having a length of 14.88', having a radius of 1243.57 feet, and whose long chord bears N 78° 06' 35" W for a distance of 14.88 feet to the **POINT OF BEGINNING**. Containing 1.438 acres

... is hereby amended on the Future Land Use Map from Medium Density Residential to Community Commercial and the Director of Community Development shall forthwith cause the Future Land Use Map referred to in Section 35.1-4 of this chapter to be amended in accordance therewith.

Adopted:

Certified:

Clerk of Council

052K

ORDINANCE:

AN ORDINANCE CHANGING A CERTAIN AREA LOCATED AT 1001 AND 1003 DANDRIDGE DRIVE AND 1000 AND 1002 ARDMORE DRIVE FROM R-2, LOW-MEDIUM DENSITY, SINGLE-FAMILY RESIDENTIAL DISTRICT AND R-3, MEDIUM DENSITY, TWO-FAMILY RESIDENTIAL DISTRICT TO B-3C, COMMUNITY BUSINESS DISTRICT (CONDITIONAL).

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF LYNCHBURG that in order to promote the public necessity, convenience, welfare and good zoning practice that Chapter 35.1 of the Code of the City of Lynchburg, 1981, as amended, be and the same is hereby further amended by adding thereto Section 35.1-76.____, which section shall read as follows:

Section 35.1-76.____. Change of a certain area located at 1001 and 1003 Dandridge Drive and 1000 and 1002 Ardmore Drive from R-2, Low-Medium Density, Two-Family Residential District to B-3, Community Business District (Conditional)

The area embraced within the following boundaries ...

From the **POINT OF BEGINNING**; said point being on the right-of-way line for Ardmore Drive, between lots 10 and 11 of Blue Ridge Farms. Section 9, Block A; Thence, N 14° 27' 27" E for a distance of 141.64 feet to a point; Thence, S 72° 11' 34" E for a distance of 14.78 feet to a point; Thence, N 17° 48' 26" E for a distance of 150.00 feet to a point; Thence, S 72° 11' 34" E for a distance of 166.14 feet to the beginning of a curve, Said curve having a length of 7.28 feet, having a radius of 25.00 feet, and whose long chord bears S 63° 51' 01" E for a distance of 7.25 feet; Thence, S 55° 30' 27" E for a distance of 39.10 feet to a point; Thence, S 15° 13' 15" W for a distance of 251.38 feet to a point; Thence, S 84° 31' 40" W for a distance of 41.49 feet to the beginning of a curve, Said curve having a length of 10.56 feet, having a radius of 29.35 feet, and whose long chord bears N 85° 09' 57" W for a distance of 10.50 feet; Thence, N 74° 51' 33" W for a distance of 165.65 feet to the beginning of a non-tangential curve, Said curve having a length of 14.88', having a radius of 1243.57 feet, and whose long chord bears N 78° 06' 35" W for a distance of 14.88 feet to the **POINT OF BEGINNING**. Containing 1.438 acres

... is hereby changed from R-2, Low-Medium Density, Two-Family Residential District to B-3, Community Business District (Conditional), subject to the conditions set out herein below which were voluntarily proffered in writing by the petitioner, Go Bo, Inc. (Bojangles), to wit:

1. The site shall be built in substantial conformance to the site plan submitted for the rezoning.
2. A seven (7) foot tall privacy fence conforming to City code shall be added to the rear property line to provide additional screening between this site and the residential parcels. The City required landscaping will also be installed. Additional landscape plantings will be added to green spaces to provide additional screening of the property from residences on the Dandridge and Ardmore sides.
3. A curb, or other physical barrier, shall be installed to prohibit vehicles from short circuiting the drive through pattern and possibly obstructing Dandridge Drive entrance. This physical barrier will force vehicles to circle the building to enter the drive-through. This physical barrier shall be mutually planned and approved by Bojangles, Inc. corporate engineers and the City of Lynchburg.

4. An easement shall be provided necessary for the City to relocate the signal control box at the corner of Ardmore Drive and Old Forest Road. The City will need to provide to me or my engineer the size and location of such easement.
5. ~~We intend to use an outside drive thru sound system that helps control and limit noise impact. The system is installed and tested to project audio volume to 10 feet directly in front of the speaker. The system is designed to raise the volume level slightly during the day when there is more outside noise and soften and lower it late day and evening when outside noise is lower. This system is designed for locations with strict noise ordinance and/or locations bordering on residential locations. The drive thru sound system we would use is a 3M Intercom system that complies with the strictest of noise level ordinances that operates between 62 and 70db. It adjusts itself up during the day when outside noise is higher and down late day when outside noise lowers. The operating db level is calibrated at installation.~~
6. The property will be zoned for uses in the B-3 zone, except the following uses will not be permitted.
 - a. Virginia A.B.C. package stores
 - b. Hotels and motels
 - c. Commercial amusement
 - d. Pawn shops

And the Director of Community Development shall forthwith cause the "Official Zoning Map of Lynchburg, Virginia," referred to in Section 35.1-4 of this chapter to be amended in accordance therewith.

Adopted:

Certified: _____
Clerk of Council

The Department of Community Development

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

To: Planning Commission

From: Planning Division

Date: February 27, 2013

Re: Future Land Use Map Amendment: 1001 and 1003 Dandridge Drive/1000 and 1002 Ardmore Drive – Medium Density Residential to Community Commercial Rezoning: R-2, Low-Medium Density, Single-Family Residential District & R-3, Medium Density, Two-Family Residential District to B-3C, Community Business District (Conditional)

I. PETITIONER

Phil Lynch, GoBo, Inc. (Bojangles), 7819 Timberlake Road, Lynchburg, VA 24502

Representative: Mr. Norm Walton, Perkins & Orrison, Inc. 27 Green Hill Drive, Forest, VA 24551

II. LOCATION

The subject property includes four (4) tracts totaling one and three hundred fifty four thousandths (1.354) acres located at 1001 and 1003 Dandridge Drive and 1000 and 1002 Ardmore Drive.

Property Owners: Stephan M. Driskill, Vance D. Driskill & Earl M. Driskill, 171 Hicks Road, Lynchburg, VA 24502; Earl M. Driskill, Inc., 1116 Ashley Drive, Lynchburg, VA 24501; Kenneth & Sarah B. Baker, 1001 Dandridge Drive, Lynchburg, VA 24501.

III. PURPOSE

The purpose of this petition is to amend the *Future Land Use Map (FLUM)* to Community Commercial and to rezone the property to B-3, Community Business District (Conditional) to allow the construction of a restaurant.

IV. SUMMARY

- Petition agrees with the *Zoning Ordinance* which permits restaurants in B-3, Community Business Districts.
- Petition proposes an amendment to the *FLUM* from Medium Density Residential to Community Commercial.
- Site layout is in keeping with the *Old Forest Road Access Management Plan*.
- Traffic study indicates that under the projected build future conditions, there is a minimal impact to Level of Service (LOS) and the difference between no-build and build is relatively negligible.
- Virginia Department of Transportation, Daily Traffic Volume Estimates for 2011 indicate there are nineteen thousand (19,000) Average Daily Trips (ADTs) on Old Forest Road.

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

V. FINDINGS OF FACT

1. **Comprehensive Plan.** The property is indicated for Medium Density Residential use on the *Future Land Use Map (FLUM)*.

The *Comprehensive Plan 2002-2020* provides that Medium Density Residential uses are characterized by small-lot single-family detached housing, duplexes and townhomes at densities of up to twelve (12) units per acre. Where neighborhoods already exist, infill development should be at a compatible density and housing type (*pg 5.6*). The *FLUM* is intended to be generalized and not parcel specific. Land use decisions made by the City should take into account not only the land uses depicted on the map but also the *Plan Framework Map* and policies contained within the *Comprehensive Plan*. The petition proposes to amend the *FLUM* from Medium Density Residential to a Community Commercial land use. Community Commercial areas contain clusters of businesses, often at major intersections and shopping centers. Most community shopping centers range from one hundred thousand (100,000) to two hundred thousand (200,000) square feet and serve forty thousand (40,000) to seventy thousand (70,000) people (*pg 5.5*).

The requested Community Commercial land use is appropriate due to the high volume of vehicles on Old Forest Road and the proximity of other commercial uses in the area.

2. **Zoning.** The subject property was annexed into the City in 1976. The R-3, Medium Density, Two-Family Residential District Zoning for 1000 Ardmore Drive and 1001 Dandridge Drive was established on May 22, 1979 as part of the “Old Forest Road Study”. The R-2, Low-Medium Density, Single-Family Residential District for 1002 Ardmore Drive and 1003 Dandridge Drive was established on December 12, 1978 with the adoption of the current Zoning Map.
3. **Proffers.** The petitioner voluntarily submitted the following proffers on February 15, 2013:
 1. The site shall be built in substantial conformance to the site plan submitted for the rezoning.
 2. A privacy fence shall be added to the rear property line to provide additional screening between this site and the residential parcels. The City required landscaping will also be installed.
 3. A curb, or other physical barrier, shall be installed to prohibit vehicles from short circuiting the drive thru pattern and possibly obstructing the Dandridge Drive entrance. This physical barrier will force vehicles to circle the building to enter the drive-thru. This physical barrier shall be approved by Bojangles, Inc. corporate engineers.
 4. An easement shall be provided necessary for the City to relocate the signal control box at the corner of Ardmore Drive and Old Forest Road. The City will need to provide to me or my engineer the size and location of such easement.
 5. The property will be zoned for uses in the B-3 zone, except the following uses will not be permitted.
 - a. Virginia ABC package stores
 - b. Hotels and motels
 - c. Commercial amusement
 - d. Pawn shops
4. **Board of Zoning Appeals (BZA).** N/A
5. **Surrounding Area.** There have been several items requiring City Council approval in the immediate area:
 - On May 22, 1979, Council approved the “Old Forest Road Study” which amended zoning for properties fronting Old Forest Road.

- On November 10, 1987, Council approved the conditional use permit (CUP) petition of Hallmark Investment to allow an automobile lubrication station at 3209 Old Forest Road.
 - On December 8, 1992, Council approved the conditional use permit (CUP) petition of Donald Ozmar to allow the operation of a dance club at 3217 Old Forest Road.
 - On April 12, 1994, Council approved the conditional use permit (CUP) petition of Clyde Bondurant & Beth Dunam to operate a child care facility for up to thirty-five (35) children at 3208 Forest Brook Road.
 - On January 1, 1996, Council approved the conditional use permit petition of Sylvia Hobson to allow a child care facility with sixty (60) children per shift at 3208 Old Forest Road.
 - On June 9, 1998, Council approved the rezoning request of Atlantic Star Communication to rezone 3305 Old Forest Road from B-3, Community Business District to B-5, General Business District (Conditional) and approved a conditional use permit (CUP) to allow the erection of a radio transmission tower.
 - On April 11, 2006, Council approved the conditional use permit (CUP) petition of Glenn White & Associates to allow the construction of a cluster commercial development at 3311 Old Forest Road.
 - On August 14, 2007, Council approved the rezoning petition of George & William Walker to rezone 3207, 3211, 3215 & 3217 Forest Brook Road from B-1, Limited Business District to B-3, Community Business District (Conditional).
 - On April 14, 2009, Council approved the rezoning petition of George & William Walker to rezone 3207 and 3209 Forest Brook Road from B-1, Limited Business District and B-3, Community Business District (Conditional) to B-3, Community Business District (Conditional).
6. **Site Description.** The subject properties include four (4) tracts totaling one and three hundred fifty four thousandths (1.354) acres located at 1001 & 1003 Dandridge Drive and 1000 and 1002 Ardmore Drive. The property is bounded to the north (across Dandridge Drive) by a single-family detached home, to the south (across Ardmore Drive) by single-family homes and vacant land and to the east (across Old Forest Road) by retail uses.
7. **Proposed Use of Property.** The purpose of these petitions is to amend the *FLUM* to Community Commercial land use and to rezone the property from R-2, Low-Medium Density Single-Family Residential District and R-3, Medium-Density, Two-Family Residential District to B-3, Community Business District (Conditional). If the *FLUM* is amended and the property rezoned, it is proposed to be developed as a “fast food” restaurant with drive-thru window and fifty (50) associated parking spaces.
8. **Traffic, Parking and Public Transit.** The property has frontage on Old Forest Road and is located between Ardmore Drive and Dandridge Drive. Traffic signals currently exist at the intersection of Ardmore Drive and Old Forest Road and Dandridge Drive and Old Forest Road. Old Forest Road is classified as an “Urban Minor Arterial” with a speed limit of 35 mph. VDOT 2011 estimates indicate Average Daily Trips (ADTs) of 19,000 vehicles per day on Old Forest Road. Ardmore Drive and Dandridge Drive are classified as “Rural Local” with a speed limit of 25 mph. The development, as currently proposed, indicates entrances/exits from Ardmore Drive and Dandridge Drive, which is consistent with the Old Forest Road Access Management Opportunities Assessment.

The petitioner submitted a traffic impact study prepared by Engineering & Planning Resources (EPR) on February 7, 2013. The study analyzed traffic volumes, future no build traffic volumes, site trip generation, site trip distribution and assignment, projected future build traffic volumes, calculated LOS and Delay and turn lane warrants. Traffic counts for the study were conducted on Tuesday, January 22, 2013 for weekday a.m. and p.m. peak hour trips and on Saturday, January 19, 2013 for Saturday peak hour trips. Weekday a.m. counts were performed between the hours of 7:00 a.m. and 9:00 a.m. and p.m. counts were conducted between the hours of 4:00 p.m. and 6:00 p.m. Saturday counts were performed between 11:30 a.m. and 2:30 p.m.

