

LEXINGTON PLANNING COMMISSION

July 13, 2023 - 5:00 P.M

Rockbridge County Administrative Offices – First Floor Meeting Room
150 South Main Street, Lexington, VA 24450

AGENDA

1. **CALL TO ORDER**
2. **APPROVAL OF THE AGENDA**
3. **APPROVAL OF MINUTES**
Minutes from June 8, 2023*
4. **CITIZENS' COMMENTS ON MATTERS NOT ON THE AGENDA**
5. **NEW BUSINESS**
 - A. Elect Chairperson
 - 1) Nominations
 - 2) Motion & Vote
 - B. Elect Vice-Chairperson
 - 1) Nominations
 - 2) Motion & Vote
 - C. Discussion of Conflicts of Interest
 - 1) Memo from City Attorney*
 - D. EC COA 2023-03: An application by Hugh Latimer for approval of a Certificate of Appropriateness (COA) for construction of the Williams School expansion building at 216 W. Washington Street (Tax Map #16-1-1), owned by Washington & Lee University.
 - 1) Staff Report*
 - 2) Applicant Statement
 - 3) Public Comment
 - 4) Commission Discussion & Decision
 - E. SP 2023-03: An application by Hugh Latimer requesting approval of a site plan for the construction of the Williams School expansion building at 216 W. Washington Street (Tax Map #16-1-1), owned by Washington & Lee University.
 - 1) Staff Report*
 - 2) Applicant Statement
 - 3) Public Comment
 - 4) Commission Discussion & Decision

- F. PUD 2023-01: Application by MaxMark Homes, LLC & Weatherburn Holdings, LLC to amend the Planned Unit Development for the Weatherburn subdivision located at the intersection of Thornhill Road and Chamberlain Loop.
- 1) Staff Report*
 - 2) Applicant Statement
 - 3) Public Comment
 - 4) Commission Discussion & Recommendation
- G. PS 2020-03: Application by Pierson Hotchkiss proposing a Preliminary Subdivision Plat (boundary line adjustments and boundary line vacation) to vacate 23 Chamberlain Loop and to adjust the boundary lines for 21 & 25 Chamberlain Loop and the adjacent open space.
- 1) Applicant Statement
 - 2) Public Comment
 - 3) Commission Discussion & Recommendation

6. OTHER BUSINESS

- A. Zoning and Planning Report – If applicable
- B. Key Annual PC Milestones: Ongoing. Remaining items:
- 1) Zoning Text Amendments: Ongoing. Remaining items:
 - a. Cottage Housing
 - b. What else, if any?
 - 2) Comp Plan Review: Ongoing
 - 3) Major Project Update

7. CITY COUNCIL REPORT

8. ADJOURN

*indicates attachment

MINUTES

**The Lexington Planning Commission
Thursday, June 8, 2023 – 5:00 p.m.
Rockbridge County Administrative Offices – First Floor Meeting Room
150 South Main Street, Lexington, VA 24450**

Planning Commission:

Presiding: Blake Shester, Chair
Present: Pat Bradley
John Driscoll
Gladys Hopkins
Shannon Spencer
Leslie Straughan, Council Liaison
Matt Tuchler, Vice-Chair (arrived 5:04 p.m.)

City Staff:

Arne Glaeser, Planning Director
Kate Beard, Administrative Assistant

CALL TO ORDER

Chair Shester called the meeting to order at 5:00 p.m.

AGENDA

At J. Driscoll's request, Chair Shester suggested amending the agenda to add a discussion of Commissioner Driscoll's proposal for a City Council Work Session on the PD-MU zoning district as the first item of Other Business. The agenda was unanimously approved with that amendment. (P. Bradley / J. Driscoll)

MINUTES

The minutes from the May 25, 2023 meeting were unanimously approved as presented. (S. Spencer / L. Straughan)

CITIZENS' COMMENTS ON MATTERS NOT ON THE AGENDA

None

NEW BUSINESS

A. PS 2023-03: An application by Pierson Hotchkiss proposing a Preliminary Subdivision Plat (boundary line adjustment and boundary line vacation) for parcels located at 111 Rebel Ridge Road (Tax Parcels #21-2-20 & #21-6-A) and 597 Ross Road (Tax Parcel #22-1-3).