The traffic impact study concludes: “Under existing and no-build conditions, the two intersections along Old Forest Road operate at a LOS B or better and with some individual movements operating at LOS D. Per the traffic counter’s observations and per the modeling, all queues clear the intersection each cycle in the peak hours, thus congestion is not excessive.

Under the projected build future conditions, we see that there is a minimal impact to the LOS and queuing and the difference between the no-build and build is relatively negligible. The projected site traffic results in less than one additional car per signal cycle making turns from Old Forest Road. It appears from the model that all queues fit within existing turn lanes along Old Forest Road.

In the modeling, we did not see an adverse affect on the side streets.

Turn lane warrants were examined for the site ingress and it was found that they were not met, thus no turn lane is recommended.”

The traffic impact study provides two (2) recommendations:

1. “After the facility opens, monitor conditions and if necessary make adjustments to traffic signal timings to re-optimize to cycle lengths and splits.”
2. “In the design of the project, place entrances as far back from the intersection as possible.”

The City’s Transportation Engineer has reviewed the submitted traffic impact study and is in agreement with its findings. It is recommended that the Planning Commission and Council seek proffers that would require the petitioner to make adjustments to traffic signal timings to re-optimize to signal lengths and splits, if deemed necessary, as recommended by the traffic impact study.

At the Technical Review Committee (TRC) meeting on December 18, 2012, city staff questioned drive-thru circulation. Although drive-thru circulation is intended for vehicles entering from Dandridge Drive to proceed south and circle the building, it appears that these vehicles could attempt to access the drive-thru lane resulting in queues back into Dandridge Drive. At the recommendation of staff, the petitioner has voluntarily proffered to construct curbing or some other physical barrier to require vehicles to circle the building to prevent a queuing situation from occurring.

The proposed restaurant would require one (1) parking space per four (4) persons of the rated capacity of the building plus an additional one (1) parking space per three (3) employees on duty at any one time. The submitted site plan indicates a total of forty (40) spaces are required while fifty (50) spaces (including two (2) handicap spaces) are being provided.

The development would be served by Greater Lynchburg Transit Company (GLTC) Route 8 and Route 32. The petitioner has indicated a connection from the proposed restaurant to sidewalk along Old Forest Road and is proposing to extend sidewalk along the property frontage on both Ardmore Drive and Dandridge Drive.

- 9. Stormwater Management.** A stormwater management plan addressing both quantity and quality of stormwater related to the development of the property will be required at time of site plan submittal. Preliminary information submitted with the site plan for rezoning indicates that stormwater quantity and quality will be addressed by a “bio-retention” facility located in the southwest corner of the property. The downstream receiving channel for the development is a “roadside” ditch. Information submitted by the petitioner’s engineer indicates that this receiving channel is adequate to accept runoff from the site.

The City’s Environmental Reviewer has reviewed the preliminary site plan and drainage calculations and is in agreement with the proposed measures and findings.

- 10. Emergency Services.** The City’s Fire Marshal requested that the fire department connection and fire hydrant location be identified. A fire department connection will only be required if the building contains a sprinkler system. A fire hydrant is located at the corner of Old Forest Road and Dandridge Drive.

The City’s Police Department commented on the proximity of the proposed entrance from Ardmore Drive to Old Forest Road and provided standard comments related to lighting and site security. The traffic impact study submitted by the petitioner has indicated that the entrance from Ardmore Drive will function adequately; however, it did provide a recommendation that it be shifted as far west as possible. Comments related to lighting and security will be considered and addressed by the petitioner prior to final site plan approval.

- 11. Impact.** The petitioner conducted two (2) neighborhood meetings on February 7 and February 13, 2013. The meetings were convened at 6:00 p.m. in the Neighborhood Meeting Room of Forest Road Methodist Church located at 2805 Old Forest Road. City staff attended both neighborhood meetings as “observers” only. Concerns expressed by citizens included: traffic, when the traffic counts were conducted, noise from the drive-thru speaker, hours of operation, smell, buffering, water/sewer availability, property values and duration of construction, if approved.

Given the high volumes of traffic currently on Old Forest Road, the proximity to mass transit, the location between two (2) traffic signals and the proximity/amount of other commercial uses fronting Old Forest Road, it is reasonable that these residential properties would be developed commercially. Special attention should be given to the transition of any commercial developments to the residential development located on Ardmore Drive and Dandridge Drive. While it can be anticipated that other adjacent properties fronting Old Forest Road may request to be zoned commercial in the future, the depth of commercial zoning into the existing established residential areas should be carefully considered.

The traffic impact study submitted by the petitioner indicates that there would be minimal effects to Level of Service and queuing and no impact to side streets if the development was constructed. Ardmore Drive and Dandridge Drive are used to access Peaks View Park, which is most likely the reason for questioning the timing of when the traffic counts were done. It is unlikely that the proposed restaurant would exacerbate traffic using these local streets to access the park. Citizens are encouraged to petition the City under the “Neighborhood Traffic Management Program (NTMP)” to determine if traffic calming techniques for these streets are appropriate.

The preliminary site plan and submitted proffers indicate that a privacy fence will be installed along the western property line in addition to the required landscape buffer. It is recommended that the height of this fence be clarified prior to final site plan approval. In addition to the

privacy fence, it is recommended that additional landscaping in excess of what is typically required be planted in the grassy areas located adjacent to Ardmore Drive and Dandridge Drive. This landscaping should be in the form of deciduous and evergreen trees and would serve effectively as a screen and transition between existing residential uses and the proposed development. It is also suggested that a proffer be sought by the Planning Commission and City Council limiting the decibel level of any drive-thru speakers.

- 12. Technical Review Committee.** The Technical Review Committee (TRC) reviewed the preliminary site plan for FLUM amendment and rezoning on December 18, 2012. Comments have or will be addressed prior to final site plan approval.

VI. PLANNING DIVISION RECOMMENDATION(s)

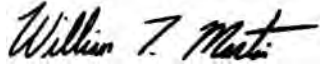
Waive the twenty-one (21) day submittal requirement for proffers as required by Section 35.1-43.1, Conditional Zone or Zone Approval.

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

1. The petition of Phil Lynch, GoBo, Inc. (Bojangles) to amend the *Future Land Use Map* for the property at 1001 & 1003 Dandridge Drive and 1000 & 1002 Ardmore Drive from Medium Density Residential to Community Commercial.
2. The petition of Phil Lynch, GoBo, Inc. (Bojangles), to rezone the property at 1001 & 1003 Dandridge Drive and 1000 & 1002 Ardmore Drive from R-2, Low-Medium Density, Single-Family Residential District and R-3, Medium Density, Two-Family Residential District to B-3C, Community Business District (Conditional) subject to the following voluntarily submitted proffers:
 1. The site shall be built in substantial conformance to the site plan submitted for the rezoning.
 2. A privacy fence shall be added to the rear property line to provide additional screening between this site and the residential parcels. The City required landscaping will also be installed.
 3. A curb, or other physical barrier, shall be installed to prohibit vehicles from short circuiting the drive thru pattern and possibly obstructing the Dandridge Drive entrance. This physical barrier will force vehicles to circle the building to enter the drive-through. This physical barrier shall be approved by Bojangles, Inc. corporate engineers.
 4. An easement shall be provided necessary for the City to relocate the signal control box at the corner of Ardmore Drive and Old Forest Road. The City will need to provide to me or my engineer the size and location of such easement.
 5. The property will be zoned for uses in the B-3 zone, except the following uses will not be permitted:

- a. Virginia A.B.C. package stores**
- b. Hotels and motels**
- c. Commercial amusement**
- d. Pawn shops**

This matter is respectfully offered for your consideration.



William T. Martin, AICP
City Planner

pc: Mr. L. Kimball Payne, III, City Manager
Ms. Bonnie M. Svrcek, 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
Captain Thomas Mack, Acting Fire Marshal
Mr. Donald DeBerry, Transportation Engineer
Mr. Doug Saunders, Building Commissioner
Mr. Robert Fowler, Zoning Administrator
Mr. Jacob Dorman, Environmental Reviewer
Ms. Marjette Upshur, Director of Economic Development
Mr. Phill Lynch, GoBo, Inc. (Bojangles)
Mr. Norm Walton, Perkins & Orrison

VII. ATTACHMENTS

- 1. Vicinity Zoning Pattern Map**
- 2. Vicinity Proposed Land Use Map**
- 3. Watershed Location Map**
- 4. Plainimetric and Topographic Map**
- 5. Concept Plan**
- 6. Photo**

MINUTES FROM THE FEBRUARY 27, 2013 PLANNING COMMISSION MEETING (MINUTES HAVE BEEN APPROVED):

- a. Petition of Go Bo, Inc. (Bojangles), to amend the Future Land Use Map (FLUM) from Medium Density Residential to Community Commercial and to rezone approximately one and three hundred fifty four thousandths (1.354) acres from R-2, Low-Medium Density, Single-Family Residential District and R-3, Medium Density, Two-Family Residential District to B-3C Community Business District (Conditional) to allow the construction of a restaurant at 1001 and 1003 Dandridge Drive and 1000 and 1002 Ardmore Drive, with proffers as submitted.**

Mr. Henry had the following comments for the commissioners. The properties are located between Dandridge Drive and Ardmore Drive along Old Forest Road. The proposed rezoning from R-2 and R-3 established in 1978 to B-3C would allow for the construction of a restaurant. The area to the west is known as Blue Ridge Farms subdivision. Across from this property is property zoned B-3 (Walmart). The *Comprehensive Plan* recommends a Medium Density Residential use for this area. The petitioner is requesting an amendment to the Future Land Use Map to Community Commercial. Community Commercial uses contain clusters of businesses, often at major intersections and shopping centers. Due to the high volume of traffic on Old Forest Road and the proximity of existing commercial uses in the area, the FLUM amendment seems appropriate.

In an effort to resolve the conflict between the proposed commercial use and the existing residential properties, the petitioner has proffered additional screening accomplished through landscaping and fencing on the eastern side of the property. The petitioner has also proffered that certain uses will be prohibited such as ABC stores and pawn shops. Entrances to the restaurant will be from Dandridge Drive and Ardmore Drive. There are sidewalks proposed along Old Forest Road and the property is served by a GLTC route. Dandridge Drive and Ardmore Drive border the site and are signalized intersections of Old Forest Road. The entrances conform to the Old Forest Road Access Management Opportunities Assessment presented to the Planning Commission approximately a year and a half ago; in particular, driveway entrances should be avoided along Old Forest Road.

A Traffic Impact Study was conducted by the petitioner as part of the application process. The study concluded that the congestion is not excessive at either of these intersections at the peak hours of measurement. The projected site traffic results in less than one additional car per signal cycle making turns from Old Forest Road. It appears from the model that all queues fit within existing turn lanes along Old Forest Road. Therefore, no new turn lanes are proposed. The Traffic Impact Study recommended that after the facility opens, conditions should be monitored and, if necessary, adjustments should be made to traffic signal timings to reoptimize the cycle lengths and splits. The traffic study also recommended that in the design of the project, entrances should be placed as far back from the intersection as possible. The City's Transportation Engineer has reviewed the study and is in agreement with its findings and recommendations. It is recommended that the Planning Commission and City Council seek proffers to make adjustments to traffic signal timings to reoptimize the cycle lengths and splits.

The Environmental Reviewer has determined that the proposed initial stormwater management measures appear to meet the minimum requirements. The applicant will be required to address both stormwater quantity and quality at the time of site plan review.

Given the high traffic volumes currently on Old Forest Road, the proximity to mass transit, the location between two traffic signals and the proximity of other commercial uses along Old Forest Road, it is reasonable for these residential properties to be developed commercially. Special consideration should be given to the transition from commercial use to the residential uses on Dandridge Drive and Ardmore Drive. While it may be anticipated that other residential properties along Old Forest Road might request

rezoning to commercial in the future, the depth of the commercial zoning into existing residential uses should be carefully considered.

The site plan and proffers indicate that a fence and landscaping beyond what is required by the landscape ordinance will be installed along the western side of the property. It is recommended that the height of this fence be clarified prior to final site plan approval. The petitioner has also proffered that the sound of the drive thru speaker will extend no more than ten feet. During the evening hours of operation, the volume will be reduced. Staff recommends that a maximum allowable decibel level be included in the wording of this proffer.

TRC comments have or will be addressed prior to final site approval. The petitions appear to agree with the goals and objectives of the *Comprehensive Plan* and staff recommends their approval.

Mr. Phil Lynch, a Bojangles franchisee, was present to represent the petition. Mr. Lynch explained that the Timberlake location developed about four years ago has done very well. About two years ago, the company began the process of looking for a location to expand its business. They looked at Wards Road, but the availability there is limited. They were attracted to this site because of its proximity to a Walmart. They looked at the site that is available down the street but the difficulty with it is access because there is no stop light at that location and no availability for a turn lane. They approached the property owners of the properties that are a part of these petitions and were able to enter into contracts with them. They felt that they had a fair chance of getting the properties rezoned, as there appears to have been a trend for the properties along Old Forest Road to develop commercially and many of them are restaurants.

Mr. Lynch explained that he went around the neighborhood on two occasions to meet the neighbors and let them know of the company's intentions. Many of them expressed that they were surprised that the properties had not already gone to commercial. Of course, there were concerns. The neighbor directly behind the properties on Dandridge Drive was concerned about having a parking lot next to him and requested a fence.

The main concern of the rest of the neighbors was increased traffic. That was also a concern for the Technical Review Committee and a traffic study was requested. Mr. Lynch commented that their business does not attract new traffic; it serves existing traffic already on the road for another reason. Mr. Lynch reiterated the findings already discussed by Mr. Henry and indicated the company's willingness to follow the recommendations made by the traffic study. They moved the entrances as far away from the intersections as possible to allow for maximum queuing capability. They also signed the entrance from Old Forest Road to Ardmore Drive as the incoming one because that left turn lane is longer than the one onto Dandridge Drive. They have also made the egress to Dandridge Drive an outgoing only one, which was requested by City staff. Staff also requested (and the petitioner has complied) that there be a curb around the building, so that if traffic did come in off of Dandridge Drive, it would have to circle the building, much like the McDonalds on Wards Road.

Mr. Lynch remarked that they held a community meeting and invited the neighbors in the first block of Ardmore and Dandridge Drives. Eight people attended and the applicant was able to address many of the concerns expressed at that meeting. In particular, they revised their lighting around the fence to be directed toward the parking lot and away from the residences behind. The noise of the drive thru speaker was another concern, and Mr. Lynch said they will revise their proffer to include the allowable decibel level. Residents were concerned about the smell that might come from the restaurant; Mr. Lynch assured them that smell is not a problem at the location on Timberlake Road and will not be at this location either. They also had another neighborhood meeting, as some of the neighbors felt that they were left out. As a result of that meeting, the petitioner changed the proffers to exclude certain undesirable commercial uses such as ABC stores and pawn shops that would otherwise be allowed in a B-3 district. Mr. Lynch feels that they have more than met the requirements of interacting with the

citizens and addressing their concerns. They want to be a good neighbor, if they are allowed to come to this location.

Mr. Rick Read came forward to speak in favor of the petition on behalf of the Driskills who own three of the parcels in this petition. Some of them are elderly and could not make it to the meeting. He reiterated that the rest of the Old Forest Road is zoned commercial with the exception of these parcels and the ones immediately around them. This site as residential is out of place when you look at the rest of Old Forest Road. Mr. Read pointed out financial gains from the rezoning such as the number of people it will employ and the increase in real estate taxes and meals taxes. However, that is not information that is under the purview of the Planning Commission and can be looked at during the City Council public hearing.

Mr. Read also presented some figures on property taxes of residential properties behind Wards Road. The figures show that the property values had not suffered from their proximity to commercial uses. Most had sold above their assessed value. They did a similar study around the Bojangles on Timberlake Road and found that the residential property values in that area went up in recent years as well.

Vice-Chair Swienton asked for anyone else who wished to speak in favor of the petition. No one came forward. He asked for persons who wished to speak in opposition to the petition. Ms. Karen Leadem came forward and presented the commissioners with a petition opposing the rezoning from many residents of the Blue Ridge Farms subdivision. Their concerns were with the increased volume of traffic that will be using Dandridge and Ardmore Drives. She pointed out that these roads are already used as the main entrance to Peaks View Park. They are also concerned about the increase in crime and littering that they feel will occur and the fact that Bojangles may share the new water and sewer line that has just been installed in their neighborhood. She asked the commissioners to come and walk the neighborhood and talk with the residents and wondered if they would like a restaurant as the entrance to their neighborhoods.

Mr. Mark Leadem of 1034 Dandridge Drive spoke in opposition to the petition. Although he acknowledged that Mr. Lynch and Bojangles have been very receptive to their requests, the neighbors do not want the rezoning. He feels that this will be the first instance in Lynchburg where a restaurant is placed in a subdivision. If the traffic is mainly in the morning and you add school busses to that traffic, it is going to be a real problem for people trying to get out of the subdivision. He pointed out that there is no right turn onto Old Forest Road and the traffic backs up for people trying to go to Walmart. He is also concerned with the noise of the restaurant in general, not just from the drive thru speaker. Another concern is stormwater runoff because the ditches they have in the area are mostly overgrown and they already experience flooding of the street when there is a heavy rain.

Mr. Leadem also pointed out that the traffic study did not take into account the traffic that increases from spring to fall due to the park in the area. Mr. Lynch further asserted that they have been told by City Council that they cannot have speed bumps on Dandridge Drive because it is a dead end street. Then how can they approve a busy restaurant for a dead end street?

Ms. Ann Conner of 1209 Dandridge Drive also spoke in opposition to the petition. She pointed out the other previous petitions for the surrounding area listed in the Planning Commission report are very different from this petition. She feels it is entirely inappropriate to rezone this property and affect an entire neighborhood that has been in existence for a very long time. She pointed out that this subdivision has only the two entrances to it unlike some other subdivisions in the City, which have numerous entrances and exits. Any increase in traffic, especially in the morning, will make it harder for people to get to work and get children off to school and daycare. She was also concerned about the recommendation to monitor traffic conditions after the facility is opened when it will be too late to do much about it. She also thought that the traffic study should have been done on a Friday night rather than a Monday or Tuesday night or during peak sporting events held at Peaks View Park. She reiterated

concerns that their property values will be affected and respectfully requested that the Planning Commission recommend denial of the petition.

Mr. Kyle Haygarth of 1002 Dandridge Drive came forward to speak in opposition to the petition. He pointed out that the other commercial uses in the area are significantly buffered from the residential neighborhoods surrounding them. This Bojangles will be going directly into an adjacent residential neighborhood and could cause a tremendous hazard for children playing in the area. He also rejected many aspects of the traffic study. It only looked at traffic until 6:00 p.m. There is still much traffic on Old Forest Road past 6:00 p.m. It was also not done in the summer when there is increased traffic from sporting events. He pointed out that no one in the neighborhood, except for those with a vested interest in selling their properties, wants a restaurant in the neighborhood. He does not think that any of the Planning Commissioners would want one in their neighborhood either.

Ms. Faye Hicks of 1002 Ardmore Drive came forward to speak in opposition to the petition. She reiterated the concern of others that the traffic study was not done in the summer when sporting events already back up traffic on Dandridge Drive. She also expressed the difficulty during ice and snow with cars getting up the incline at Dandridge Drive making it a dangerous situation with additional traffic from this restaurant. She is also concerned about a decrease in her property value because it will be so close to a commercial use. The property right behind the proposed Bojangles is trying to sell their property and Ms. Hicks believes it will be very difficult for her to sell her property now.

Ms. Hicks is also concerned about a possible increase in violence and crime. She also believes that there will be fumes and grease in the air from the restaurant and does not want that on her house and cars. She reiterated that the other commercial uses that are being used as examples are buffered from their surrounding neighborhoods. She will be able to practically throw a stone from her house and hit the restaurant. Ms. Hicks is also concerned about lights shining from the restaurant onto her property and hearing noise from the drive thru speaker.

Mr. Lynch came back to address the comments of the neighbors. He mentioned that he has talked to most of the people who have spoken today. He said there is absolutely no sign of littering at their site on Timberlake Road. The property is cleaner and more presentable than before they located there. Mr. Lynch addressed the issue of water and sewer capability on Dandridge Drive. He was told by City staff that at the time the building is constructed, it will be hooked up at the most opportune location, which may be Old Forest Road, as it has capability for larger capacity. There is absolutely no sign of crime or violence around the location on Timberlake Road. Bojangles is a family restaurant and does not serve alcohol and does not promote any activities that would invite crime. They tend to be a breakfast and lunch type of restaurant and do not have a lot of activity after 7:00 p.m.

Mr. Lynch reiterated that they will not be adding traffic to Old Forest Road. There is already a Walmart there and there are 22,000 cars on Old Forest Road every day. Bojangles would be serving people who are already on the road for another reason. Mr. Lynch assured the commissioners that the traffic engineers they selected have a long history with the City and are trusted by City staff.

He also assured the commissioners that the hood system in the kitchen prevents any smell or solid particles from leaving the building. Some of the residents visited the restaurant on Timberlake Road and did say that there is no smell. As far as stormwater management is concerned, there is a pond designed to collect the water that will come off the site. The restaurant will not contribute to any stormwater problems the neighbors feel they already have on Ardmore Drive. With regard to noise, he does not feel that they will contribute any additional noise, especially in light of the fact that there is a Walmart right across the street. Property values have been shown to not be affected by the proximity of commercial uses. He gave another example of a property down from the Old Forest Road site that sits behind a restaurant. Its property value has not been affected by being situated behind a restaurant. Commercial and residential uses exist together all over the City.

Mr. Lynch addressed Ms. Hicks' concerns specifically. The additional landscaping was added to address her concerns and Mr. Lynch has offered to have her cars and home cleaned if there is any problem with construction dust. Mr. Lynch also pointed out that many of the signatures on the citizen petition were obtained after the first community meeting when people had felt left out. This is the reason they had the second meeting.

Ms. Leadem came back to for a rebuttal. She pointed out that the signatures on the petition were started on January 8, 2013, well in advance of the first community meeting on February 7, 2013. She also pointed out that many people did not notice the sign posted by Bojangles about the proposed rezoning because there was so much construction going on in the neighborhood and signs related to the construction that many did not know that the rezoning sign was a new sign. She summarized by asking them to come to the neighborhood at different times of the day. The feeling in the neighborhood is that this proposed use does not match with the neighborhood's lifestyle.

Vice-Chair Swienton asked if there was anyone else that wished to speak with rebuttal comments. No one came forward and he closed the public hearing portion of the petition.

Commissioner Kennedy expressed concern about other noise aside from the intercom, such as noise caused by delivery trucks and dumpster trucks. Mr. Lynch outlined all the deliveries and trash pickups that would happen. There would be approximately five visits during the week and they come in mid-morning or afternoon.

Commissioner Barnes had a question about the traffic pattern of one entrance and two exits. He asked Mr. Lynch if this traffic pattern has been used at other Bojangles restaurants. Mr. Lynch said it is very similar to the McDonalds on Wards Road and it is an arrangement that was required by the City. Mr. Lynch said they are not concerned with what has been requested of them by the City, as long as the restaurant has easy access. He feels it does have easy access from Ardmore Drive.

Commissioner Barnes pointed out that the property begins to slope rather steeply at the southwest portion. He is wondering how much grading and filling they anticipate or will they be leaving the topography pretty much the same. Mr. Norm Walton of Perkins & Orrison, the engineer for this project, came forward to answer this question. He said that the way they have designed the site, there will be a little bit of a cut and it will be made slightly lower than where it is now. (He indicated the area on the concept plan, as well as the fill area.) The building will be pretty much at grade with maybe a little bit of a cut (a foot to a foot and a half.) One of the reasons that the parking lot is shaped the way it is for the topography. They cannot get the entrance any farther down Ardmore Drive or they exceed ten percent gradient, which is a City standard. He indicated another area that they can terrace down and provide a platform for the stormwater pond.

Commissioner Barnes noted that there is an eight-inch pipe in the ditch below the stormwater pond, which he feels is relatively small. Mr. Walton agreed that it is a small pipe, but they will size the pond for an infiltration measure and for the slow release of the water (generally within a 24-hour period after a rainfall. This is in order for there to be no more runoff from the site than what is coming off it now, which is a state requirement.

Commissioner Hannon asked about the hours of operation for the store. Mr. Lynch said they will be from 6:00 a.m. to 10:00 p.m. and 6:00 a.m. to 11:00 p.m. on Friday.

Commissioner Hannon asked about the access management measures that are proposed such as not allowing driveway entrances off of Old Forest Road. If those measures are potentially degrading a residential area, is there no way to be a little more flexible and allow a driveway entrance in this case? Commissioner Hannon asked if this suggestion would kill the project. Mr. Lynch said that suggestion was

the first one given by the City's Transportation Engineer. However, that presented the problem of the sudden slowdown in traffic without the benefit of a turn lane. That was hazardous, in the Transportation Engineer's opinion. Commissioner Hannon pointed out that there are dozens of driveway entrances already off of Old Forest Road that do not have turn lanes. Commissioner Hannon noted that they had been given statistics during the presentation of the Old Forest Road Access Management study, which showed that the number of accidents had nearly disappeared since the intersection improvements done by Walmart. Commissioner Hannon thinks that the residents raise a legitimate concern when they talk about increased traffic on their residential streets to access this restaurant.

Mr. Don DeBerry, the City's Transportation Engineer, was available to answer questions. He stated that initially he had recommended that access be off of Old Forest Road with a right-in only entrance and a turn lane. He, likewise, had wanted to avoid having the entrances and exits on residential streets. Unfortunately, with the topography of the properties you cannot get a right turn lane long enough to work well because you are then accessing the southern portion of the property, which falls away very quickly. It was actually a geometric concern from an engineering perspective. It was an access management concern from the planning perspective. Mr. DeBerry explained that every added conflict to an already busy street adds side friction, increases accidents and decreases the flow of traffic. However, in this case, it was really a matter of a driveway access not being possible due to topography.