- 1) Staff Report – The owners of 111 Rebel Ridge Road have listed their property for sale, and in anticipation of a sale, they request to a) vacate a boundary line between two existing parcels (TM#s 21-2-20 & 21-6-A) owned by the applicants, and to b) adjust a boundary line so that all of the driveway that serves their residence is located on the same parcel as the residence. Currently, that portion of the driveway closest to the cul-de-sac at the end of Rebel Ridge Road, as well as a portion of the retaining wall and front yard of 111 Rebel Ridge Road are not located on the same parcel as the residence. The owners of 111 Rebel Ridge Road have entered into an agreement with their neighbor at 597 Ross Road to adjust the boundary line to wholly include all of the improvements that serve the residence at 111

Rebel Ridge Road on one parcel. The applicants are also requesting vacating the boundary line between Tax Parcels #21-2-20 and #21-6-A which are both owned by Christian and Margaret Haskett and associated with 111 Rebel Ridge Road.

Director Glaeser added that the parcel owned by the Hasketts is nonconforming with respect to lot width and the proposed boundary line adjustment would lessen that nonconformity. The reduction of frontage along Rebel Ridge Road for the property at 597 Ross Road was not a concern since that parcel has sufficient lot width, is provided access to Ross Road via a private alley, and retains a driveway access to Rebel Ridge Road. Lastly, Tax Parcel #21-6-A is nonconforming with respect to lot width, lot size and lack of frontage along a public road. The proposed boundary line vacation would resolve these nonconformities. He recommended approval of the preliminary plat as submitted. He stated there had been no inquiries or comments from nearby property owners.

- 2) Applicant Statement – None
- 3) Public Comment – None
- 4) Commission Discussion & Decision – **L. Straughan moved to approve Preliminary Subdivision Application PS 2023-03 for a) the adjustment of boundary lines between 111 Rebel Ridge Road (Tax Map #21-1-20) and 597 Ross Road (Tax Map #22-1-3), and b) the vacation of the boundary line between Tax Parcels #21-1-20 and #21-2-A, in accordance with the Boundary Line Adjustment Plat for Christian Haskett & Margaret Shapiro Haskett, completed by Perkins & Orrison, as submitted by the applicant. S. Spencer seconded and the motion passed unanimously. (7-0)**

B. ZOA 2023-01: Annual Zoning Ordinance Amendments. Accessory Dwelling Units (A.D.U.).

- 1) Staff Report –

A. Glaeser began the discussion by restating the distinction between an illegal accessory apartment in a detached structure (a dwelling in any accessory structure that could not be proven by the owner to have been in existence prior to the adoption of the zoning ordinance) and a legal, nonconforming accessory structure (an accessory structure that was legal when established, but fails to conform to current standards or regulations) He noted he had decoupled the language about illegal detached ADUs from the Nonconformities section and had created a new Legalizing ADUs section. P. Bradley pointed out that the process for legalizing an ADU that is conforming with respect to the use and design standards would be relatively painless and that only nonconforming structures would be problematic.

Summarizing the prior discussion of ADUs in existing, nonconforming structures, A. Glaeser said the Commission had agreed to allow them, provided they complied with the section of the zoning ordinance addressing nonconformities and certain additional conditions which he hoped could be finalized during the current discussion. He reiterated that any new structure being constructed as an ADU would have to meet the use & design standards already developed, and that these conditions would only be applied to existing structures that are nonconforming in some way. He first asked the Commission to consider an existing structure that is considerably larger than the 800 square feet maximum proposed