Commissioner Hannon asked why the driveway entrance could not be moved a little bit more north. Mr. DeBerry explained that from an engineering standpoint, you do not want to create a turn lane that is too short. Commissioner Hannon asked why there had to be a turn lane when there are already so many existing businesses on Old Forest Road without them. Mr. DeBerry explained that from a planning perspective, when those properties redevelop, those driveways will go away and there will either be turn lanes or they will have access from side streets.

Commissioner Hannon pointed out that they have to be fair to the owners of the four properties involved in this request. They are not going to be able to sell their property at a fair price because no one will want to live across from a Walmart and a gas station. By the same token, he would like to see some way to address the traffic concern of the nearby residents. He asked Mr. Henry if the access management measures are a policy or an ordinance. Mr. Henry said they are not an ordinance; however, there are certain standards with regard to proper access to a property that are applied throughout the City, not just on Old Forest Road.

Commissioner Hannon stated his position, which is that this area should be commercial. However, with this access management policy, we are in effect burdening a residential community with additional traffic and that is obviously a concern. Commissioner Hannon asked Mr. Walton if it is possible to design an entrance/exit off of Old Forest Road according to reasonable engineering standards. Mr. Walton stated that most of the problems with that deal with topography, particularly the building location. They looked at putting an entrance in the middle of the block. It was not physically possible for someone to turn there coming south on Old Forest Road and turn into the parking lot. It would have created a U-turn type of situation. Commissioner Hannon asked if there is some reason the building has to be sited this way. Mr. Walton said it is due to topography. If the building is turned 90 degrees, the entrance becomes way too steep. If they shift the building north on the site, they lose parking and have nowhere to make it up.

Commissioner Hannon asked Mr. Lynch if locating the entrance off of Old Forest Road by shifting the building or some other solution would be a deal killer. Mr. Lynch said it probably would be because it would restrict access and he agrees with Mr. Walton's engineering assessment. They are willing to revisit it if that is one of the commission's concerns. Mr. Walton said they have looked at it several different ways already and it appears to be impractical. Mr. Lynch said he would be concerned with traffic flow into the property and in that case, they would have to reevaluate and consider whether or not they wanted to locate here.

Commissioner Hannon pointed out that access to these properties is going to be a problem for any commercial use of this property. Both Mr. Walton and Mr. Lynch thought that is a fair assessment, especially in light of the City's access management policy. Mr. Lynch pointed out that the traffic study showed that every traffic queue clears with a higher traffic model than this proposed restaurant. That would suggest that there is no more traffic congestion at those intersections than what is there now. Commissioner Hannon would agree with that and remarked that the presentation they had on access management really enforced that point.

Commissioner Coleman stated that he does not have any problem with these parcels becoming commercial. Up to this point, he has always been very sympathetic to the concerns of nearby residents. He wants to be consistent with that but feels that Mr. Lynch has presented them with an outstanding, well thought out proposal. He would like to support the petition and noted that he does not feel that crime is going to be a problem. The police department had no comments of concern. Commissioner Coleman has visited the site on Timberlake Road many times and finds it to be a well operated place. He feels it would be an honor to have that type of establishment in any part of the City. He wants to address the concerns of the neighbors but is not seeing all of their arguments, particularly the one about crime.

Ms. Hicks came back and addressed Commissioner Coleman's question. She is concerned that it will become a place for kids to hang out in the parking lot and get into trouble.

Commissioner Barnes noted that his initial reaction was the same as others in that he was surprised that these properties had not been converted to commercial already. However, he feels that the properties are unique in that they are kind of a gateway to a highly populated residential community unlike the other restaurants on Old Forest Road. It is a unique situation also due to the fact that these streets are used as entrances to Peaks View Park. The traffic will really be a concern during the summer months. He thinks it is also a more sensitive site because it is situated between two signalized roads. This really puts him in a quandary and he is not sure how he will vote at this point.

Commissioner Hannon feels like the signalized intersections make this a logical place for a commercial use. He would find the petition more sensitive if those intersections had not been improved. Commissioner Barnes pointed out that those two signalized intersections make it more awkward to have an entrance to the site off of Old Forest Road.

Commissioner Coleman asked if any consideration was given to these roads being used as access to Peaks View Park when the traffic study was done. Mr. Henry explained that the nature of the park activities, such as ball games, is cyclical. They create bursts of traffic that are over in a short period of time. They do not cause a backup of cars for an entire day. Mr. DeBerry addressed the side street traffic. The model they use addresses the average delay and the peak delay experienced at the signals. The actual physical construction of a traffic signal allows for peaks and valleys in the traffic flow. The signals at these two intersections can adjust themselves to peaks and valleys in the side streets by the use of cameras. You will not be able to accommodate an extreme event, such as everyone leaving a game during a thunderstorm, at any one signal but adjustments are made for normal events. Not every signal in the City has this capability, but these two do because they have been modernized.

Vice-Chair Swienton asked Mr. Henry if he would consider this project to be infill development. Mr. Henry said that is correct. Vice-Chair Swienton asked Mr. Henry if it would be staff's opinion that these properties function more as Old Forest Road facing properties, although they have Dandridge and Ardmore Drive addresses. Mr. Henry said that would be correct.

Vice-Chair Swienton asked how this site will be different than the one on Timberlake Road. Mr. Lynch and Mr. Walton said the lighting will be more directed toward the restaurant, as it adjoins

residential properties but the intensity of the lighting will most likely be the same. The hours of operation will be the same.

Vice-Chair Swienton asked about the proposed setback, as it is not shown on the site plan. Mr. Walton did not have a way to precisely measure it but approximated it at 40 feet. Vice-Chair Swienton asked for clarification that it is not proffered as part of the site plan. Mr. Henry pointed out that setbacks will be per the Zoning Ordinance. In addition, the petitioner has proffered the site plan and cannot change it significantly. Vice-Chair Swienton asked for clarification on the setback for parking. Mr. Henry said there is no setback for a parking lot, but there will have to be at least twenty feet because they have to do a twenty-foot landscape buffer. This would apply to the dumpster pad as well. Vice-Chair Swienton is asking these questions in order to determine how close these items will be to the properties behind the restaurant. Mr. Henry pointed out that this is a concept plan; they will have to submit a much more detailed plan at the time of site plan approval. That plan will have to show the setbacks and buffer requirements.

Vice-Chair Swienton asked how staff had arrived at the definition of this being at a "major intersection," as this term was used in the report. Mr. DeBerry was not sure that the City classifies intersections. He would imagine that the language was derived from the fact that it is at the location of a Walmart, which generates a substantial amount of traffic. Mr. DeBerry also pointed out that there are 110 signalized intersections in the City and each of them could be considered "major" because they are signalized.

Vice-Chair Swienton asked about proffer four. Mr. Walton noted that there is a controller box that is an obstacle to sight distance. As people pull up to the stop bar and look back, they are looking at the traffic controller electrical box as opposed to being able to see the traffic. The City has asked that the petitioner provide an easement in that corner to move the controller box back onto this property.

Vice-Chair Swienton asked Mr. Henry why staff felt that a Community Commercial use is more appropriate than Office use for this site. Mr. Henry said that if you look at Old Forest Road, it speaks to more of a Community Commercial existing use, as well as a FLUM use. It draws people from several neighborhoods to the entire city but does not mean that this particular business draws them. The FLUM looks at parcels more holistically, so to speak. You try to match a use with what exists there already.

Vice-Chair Swienton asked what staff feels is the appropriate height for a privacy fence, since it is not clarified in the proffer. Mr. Henry thought the maximum height would be eight feet. However, that is why staff previously recommended that a number should be attached to the proffer.

Commissioner Coleman asked Mr. Lynch if they would be willing to work with the residents of Blue Ridge Farms, if they have legitimate future concerns about safety, noise, etc., if this petition is approved. Mr. Lynch said they absolutely would and have tried to demonstrate that already by all the modifications they have made to the plan. Commissioner Coleman asked Mr. Lynch if this is the only site they see where they can develop another restaurant. Mr. Lynch said they have been working on this for two years. There are not a lot of developable sites left in Lynchburg.

Commissioner Hannon made the following motion, which was seconded by Commissioner Coleman:

"That the Planning Commission recommends to City Council approval of the petition of Phil Lynch, GoBo, Inc. (Bojangles) to amend the *Future Land Use Map* for the property at 1001 & 1003 Dandridge Drive and 1000 & 1002 Ardmore Drive from Medium Density Residential to Community Commercial."

Commissioner Hannon stated that he is very sensitive to the fact that we are talking about people's property. There are four lots here that are essentially useless as residential. It seems to be a well

thought out project and they seem to be committed to the community. It does not seem possible to make the access from Old Forest Road a possibility. He can see no reason to vote against it and is going to support it very strongly.

Commissioner Barnes said he is not opposed to seeing this property developed commercially, but ideally he would like to see it developed as a less intensive use. He is particularly torn because he thinks Mr. Lynch has done a particularly good job of trying to address the neighbors' concerns. However, he does not think that this intensive of a commercial use and the traffic that will be going in and out onto residential streets is appropriate for this type of gateway to a neighborhood, so he will be voting against it.

Commissioner Kennedy stated that she is torn as well but feels that this property is eventually going to be developed as commercial. She is inclined to vote for this proposal because of the excellent job Mr. Lynch has done in doing his homework, approaching the neighbors and addressing their concerns.

Vice-Chair Swienton looks at the traffic and does not see the volume of traffic being a detriment to the neighborhood. However, he feels that the commercial use that eventually goes here should be a less intensive one and one that is more transitional in nature. For him, going directly from a Community Commercial use to a single-family residential use is too much of a leap in building use. He would be highly receptive to seeing this developed as an office use because their hours would end at 5:00 p.m., and there would be a different type of lighting. Because this is a gateway to a community, he believes that the Community Commercial use is an inappropriate use.

Commissioner Hannon remarked that they cannot micromanage each piece of property in the City to see it developed as they would ideally like to see it developed. No one has come forward to ask them to rezone these parcels for an office building. He does not think that it is the City's right to tell people to sit on their properties and pay property taxes until they can find someone who wants to develop them as something that the Planning Commission would like to see.

The motion passed by the following vote:

AYES:	Coleman, Hannon and Kennedy	3
NOES:	Barnes and Swienton	2
ABSTENTIONS:		0
ABSENT:	Hooper and Sale	2

Commissioner Hannon made the following motion, which was seconded by Commissioner Coleman:

“That the Planning Commission waives the twenty-one (21) day submittal requirement for proffers as required by Section 35.1-43.1, Conditional Zone or Zone Approval and recommends the approval of the petition of Phil Lynch, GoBo, Inc. (Bojangles), to rezone the property at 1001 & 1003 Dandridge Drive and 1000 & 1002 Ardmore Drive from R-2, Low-Medium Density, Single-Family Residential District and R-3, Medium Density, Two-Family Residential District to B-3, Community Business District (Conditional) subject to the following voluntarily submitted proffers:

- 1. The site shall be built in substantial conformance to the site plan submitted for the rezoning.**
- 2. A privacy fence shall be added to the rear property line to provide additional screening between this site and the residential parcels. The City required landscaping will also be installed.**
- 3. A curb, or other physical barrier, shall be installed to prohibit vehicles from short circuiting the drive thru pattern and possibly obstructing the Dandridge Drive**

entrance. This physical barrier will force vehicles to circle the building to enter the drive-through. This physical barrier shall be approved by Bojangles, Inc. corporate engineers.

4. An easement shall be provided necessary for the City to relocate the signal control box at the corner of Ardmore Drive and Old Forest Road. The City will need to provide to me or my engineer the size and location of such easement.
5. The property will be zoned for uses in the B-3 zone, except the following uses will not be permitted:
 - a. Virginia A.B.C. package stores
 - b. Hotels and motels
 - c. Commercial amusement
 - d. Pawn shops"

The motion passed by the following vote:

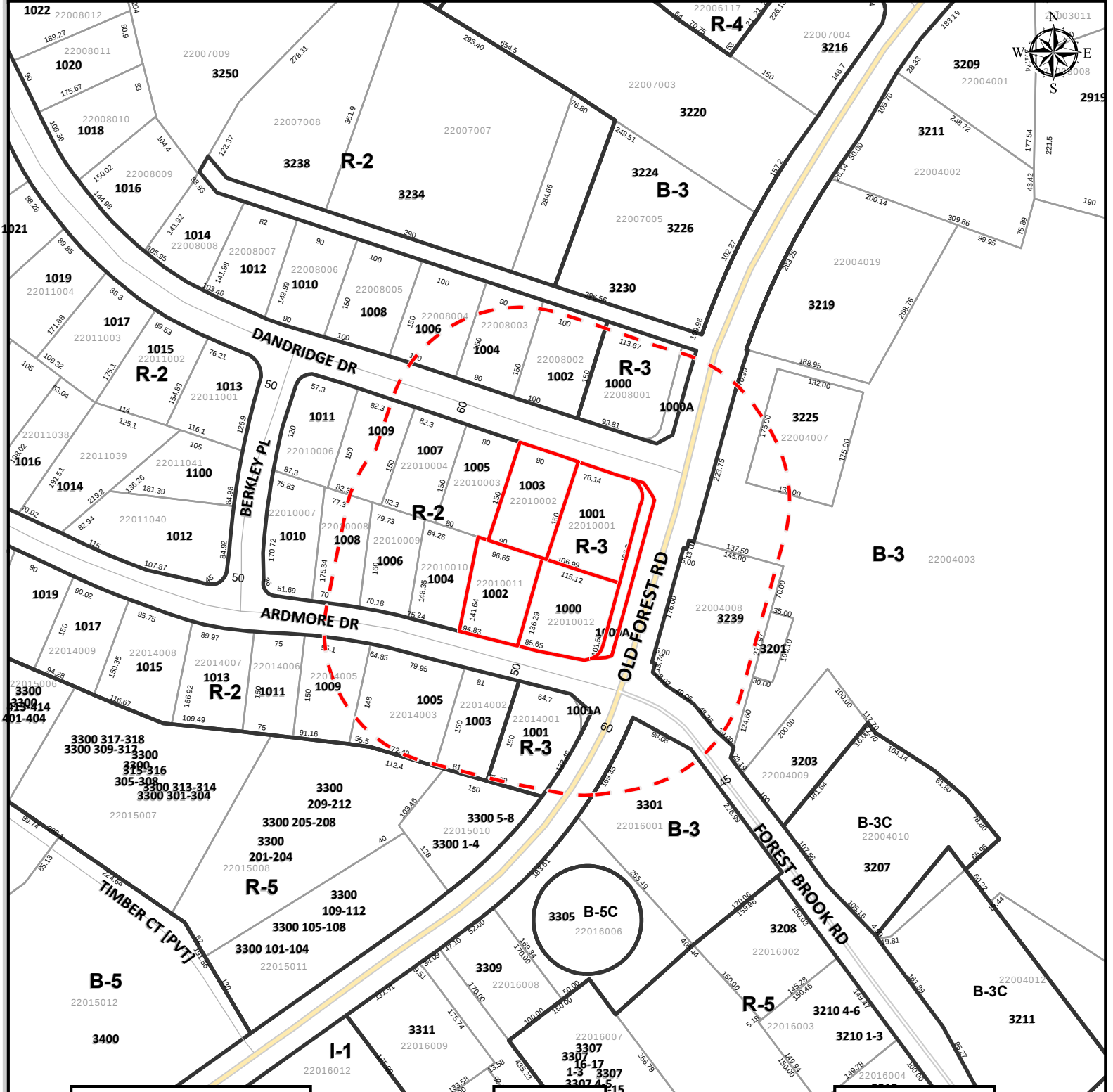
AYES:	Coleman, Hannon and Kennedy	3
NOES:	Barnes and Swienton	2
ABSTENTIONS:		0
ABSENT:	Hooper and Sale	2

Zoning Map

BOJANGLES

Rezoning

GoBo, Inc.



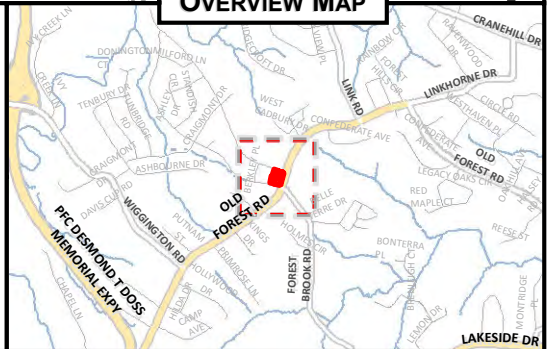
PROPERTY INFORMATION

PARCEL ID	ADDRESS
22010001	1001 DANDRIDGE DR
22010012	1000 ARDMORE DR
22010011	1002 ARDMORE DR
22010002	1003 DANDRIDGE DR
22009002	1000 A ARDMORE DR

LEGEND

- Subject Property
- 200' Buffer
- Zoning Boundary

OVERVIEW MAP



MAP SCALE: 1" = 200' DATE PRINTED: 02/15/2013

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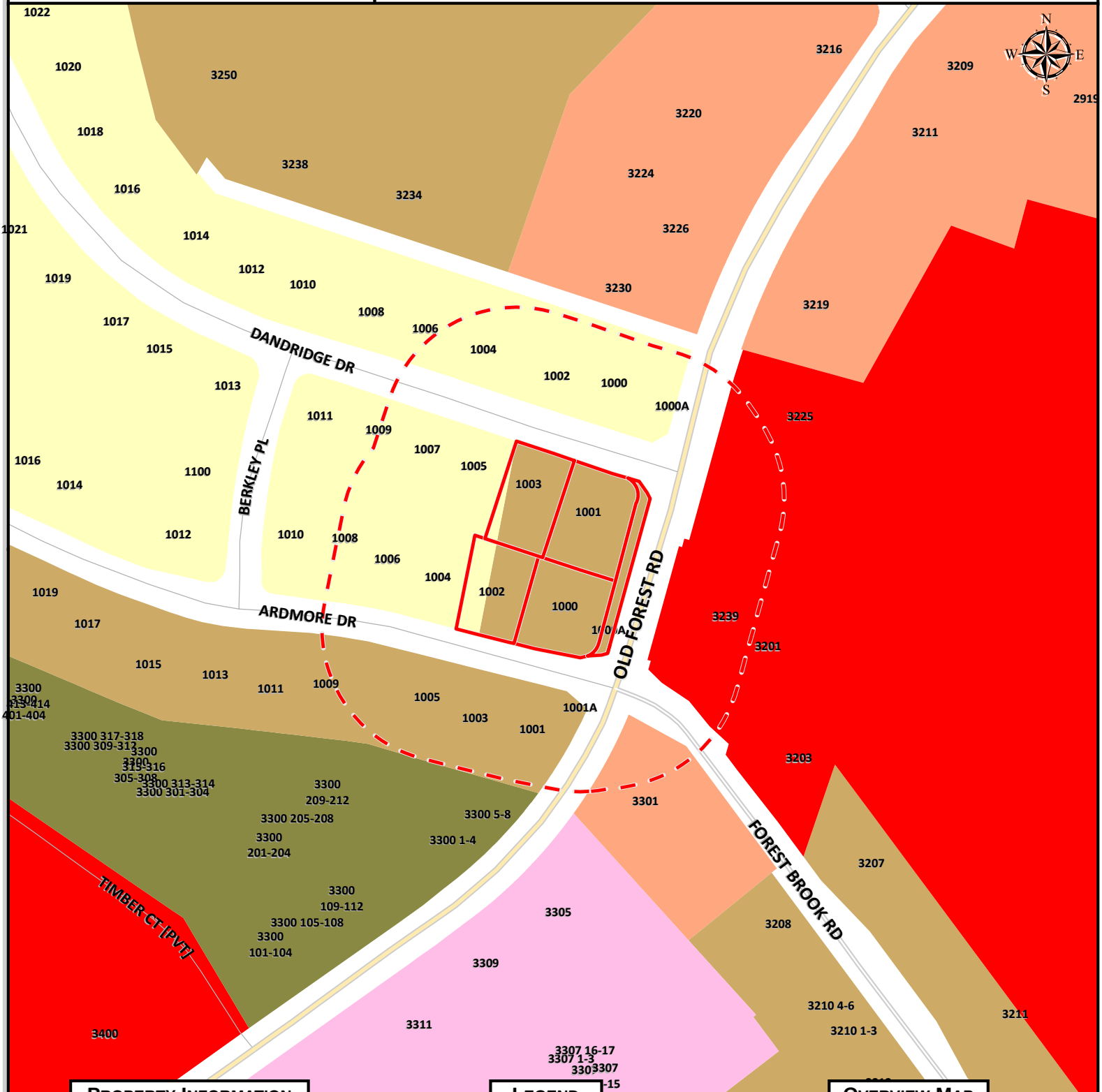
PIN	Local Address	Owner
22010001	1001 DANDRIDGE DR	BAKER, KENNETH & SARAH B
22008004	1006 DANDRIDGE DR	COLEMAN, HAROLD L SR & DOROTHY
22010010	1004 ARDMORE DR	CREWS, MARY E
22014002	1003 ARDMORE DR	EARL M DRISKILL INC
22014003	1005 ARDMORE DR	HICKS, FAYE J
22014005	1009 ARDMORE DR	WILSON, SAMUEL L SR
22010012	1000 ARDMORE DR	EARL M DRISKILL INC
22010011	1002 ARDMORE DR	EARL M DRISKILL INC
22010009	1006 ARDMORE DR	CHAVEZ, HILARY A O & RAZO, ABEL C
22010008	1008 ARDMORE DR	JACKSON, DONNA N & NOWLIN, STONEWALL
22010002	1003 DANDRIDGE DR	DRISKILL, STEPHEN M &
22010003	1005 DANDRIDGE DR	INMAN, CLINTON W
22010004	1007 DANDRIDGE DR	FELLENGER PROPERTIES LLC
22010005	1009 DANDRIDGE DR	ROSE, EMMETT W & CYNTHIA E
22004007	3225 OLD FOREST RD	CENTRAL FIDELITY BANK NA LYNCH
22008001	1000 DANDRIDGE DR	KHANNA, YESH & TERESA L
22008002	1002 DANDRIDGE DR	WATKINS, JAMES M JR & JUDY R
22008003	1004 DANDRIDGE DR	CLARK, NORMAN W & DONNA H
22004008	3239 OLD FOREST RD	LYNCHBURG OIL CO INC
22014001	1001 ARDMORE DR	EARL M DRISKILL INC
22004003	3227 OLD FOREST RD	WAL-MART REAL ESTATE BUSINESS TRUST
22016001	3301 OLD FOREST RD	BV 144 LLC
22009003	1001 A ARDMORE DR	EARL M DRISKILL INC
22009002	1000 A ARDMORE DR	EARL M DRISKILL INC
22009001	1000 A DANDRIDGE DR	EARL M DRISKILL INC

FLUM Map

BOJANGLES

Rezoning

GoBo, Inc.



PROPERTY INFORMATION

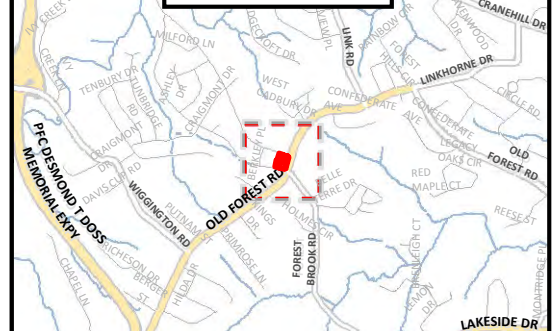
PARCEL ID	ADDRESS
22010001	1001 DANDRIDGE DR
22010012	1000 ARDMORE DR
22010011	1002 ARDMORE DR
22010002	1003 DANDRIDGE DR
22009002	1000 A ARDMORE DR

LEGEND

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

MAP SCALE: 1" to 200' DATE PRINTED: 02/15/2013

OVERVIEW MAP



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Watershed Map

BOJANGLES

Rezoning

GoBo, Inc.



PROPERTY INFORMATION

PARCEL ID	ADDRESS
22010001	1001 DANDRIDGE DR
22010012	1000 ARDMORE DR
22010011	1002 ARDMORE DR
22010002	1003 DANDRIDGE DR
22009002	1000 A ARDMORE DR