for new detached ADUs. He asked if there was a desire to cap the amount of space that can be used for an ADU in such a structure. S. Spencer indicated she saw no reason to limit the amount of ADU space in an existing structure, given that it exists and people are used to it, provided it meets all of the setback requirements. There was then discussion about whether a similar allowance should be made for interior ADUs. Noting that the maximum allowable square footage for attached ADUs could prevent owners of very large houses from converting an entire basement or third floor into an ADU, P. Bradley suggested striking the maximum square footage cap for attached ADUs and relying on a percentage of the overall area to limit size. He also remarked that allowing a 1,400 square foot existing structure to be used in its entirety as an ADU would effectively allow an ADU nearly double the size of what is allowable for a new ADU, opening up the question of how many occupants were going to be allowed. He pointed out that Arlington County seemed to place no restrictions on ADUs to be located in existing, detached accessory structures and suggested it might be worthwhile to reach out and ask if they had had any problems stemming from that lack of restrictions. Noting that a number of dwelling units in accessory buildings already exist in Lexington, L. Straughan expressed some hesitancy to create a circumstance whereby those dwellings would have to reduce their living area to become legal. She therefore agreed that the size of the dwelling space within an existing accessory structure should not be limited. There was general agreement to tentatively specify no maximum square footage for an ADU in an existing, detached, accessory structure. Addressing a question from L. Straughan, A. Glaeser indicated he would double check section 16 of the zoning ordinance to confirm that it contains a provision specifying that a legal nonconforming ADU may continue to exist as is.

There was discussion of the use of the phrase “interior alterations” in an earlier paragraph and whether it would allow the addition of external walls, which then led to a discussion of what type of existing structure should qualify as appropriate for conversion into an ADU. Commissioners Spencer and Straughan expressed concern about a structure without any exterior walls, such as a gazebo, being altered to house an ADU. P. Bradley indicated he did not understand the concern given that a property owner with an accessory structure can do what they want to the structure as long as they comply with the building code and zoning regulations. He said the paragraph including the “interior alterations” phrase was simply adding that, in addition to the external things allowed by the building code, the property owner also has the option to make internal changes to create a separate dwelling unit. A. Glaeser added he had not seen any regulations from another jurisdiction specifying which types of existing structures could be converted into a dwelling unit.

S. Spencer again voiced her position that any detached structure should comply with setback requirements if it was to be used as an ADU. She argued the setback requirements were likely to provide neighbors with the greatest protection against the increased impact of the new, residential use. L. Straughan did not disagree, but indicated she believed there should be some flexibility on the setback requirements for existing buildings. After P. Bradley interjected that he believed the discussion had strayed from its earlier focus, Chair Shester suggested the conversation return to the second item in the list of possible conditions for existing nonconforming structures, with a focus on providing firm guidance

to staff. S. Spencer requested the word *interior* in paragraph (a) be highlighted as a reminder that it needed additional consideration.

Moving on to the second item on the list, A. Glaeser offered that there had been concern voiced during a previous discussion that an ADU on an alley not have its main entrance located directly on the alley. S. Spencer said she would prefer entrances on the first floor not be allowed to open directly onto the alley for safety reasons. Commissioners Straughan and Bradley indicated they would be comfortable allowing an entrance onto an alley, provided there was a 5 foot setback from the alley. A. Glaeser requested guidance as to how that setback would be measured, given that most alleys are not paved. Commissioners Spencer and Straughan agreed it should be measured from the property line. Responding to a question from M. Tuchler, A. Glaeser stated that an alley ADU would likely receive an address associated with the public street onto which the primary residence fronts.