LEGEND

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

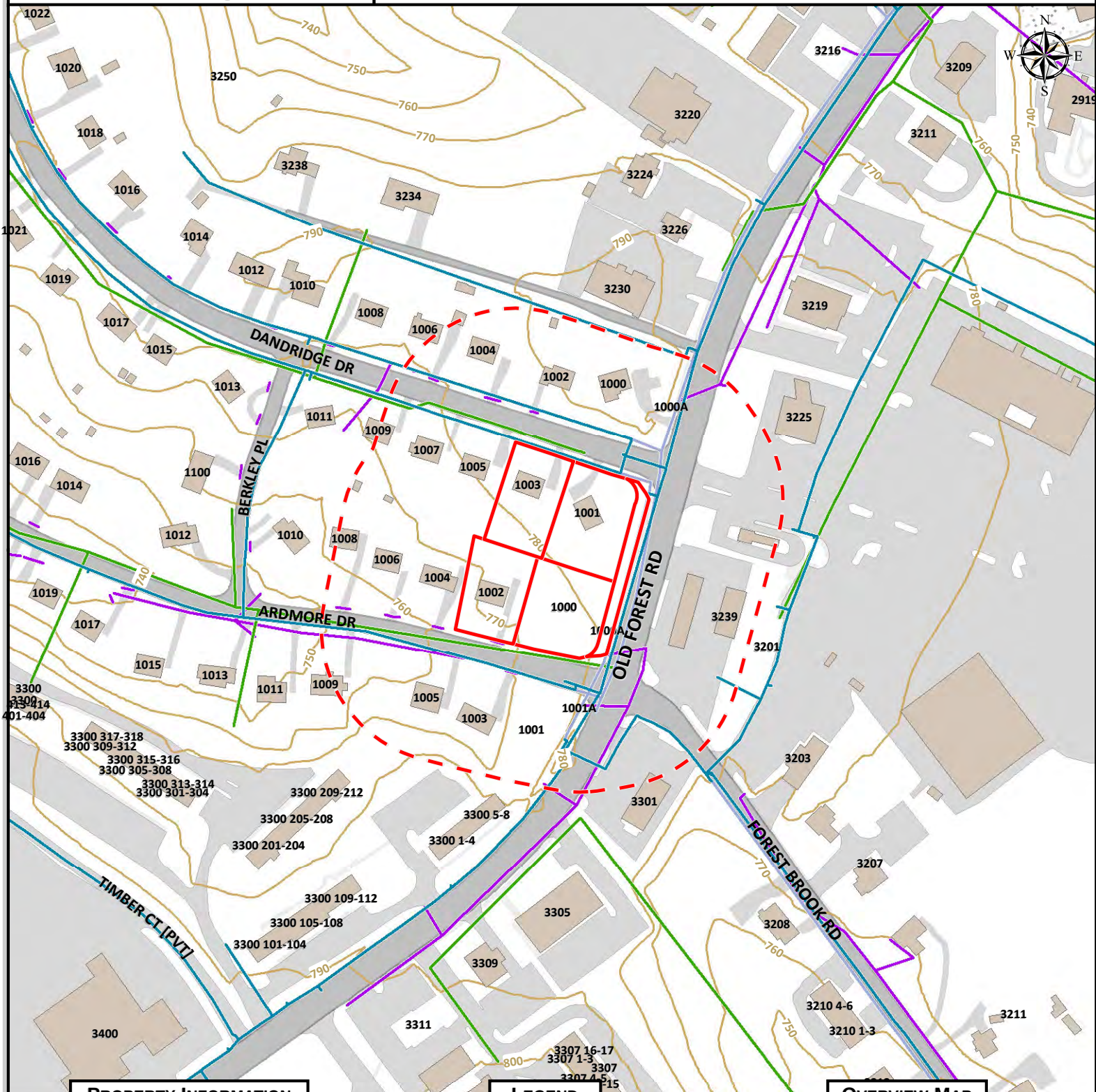
OVERVIEW MAP



MAP SCALE: 1" = 200' DATE PRINTED: 02/15/2013

Cheese Creek-Ivy Creek

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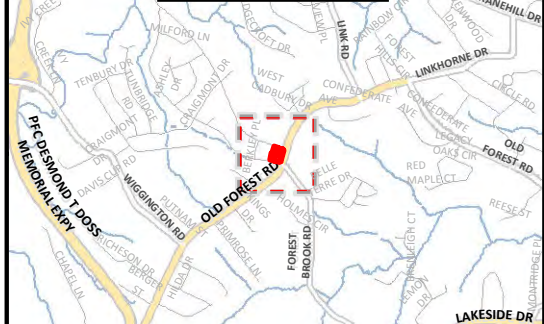
PROPERTY INFORMATION

PARCEL ID	ADDRESS
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22010012	1000 ARDMORE DR
22010011	1002 ARDMORE DR
22010002	1003 DANDRIDGE DR
22009002	1000 A ARDMORE DR

LEGEND

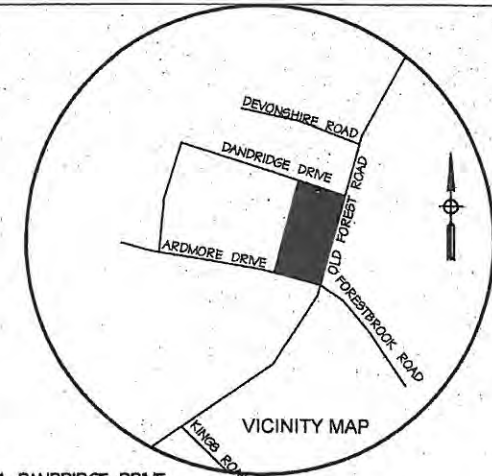
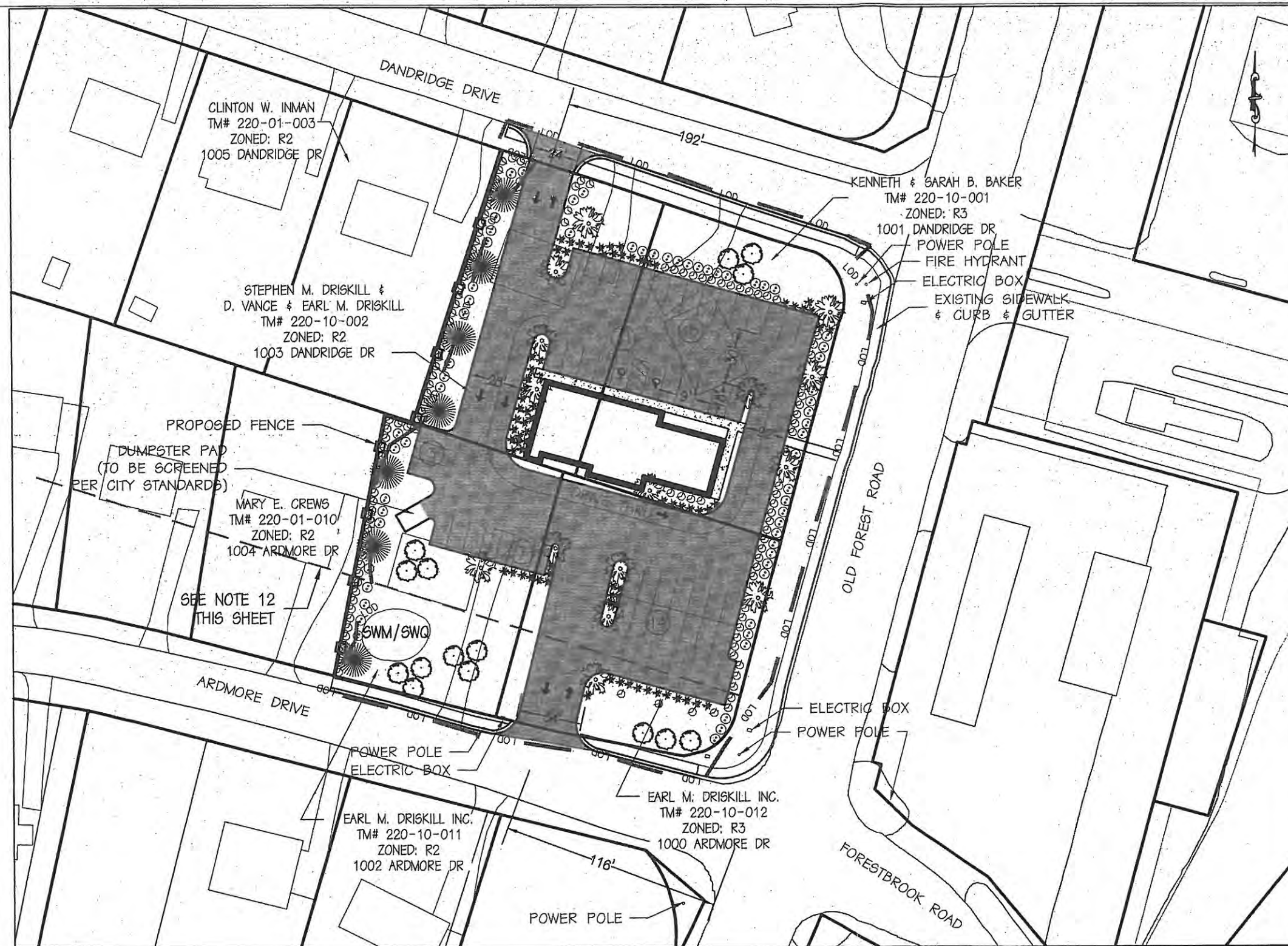
	Active	Proposed	Abandoned
Utilities			
Water	—	---	---
Sanitary	—	---	---
Storm	—	---	---
Structure			
Roadway	■	■	■
Parking	■	■	■
Sidewalk	■	■	■
Driveway	■	■	■
Topography			
Contour	10'	10' Obs	

OVERVIEW MAP



MAP SCALE: 1" to 200' DATE PRINTED: 02/15/2013

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: 220-10-001
220-10-002
220-10-011
220-10-012

PROPERTY ADDRESS'S: 1001 DANDRIDGE DRIVE;
1003 DANDRIDGE DRIVE; 1002 ARDMORE DRIVE;
1000 ARDMORE DRIVE
LYNCHBURG, VA 24501

OWNER/ REZONING APPLICANT:

TOTAL ACREAGE: APPROXIMATELY 1.354 ACRES

TOTAL AREA TO BE REZONED: 1.354 AC.
(0.380 TM# 220-10-001)
(0.318 TM# 220-10-002)
(0.300 TM# 220-10-011)
(0.356 TM# 220-10-012)

CURRENT ZONING: R2 (LOW-MEDIUM DENSITY SINGLE-FAMILY RESIDENTIAL)
R3 (MEDIUM DENSITY RESIDENTIAL)

PROPOSED ZONING: B3 (COMMUNITY BUSINESS DISTRICT)

CURRENT USE: RESIDENTIAL (220-10-001; 220-10-002
220-10-011; 220-10-012)

PROPOSED USE: RESTAURANT (220-10-001; 220-10-002
220-10-011; 220-10-012)

NOTES:

1. THE PURPOSE OF THIS PLAN IS TO SHOW A PRELIMINARY LAYOUT FOR THE REZONING PROCESS. THE ACTUAL LAYOUT MAY CHANGE SLIGHTLY WHEN ACTUAL CONSTRUCTION PLANS ARE SUBMITTED TO THE CITY FOR REVIEW, BUT SHALL REMAIN IN GENERAL CONFORMANCE TO THIS PLAN.
2. ANY INCREASE IN IMPERVIOUS AREA WILL BE ATTENUATED VIA THE STORMWATER MANAGEMENT POND PROPOSED ON THIS SITE.
3. THE PROPERTY SHOWN HEREON IS NOT WITHIN A FEMA 100 YEAR FLOOD PLAIN. SEE PANEL# 5100930038D, ZONE "X", DATED JUNE 3, 2008.
4. IF EXTERIOR LIGHTING IS TO BE INSTALLED BY THE OWNER, SHIELDING SHALL BE USED TO CONTROL THE LIGHT SO THAT NO DIRECT ILLUMINATION WILL OCCUR BEYOND ANY PROPERTY LINE.
5. TWO ROADWAY ENTRANCES ARE PROPOSED BY THIS PLAN FOR THIS PROPERTY, ONE ENTRANCE OFF OF ARDMORE DRIVE AND ONE ENTRANCE OFF OF DANDRIDGE DRIVE.
6. LANDSCAPING WILL BE PROPOSED PER THE CITY OF LYNCHBURG'S LANDSCAPE ORDINANCE.
7. EROSION AND SEDIMENT CONTROL MEASURES WILL BE USED IN ACCORDANCE WITH THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK. E&S MEASURES ARE NOT SHOWN ON THIS PLAN, BUT WILL BE INCLUDED WITH THE ACTUAL SITE PLAN WHEN SUBMITTED.
8. THE DEVELOPER IS RESPONSIBLE FOR OBTAINING ALL NECESSARY STATE, FEDERAL, AND LOCAL PERMITS REQUIRED FOR THE DEVELOPMENT OF THIS SITE.
9. THIS SITE WILL BE SERVED BY PUBLIC WATER & SANITARY SEWER.
10. DUMPSTER SHALL BE SCREENED IN ACCORDANCE WITH CITY ORDINANCE.
11. THE SPEED LIMIT ON ARDMORE & DANDRIDGE DRIVE'S IS 25MPH.
12. THIS LINE REPRESENTS THE AVERAGE RESIDENTIAL BUILDING FACE. NO PARKING IS ALLOWED BEYOND THIS LINE.

PARKING CALCS:

1 SPACE PER 3 EMPLOYEES ON DUTY= 24/3= 8 SPACES
1 SPACE PER 4 PERSONS OF BUILDING CAPACITY= 125/4= 32 SPACES
2 HANDICAP SPACES REQUIRED= 2 HANDICAP SPACES PROVIDED

50 SPACES PROVIDED (INCLUDING 2 HANDICAP)

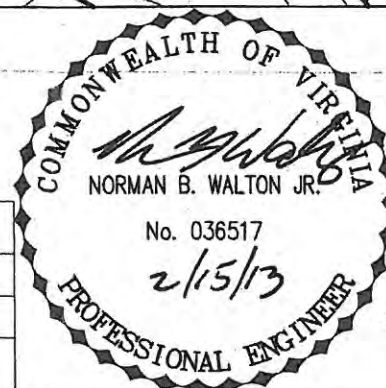
REV: 02/15/2013

ISSUE: 12/04/2012

CONTOUR INTERVAL: 2'

DRAWN BY: NBW/MJD

CHECKED BY: NBW



LEGEND

PROPOSED PAVED PARKING

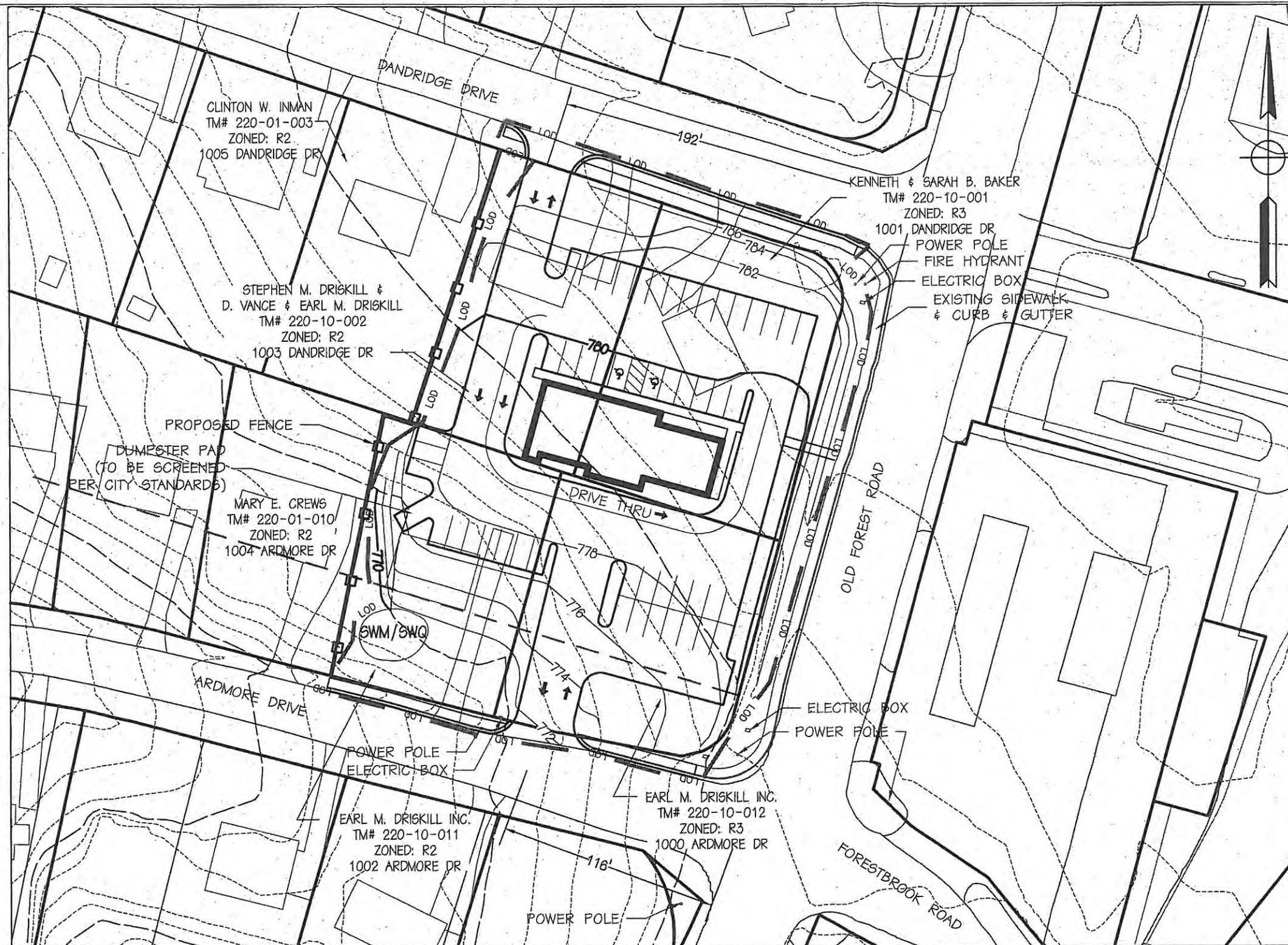


27 GREEN HILL DRIVE, FOREST, VIRGINIA 24551
PHONE: 434-525-5985 FAX: 434-525-5986
EMAIL: pno@perkins-orrison.com

REZONING PLAN BOJANGLES
OLD FOREST ROAD
LYNCHBURG, VIRGINIA

JOB NO 12409 SHEET NO 1 OF 3

P:\2012\12409 Bojangles Old Forest Rd\dwg\C-RZ-12409-C3D.dwg



27 GREEN HILL DRIVE, FOREST, VIRGINIA 24551
 PHONE: 434-525-5985 FAX: 434-525-5986
 EMAIL: pno@perkins-orrison.com

**REZONING PLAN BOJANGLES
 OLD FOREST ROAD
 LYNCHBURG, VIRGINIA**

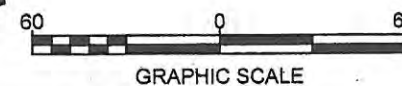
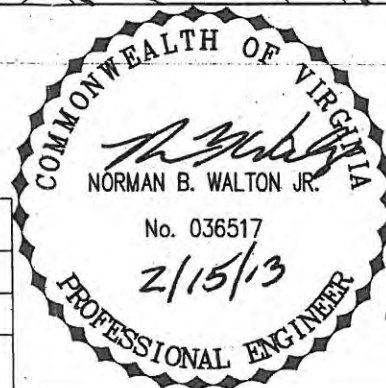
REV: 02/15/2013

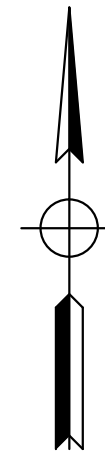
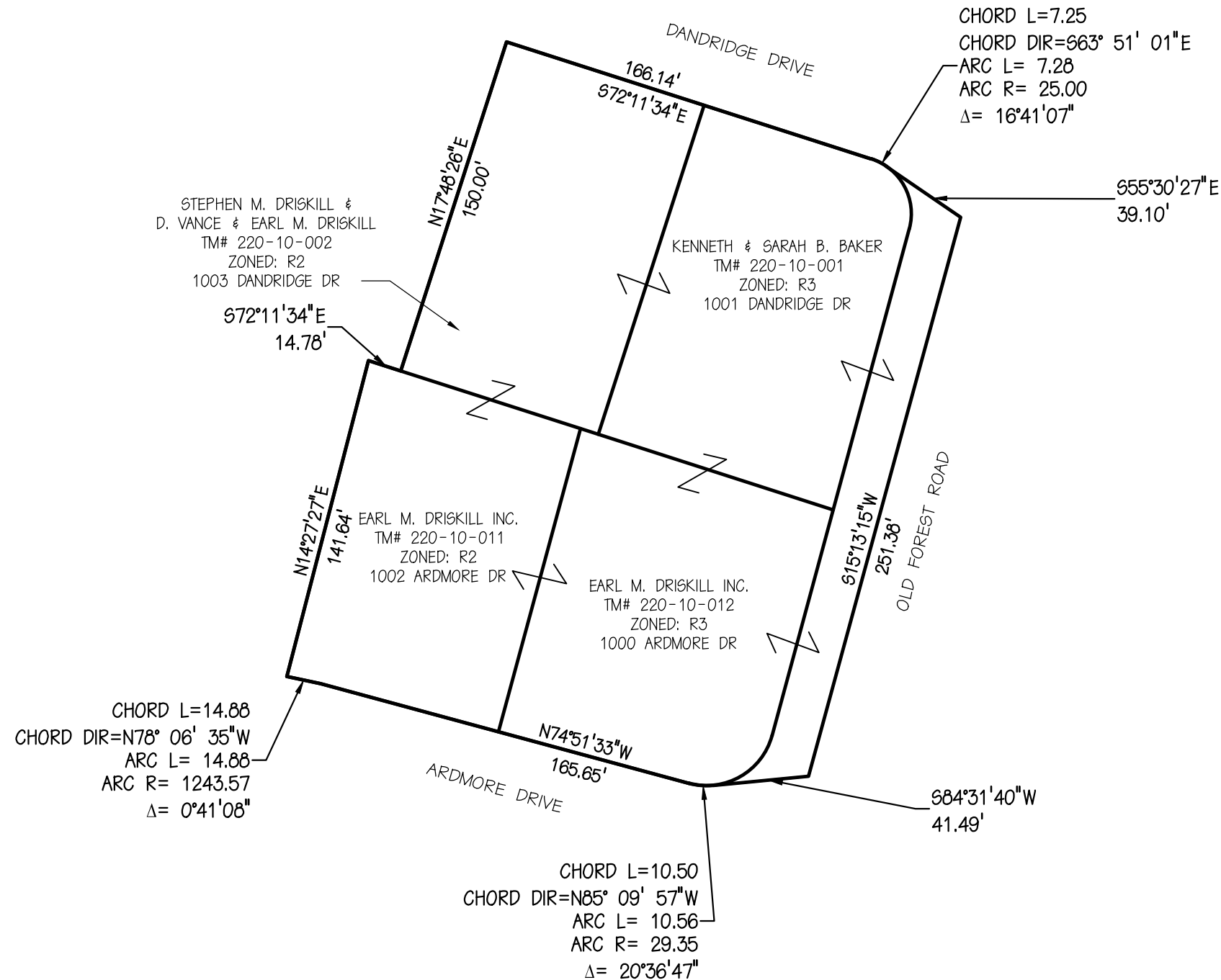
ISSUE: 12/04/2012

CONTOUR INTERVAL: 2'

DRAWN BY: NBW/MJD

CHECKED BY: NBW





NOTES:

1. THE BOUNDARY INFORMATION WAS TAKEN FROM PLATS TITLED: "BLUE RIDGE FARMS SECTION 1" DATED 7/7/58 AND "BLUE RIDGE FARMS SECTION 9" DATED 11/30/62.



27 GREEN HILL DRIVE, FOREST, VIRGINIA 24551
 PHONE: 434-525-5985 FAX: 434-525-5986
 EMAIL: pno@perkins-orrison.com

REZONING PLAN BOJANGLES
OLD FOREST ROAD
LYNCHBURG, VIRGINIA

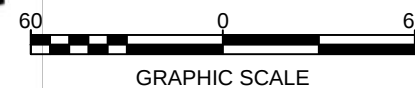
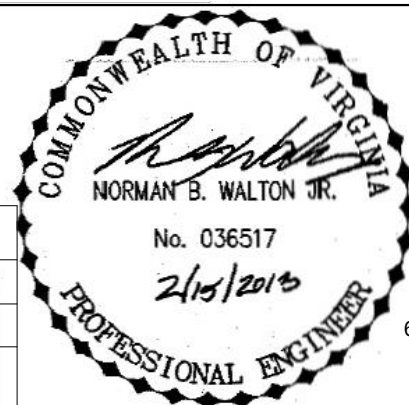
REV: 02/15/2013

ISSUE: 12/04/2012

CONTOUR INTERVAL: 2'

DRAWN BY: NBW/MJD

CHECKED BY: NBW



JOB NO 12409 SHEET NO 3 OF 3

P:\2012\12409 Bojangles Old Forest Rd\dwg\C-RZ-12409-C3D.dwg



1001 Dandridge Drive



1003 Dandridge Drive



1002 Ardmore Drive

**Rezoning and Future Land Use Map (FLUM) Amendment
Bojangles
February 27, 2013**

PLEASE PRINT

[illegible]

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **April 9, 2013**

AGENDA ITEM NO.: 12

CONSENT:

REGULAR: **X**

WORK SESSION:

CLOSED SESSION:

(Confidential)

ACTION: **X**

INFORMATION:

ITEM TITLE: **FY 2013 Third Quarter Budget Adjustments**

RECOMMENDATION: Hold a public hearing and adopt a resolution to amend the FY 2013 Adopted Budget and appropriate funds to implement revenue, expenditure, and transfer adjustments as identified on Attachment A for the General Operating, City/Federal/State Aid, Comprehensive Services Act, Fleet Services, Regional Airport Operating, Regional Airport Capital, and LEAF Funds.

SUMMARY: In March staff began a review of FY 2013 operating revenues and expenditures of the City's various funds to determine if adjustments were needed prior to the end of the fiscal year. Departments were requested to submit any adjustments that needed to be considered prior to the end of the fiscal year. Attachment A provides a list of proposed expenditure and revenue adjustments based on a third quarter review.

PRIOR ACTION(S): Adoption of the FY 2013 Operating Budget: May 22, 2012

BUDGET IMPACT: As noted on Attachment A, the impact to the General Fund Reserve for Contingencies is \$22,660, leaving a balance of \$1,002,931. An amount of \$500,000 is included to be carried over to the FY 2014 General Fund Reserve for Contingencies.