Addressing the third item, A. Glaeser read from the Arlington County use and design standards which addressed the requirements for nonconforming structures located on interior lots. Noting that Lexington's existing setback requirements for new accessory structures on an interior lot are 5 feet from the rear property line and 10 feet (in the R-1) or 15 feet (in the R-2) from the side property line, he asked whether an allowance should be made for existing structures that do not conform to those setbacks. L. Straughan pointed out that setback requirements for primary structures are considerably higher and asked that be kept in mind. P. Bradley said he had listened to the audio of the last meeting and found himself disagreeing with the importance given to setbacks during that discussion. He said he thought most of the requests for ADUs would be for existing buildings which, in Lexington, tend to be nonconforming with respect to setbacks. He argued that requiring mandatory setbacks would likely defeat the purpose of allowing ADUs as it would effectively disqualify most of Lexington's existing accessory structures. He suggested considering the distance between the ADU and the neighboring residence, rather than a setback from the property line, as a means of providing an adequate buffer between the properties. He made the observation that many existing homes in Lexington are located in very close proximity to one another and said he did not foresee the impact from a 500 – 600 square foot ADU as likely to create much disturbance to the neighbors. He added that other requirements could include restricting HVAC units or windows from the side of the ADU closest to the neighbor if necessary. B. Shester agreed and pointed out that each application for a nonconforming structure would have a distinct set of circumstances which would be considered on a case by case basis during the conditional use permit public hearing process. L. Straughan expressed concern that if no limits are set, the density of a neighborhood could change dramatically. She agreed there should be flexibility for existing structures but was not comfortable with no setbacks, and she advocated for increasing the setback requirements for new ADUs to more closely conform to the setback requirements for primary residences. J. Driscoll stated he found Commissioner Bradley's argument compelling and added the intent should also be to encourage ADUs in areas with smaller parcels. He asked Director Glaeser if the conditional use permit process for ADUs could be tailored to address the issues and concerns voiced during the discussion. A. Glaeser responded that the use and design standards for ADUs, currently under discussion, would

be the standards considered during the conditional use permit approval process. Due to concerns about how it might adversely affect the rights of a neighboring property owner, Commissioners Tuchler and Spencer objected to the suggestion of a prescribed distance between structures in lieu of setback requirements. However A. Glaeser confirmed that such a condition could be written so as not to constrain the neighbor from building out a residence within the setbacks.

There was general agreement that having visual aids would help the Commission with future discussions, especially with respect to nonconformities. A. Glaeser said staff would provide visual aids and asked the Commissioners to forward examples of existing accessory structures they are aware of for staff to inventory. B. Shester reminded the Commission that there is a limited number of structures that currently exist.

- 2) Public Comment – Mirabai McLeod, 451 Lime Kiln Road, noted she is the property owner with the proposal to convert her carport into an ADU and expressed her appreciation for the attention the Commission has paid to her concerns, particularly with respect to allowing an ADU on the parcel of a small primary residence to be a livable size. She explained the issue she has now is that her accessory structure is on her property line with not one inch of a setback. She said her building has been there for over 50 years, and for 11 years she has used it for her business. She does not believe an ADU will create a greater impact on the neighbors than her business has. She said there were 26 feet between her carport and the neighboring house, and she added that her neighbor was aware of and supportive of her proposal. Her neighbor also indicated that he did not believe an ADU on her property would have a negative impact on the value of his property. Ms. McLeod invited the Commissioners to visit her property and take a tour.

OTHER BUSINESS

- A. Proposal for a Dedicated Council Work Session for the PD-MU Zoning District for the VDOT Property –

J. Driscoll presented a proposal to recommend that City Council have a work session on the application of the PD-MU zoning district. He argued that a better understanding of the intent, purpose and character of development highlighted in the PD-MU zoning text would be helpful to Council as development of the VDOT property is being considered, and he advocated for the work session to be undertaken early in the development process. L. Straughan explained that Council's expectation was for the Planning Commission to do the heavy lifting in determining whether the details of a proposal are acceptable. P. Bradley said that it seemed clear during the work session that Echelon had not taken the PD-MU into consideration when developing their design. He suggested the design process would likely benefit if the PD-MU was brought to everyone's attention and informed the design earlier rather than later. L. Straughan then explained where Council was in the process and that the current deliberations were not on design so much as whether the proposal was the best use of the property and whether they were comfortable with having only one proposal. She emphasized how much Council relies on the Commission's recommendations and said she was uncomfortable with Commission making this recommendation procedurally. M. Tuchler

suggested that rather than making a formal recommendation, the Planning Commission's support of the proposal would be included in the minutes and Council member Straughan could include it in her report to Council. Chair Shester then summarized the discussion by saying the Planning Commission feels passionately about the intent and application of the new PD-MU zoning district and believes it would be beneficial, for all parties to the design and decision making process be as familiar with it as possible, if that is the route to be taken on the VDOT property.

B. Zoning and Planning Report – Director Glaeser reported the following:

- Earlier in the day he attended the kick-off meeting for the City Hall feasibility study which will include a space needs assessment and an assessment of the building.
- Public Works tasked one of their on-call consultants to review sewer capacity for the VDOT property. The initial assessment was positive, largely due to the City's recent investment in pipe lining to prevent inflow and infiltration.
- The City is investigating whether a one or two day “windshield survey” of housing conditions would be a worthwhile expenditure.

CITY COUNCIL REPORT -

L. Straughan reported that at its meeting on June 1st, City Council approved the amendments to the Planning Commission by-laws and interviewed four candidates for the opening on the School Board. Council also held a work session on June 5th having for a presentation by Echelon for their proposal for the VDOT property, as discussed earlier.

ADJOURN

The meeting was adjourned at 7:06 pm with unanimous approval. (S. Spencer / P. Bradley)

B. Shester, Chair, Planning Commission

Memorandum

To: Arne Glaeser, Zoning Administrator
From: Jeremy E. Carroll
Date: June 16, 2023
Re: Conflict of Interests Inquiry

The Lexington Planning Commission is considering a site plan from Washington & Lee University pursuant to the City of Lexington Zoning Ordinance. Lexington Code §§ 420-2.4–420-2.7. The site plan relates to the proposed expansion of the Williams School to a parcel located on the south side of Washington Street where Baker and Davis dorms currently are located. The use of this parcel for the Williams School expansion was approved by City Council on June 16, 2022, as part of the Washington & Lee master plan. Ord. No. 2022-07. Facilities, such as the Williams School expansion, that are approved as part of a master plan become uses permitted as a matter of right. Lexington Code § 420-7.6; *see also id.* § 420-7.5 (“For uses, buildings and structures approved as a part of an institutional master plan, the approved conditions shall control all matters covered by the plan, including lot area, lot width, street frontage, setback, height, yards, parking and signs.”).

Two members of the City of Lexington Planning Commission are employed by Washington & Lee. Two other members of the Planning Commission are married to Washington & Lee employees. You have asked whether these four Planning Commission members have conflicts of interest under the State and Local Government Conflict of Interests Act (“Act”) and City Council’s recently amended Code of Ethics and Conduct that require their recusal from the Planning Commission’s consideration of Washington & Lee’s site plan. For the reasons discussed below, it is my opinion that these four members must disqualify themselves from participating in this transaction under Virginia Code § 2.2-3112. They also must disclose their personal interest as required by Virginia Code § 2.2-3115(F).

The first step in this analysis is to determine if the Planning Commission members are officers or employees with a personal interest in a transaction. *See Va. Code § 2.2-3112.* In my opinion, each of these four Planning Commission members is an officer with a personal interest in this transaction.

First, an appointed member of the Planning Commission is an “officer” under the Act. *Id.* § 2.2-3101. Second, the Planning Commission’s consideration of, and vote concerning, the Washington & Lee site plan is a “transaction.” *Id.* As to the third issue, a “personal interest” includes certain financial benefits accruing to the officer or a member of his or her “immediate family,” including a spouse. *Id.* Financial benefits that give rise to a “personal interest” include \$5,000 in salary or other compensation. *Id.* I presume the Washington & Lee employees relevant to this analysis make more than \$5,000 per year in compensation and benefits from the university. Lastly, a “personal interest in a transaction” exists when an officer “or a member of his immediate family has a personal interest in property or a business . . . and such property [or]

business . . . (i) is the subject of the transaction” *Id.* Washington & Lee and its property plainly are the subjects of this transaction. For these reasons, I conclude that these individual Planning Commission members have a personal interest in the transaction pending before the Planning Commission concerning the Washington & Lee site plan.