CONTACT(S): Donna Witt, Director of Financial Services 455-3968

ATTACHMENT(S): Attachment A: FY 2013 Third Quarter Detail – Revenues and Expenditures

REVIEWED BY: lkp

RESOLUTION:

BE IT RESOLVED that the FY 2013 budget is amended and that there be appropriated from the funds and resources of the City of Lynchburg the sums for the General Fund as identified on the FY 2013 Third Quarter Detail by Fund;

BE IT FURTHER RESOLVED that the FY 2013 budget is amended and that there be appropriated from the funds and resources of the City of Lynchburg the sums for the City/Federal/State Aid Fund as identified on the FY 2013 Third Quarter Detail by Fund;

BE IT FURTHER RESOLVED that the FY 2013 budget is amended and that there be appropriated from the funds and resources of the City of Lynchburg the sums for the Comprehensive Services Act Fund as identified on the FY 2013 Third Quarter Detail by Fund;

BE IT FURTHER RESOLVED that the FY 2013 budget is amended and that there be appropriated from the funds and resources of the City of Lynchburg the sums for the Fleet Services Fund as identified on the FY 2013 Third Quarter Detail by Fund;

BE IT FURTHER RESOLVED that the FY 2013 budget is amended and that there be appropriated from the funds and resources of the City of Lynchburg the sums for the Airport Operating Fund as identified on the FY 2013 Third Quarter Detail by Fund;

BE IT FURTHER RESOLVED that the FY 2013 budget is amended and that there be appropriated from the funds and resources of the City of Lynchburg the sums for the Airport Capital Projects Fund as identified on the FY 2013 Third Quarter Detail by Fund;

BE IT FURTHER RESOLVED that the FY 2013 budget is amended and that there be appropriated from the funds and resources of the City of Lynchburg the sums for the LEAF Special Revenue Fund as identified on the FY 2013 Third Quarter Detail by Fund;

Introduced:

Adopted:

Certified:

Clerk of Council

051K

FY 2013 THIRD QUARTER DETAIL

GENERAL FUND

DEPARTMENT/DIVISION

REVENUES EXPENDITURES

PURPOSE

Public Works	\$490,000	\$500,000	Appropriation for brush clean-up and debris grinding costs associated with Derecho, reimbursable with \$375,000 federal funds, and \$115,000 from the State.
Public Works	\$137,785	\$139,577	Appropriation for traffic signal replacement at Rivermont Avenue and Oak Lane that was destroyed by the Derecho. Funded with \$50,000 insurance reimbursement, \$67,183 federal, \$20,602 State, and \$1,792 local match.
Fire	\$9,524	\$9,524	Return unspent local grant match for the Rescue Squad Assistance Fund to the Fire Department budget.
Fire	\$6,000	\$6,000	Appropriate revenue from the sale of two used cots to purchase medical supplies.
Fire		\$20,000	Appropriation for unanticipated vehicle repair costs.
Police		\$9,900	Appropriation to replace a digital forensic work station used to process digital evidence for criminal prosecutions. The current system recently experienced some technical issues and is not capable of being upgraded.
Police		\$7,500	Appropriation to replace an outdoor cold storage unit used for temporarily storing animal carcasses.
Sheriff		\$10,000	Appropriation for Temporary Detention Order transports provided by the Sheriff's Office.
Human Services - Social Services	\$1,850,000	\$1,860,000	Appropriate expenditures for ongoing social services programs based upon increased federal and state revenues. \$10,000 local cost for burial assistance no longer provided by the state.
Financial Services	\$9,923	\$9,923	Appropriate a refund for banking services.
Airport		(\$46,532)	Reduce the General Fund Subsidy to the Airport.
Parks and Recreation	\$10,000	\$10,000	Appropriate revenue from the Virginia Department of Health Healthy Eating and Active Living grant for the Community Market.
Reserve for Contingency	\$66,568	\$66,568	Add insurance reimbursement for Holiday Inn Parking Deck Repairs back to the Reserve for Contingency.
Reserve for Contingency		(\$22,660)	Net difference between revenues and expenditures to be funded with Reserve for Contingency.
GENERAL FUND TOTAL	\$2,579,800	\$2,579,800	

FY 2013 THIRD QUARTER DETAIL

CITY/FEDERAL/STATE AID FUND

DEPARTMENT/DIVISION	REVENUES	EXPENDITURES	PURPOSE
Community Corrections and Pretrial Services	(\$7,000)	(\$7,000)	Adjustment based on final grant award letter.
Community Corrections and Pretrial Services	\$2,100	\$2,100	Appropriate Comprehensive Community Corrections Act Pretrial Services Act Training Fund grant, which is fully reimbursable from the State.
Region 2000 - Workforce Investment Act	\$469,382	\$469,382	Increase in federal revenues for Workforce Investment Act Program.
Human Services - Social Services - Foster Parent Grant	\$1,000	\$1,000	Increase in Federal and State revenues for Foster Parent grant.
Citizens for a Clean Lynchburg	\$6,045	\$6,045	Increase in State revenues for the Litter Prevention & Recycling Program

CITY/FEDERAL/STATE AID FUND TOTAL	\$471,527	\$471,527
--	------------------	------------------

FUND	REVENUES	EXPENDITURES	PURPOSE
COMPREHENSIVE SERVICES ACT FUND TOTAL	\$465,000	\$465,000	Appropriate funds for state mandated services, local match is already included in the CSA Fund.
FLEET SERVICES FUND	\$280,892	\$280,892	Appropriate auction proceeds to purchase vehicle replacements.
AIRPORT OPERATING FUND	\$598,849	\$598,849	Appropriate revenue received for additional fuel and various maintenance and repair projects. This includes a \$46,532 reduction in the General Fund Subsidy to the Airport, and a \$214,849 transfer to the Airport Capital Fund for the local match to a General Aviation Ramp project appropriated in FY 2012.
AIRPORT CAPITAL FUND	\$195,000	\$195,000	Transfer state portion of maintenance and repair projects to Airport Operating Fund.
LEAF FUND		\$20,000	Appropriate revenue for Phase I, II, and III landscaping projects.

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **April 9, 2013**

AGENDA ITEM NO.: 13

CONSENT: REGULAR: **X**

WORK SESSION:

CLOSED SESSION:
(Confidential)

ACTION: **X**

INFORMATION:

ITEM TITLE: Air Traffic Control Tower Temporary Operating Agreement and FY 2013 Appropriation

RECOMMENDATION:

Authorize an air traffic control tower (ATCT) month-to-month operating agreement (not to exceed one year) between the City/Airport and Midwest Air Traffic Control Service, Inc. to operate the Lynchburg Regional Airport ATCT on a temporary, sole-source, emergency basis; and, authorize the City Manager to execute the agreement on behalf of the City. Appropriate \$80,000 to the Airport Operating Fund for the cost of the agreement for the remainder of FY 2013. Also, adopt a resolution requesting that the Virginia Aviation Board consider at their earliest convenience the City's request to use state entitlement funds as herein proposed without the normal conditions prescribed for such use.

SUMMARY:

On March 22, 2013, Lynchburg Regional Airport was one of 149 airports nationwide notified by the Federal Aviation Administration (FAA) that our contractor-operated control tower would lose its federal funding (Lynchburg effective May 5, 2013) due to the impact of the federal budget sequestration process.

Affected airports were essentially given the choice of 1) preparing for their tower to close or 2) assume the responsibility for funding and contracting for their tower to remain operational. Lynchburg Regional Airport management recommends that the tower remain operational on a temporary basis until either the federal budget situation is resolved, or a permanent non-federally funded solution can be crafted.

PRIOR ACTION(S): none

FISCAL IMPACT: Appropriate \$80,000 for the remainder of FY 2013 (80% from state entitlement funds and a 20% local match from excess airport operating revenues)

CONTACT(S):

Mark F. Courtney 455-6090 Airport Director

ATTACHMENT(S):

- 1) Resolution
- 2) Tower Closing Interim-Phase Plan

REVIEWED BY: lkp

RESOLUTION

BE IT RESOLVED THAT the Lynchburg City Council authorizes a month-to-month (not to exceed one year) operating agreement between the City/Airport and Midwest Air Traffic Control Service, Inc. to operate the Lynchburg Regional Airport control tower on a temporary, sole-source, emergency basis.

BE IT FURTHER RESOLVED THAT the City Manager is authorized to execute the agreement.

BE IT FURTHER RESOLVED THAT \$80,000 is appropriated to the Airport Operating Fund with resources from a transfer of \$64,000 from state entitlement funds in the Airport Grant/Capital Fund and \$16,000 from excess Airport Operating Fund revenues to fund the agreement through the end of FY 2013.

BE IT FURTHER RESOLVED THAT the Lynchburg City Council requests that the Virginia Aviation Board consider at its earliest convenience the City's request to use state entitlement funds as herein proposed without the normal conditions prescribed for such use.

Introduced:

Adopted:

Certified:

Clerk of Council

056K

LYNCHBURG AIR TRAFFIC CONTROL TOWER (ATCT) CLOSING
Interim-Phase Plan
April 1, 2013

The following outlines Lynchburg Regional Airport's (LYH) proposed interim-phase plan to maintain air traffic control services at LYH on an emergency, temporary basis for a period of up to one year. This plan is based on the Federal Aviation Administration's (FAA) March 22, 2013 decision to close 149 contract towers across the country, including the LYH tower. Our tower is currently scheduled to close on May 5, 2013.

Background

In early March, the FAA proposed to close 189 contract towers as part of its plan to meet the \$637 million in cuts required under federal budget sequestration. Subsequent to that determination, the FAA, under increasing airport industry pressure, announced that it would reconsider for closure those airports that could establish that continued operations of their tower would be in the "national interest." LYH submitted such justification to the FAA on March 13, 2013 citing several relevant arguments including high nuclear support service applications to both the military and civilian sectors, as well as various military training and support services provided at LYH. In response, on March 22, 2013 airport officials were notified by the FAA -- without explanation -- that LYH would remain on the list of contract towers to be closed. For Lynchburg and the surrounding area, this errant decision on the part of the FAA will prove to be particularly problematic and significant. Consider:

- LYH is much busier in terms of aircraft operations than both Roanoke (ROA) and Charlottesville (CHO) airports. In fact, in CY 2012 alone, LYH was more than *twice* as busy as ROA. (LYH 105,316 vs. ROA 49,062 vs. CHO 77,738).
- Of the 149 towers scheduled for closure, LYH is the 8th busiest airport in terms of aircraft operations and, among those eight, the only one with commercial airline service.
- Of the 24 contract towers that were reconsidered and will remain open, only two had more operations than LYH, and neither of those had any commercial airline service.
- Among the entire list of 251 towers in the FAA contract tower program, LYH was ranked 20th busiest in 2012.

Emergency Request to the Virginia Aviation Board (VAB)

At its regular meeting on March 25, 2013, the Lynchburg Regional Airport Commission approved a motion recommending that the airport pursue assistance from the Virginia Aviation Board (VAB) in an effort to keep the LYH tower open beyond May 5, 2013. Accordingly, airport staff have submitted a formal request to the VAB for LYH to be authorized to utilize its on-hand and unencumbered air carrier entitlement grant funds for the purpose of funding the operation of LYH's contract Air Traffic Control Tower (ATCT) based on the following conditions and limitations:

- LYH entitlement funds will be utilized on an emergency, temporary basis for a period of up to one year only.
- If federal funding is restored under the FAA's Contract Tower Program prior to that time, the use of LYH entitlement funds would cease.
- The airport would utilize these funds according to the standard formula for entitlement only projects, or 80/20.

The above is in recognition of the fact that Section 3.1.1.3.2 of the state Airport Program Manual specifically provides allowances for an air carrier airport's use of state entitlement funds for "projects outside of normal expenditures" (i.e., recurring operational costs) with the proviso that those outside funds utilized will be counted against new requests for state discretionary funding for a period of three (3) fiscal

years. Based on the extraordinary and unprecedented nature of this federal action, however, we would also request that for this use of state entitlement funds this condition not be imposed on LYH.

It is important (and also ironic) to note that a significant portion of the air carrier entitlement funds the airport has on hand, and will receive this coming fiscal year, are currently earmarked for construction of a new air traffic control tower in FY 2014. A portion of these very funds, therefore, are what airport staff propose to utilize in order to keep our tower open, but will not impact the airport's ability to go forward with construction in 2014 assuming LYH is still a towered airport.

LYH Entitlement Funds Available and Projected Costs

It is anticipated that the current number of hours that the LYH tower operates under the current FAA contract will be reduced under this interim plan based on an evaluation of peak-hour demand. The City proposes to enter into a contract for controller services with Midwest Air Traffic Service, Inc. (the current FAA contractor at LYH) under standard industry terms and conditions. They have confirmed their willingness to enter into an agreement on a month-to-month basis. The following outlines available LYH entitlement funds on hand and approximate costs:

- The airport's current entitlement fund balance is \$621,968.13.
- In addition, the airport is currently adding to its entitlement fund balance through the imposition of a Passenger Facility Charge (PFC) under authority of the FAA that generates approximately \$25,000 per month, or \$300,000 per year in converted entitlement funds.
- It is estimated that the total monthly expenses for providing our own contract tower controllers, including related utilities and equipment maintenance services, will be approximately \$40,000 per month (based on a reduced-hours scenario).

Potential Impacts from ATCT Closure

Without a doubt, the closure of the LYH air traffic control tower will have a significant impact on the central Virginia region. For example, according to the Virginia Department of Aviation's own economic impact study conducted in 2011, Lynchburg Regional Airport is directly responsible for over 200 jobs and represents total economic activity of more than \$100 million annually to the area.

Of course, a major concern if the tower closes is its effect on scheduled airline service at LYH. Already, airport staff have fielded calls from concerned air travelers about the safety of flying commercially from LYH without an ATCT, and our fear is that potential passengers will begin to avoid booking from LYH due to these concerns. That, in turn, could result in fewer advance bookings and lower passenger loads, culminating in LYH being a less profitable station for US Airways.

For the airport directly, airport staff have estimated that the airport could conceivably suffer a loss of 100 jobs or more. Equally dramatic, the airport would also lose some 80 percent of its base operating revenues, and nearly \$2 million in annual federal entitlement, state entitlement and Passenger Facility Charge capital project funds.

* * * * *

As I mentioned earlier, the fact that LYH is the busiest airport among the 149 scheduled for closure with commercial airline service puts us in a more critical category than any other in terms of our immediate need to maintain a reasonable level of ATCT services. Clearly, this airport's diverse mixture of a high level of flight training operations, corporate traffic, military training and commercial airline service

makes our case particularly compelling. The ability to use the airport's air carrier entitlement funds in the way outlined above clearly represents a very viable short-term solution to this problem.

For additional information, contact:

mark.courtney@lynchburgva.gov
434-455-6089