Not all personal interests in a transaction require disqualification, however. Under Virginia Code § 2.2-3112(A):

Each officer and employee of any state or local governmental or advisory agency who has a personal interest in a transaction shall disqualify himself from participating in the transaction if (i) the transaction has application solely to property or a business or governmental agency in which he has a personal interest or a business that has a parent-subsiary or affiliated business entity relationship with the business in which he has a personal interest or (ii) he is unable to participate pursuant to subdivision B 1, 2, or 3.¹

Here, since it is clear these members have a personal interest in Washington & Lee, the controlling issue is whether “the transaction has application *solely* to” Washington & Lee and its property.² When considering this issue, it is important to note that the Act is to be construed liberally (i.e., to protect against conflicts). *See* Va. Code § 2.2-3100.

It also is important in this analysis to recognize where the site plan approval comes in the overall zoning process. Determinations of permissible *uses* – such as rezonings, conditional use permits, and master plan approvals – require consideration of the impact the proposed uses will have on the character and development of the surrounding community. In my opinion, such *use* determinations rarely relate solely to the applicant or its property. As a result, there typically would not be a mandatory disqualification under Virginia Code § 2.2-3112(A)(i) for such a transaction.³

Unlike a use determination, a site plan approval is a primarily ministerial act that confirms whether the proposed plan of development complies with the zoning ordinance. Va. Code § 15.2-2286(A)(8). While the issues relevant to the analysis may impact adjoining property owners, the analysis itself is limited to whether the proposed development – which is permitted as a matter of right – complies with the zoning ordinance. *See* Lexington Code § 420-2.7 (listing criteria). Because the focus is on whether the plan of development for the parcel complies with

¹ In my opinion, the members could participate under subdivision B 1, if they were not required to disqualify themselves under subdivision A(i).

² It is notable that § 2.2-3101 refers to the “subject of the transaction” while § 2.2-3112 requires disqualification where “the transaction has application solely to” the business or property that gives rise to the personal interest. Because the two code sections use different terminology, disqualification under § 2.2-3112 would require a closer connection than merely having an interest in property or a business that is the subject of the transaction.

³ The officer’s participation would still have to pass muster under subdivision B 1, 2, or 2, however.

the zoning ordinance, it is my opinion that a site plan review is a transaction that has application solely to the subject parcel and applicant.

A design review under Lexington Code § 420-2.9 is a closer call; however, I still believe it requires disqualification. Again, the use of the parcel at issue is a use permitted as a matter of right. Thus, neighbor and community impacts already have been taken into consideration. While the design standards do mitigate impacts on neighbors, it remains my opinion that the design review applies solely to the subject property. *See* Lexington Code § 420-6.8.

Conflict questions often are complicated and open to interpretation. If you have questions about this opinion, I am happy to take the issue up with the Commonwealth's Attorney to see if he has a different opinion.

Project Name	Construction of the Williams School expansion building
Property Location	216 W. Washington Street
Zoning	R-1 Residential, I-1 Institutional Overlay District Zoning Districts
Owner/Applicant	Washington & Lee University / Hugh Latimer

OVERVIEW OF REQUEST

This is a request for a Certificate of Appropriateness for the construction of a new building at 216 W. Washington Street. The parcel is located in the General Residential (R-1) zoning district and in the Institutional Overlay District (I-1).

A Washington and Lee University Campus Master Plan update was approved on June 16, 2022 by the City and that Plan includes a new faculty office and classroom building located on the Baker-Davis site, just west of W. Washington Street. This new building is an expansion for the Williams School of Commerce, Economics and Politics that is currently located in Huntley and Holekamp Halls. While the Campus Master Plan also proposed interior renovation of Huntley Hall, that renovation project is not part of the current request for a new Williams School expansion building to be located just west of W. Washington Street. The Campus Master Plan in 2022 also approved a building height for the proposed Williams School expansion building not to exceed 54 feet in height.

Location map



216 W. Washington Street existing conditions



Proposed elevation of new building



APPLICABLE ZONING DISTRICT SECTIONS

Article XII, Section 420-7.9 (I-1 Institutional District) requires design review in accordance with the design review standards of the Entrance Corridor Overlay District found in Article VI.

APPLICABLE ENTRANCE CORRIDOR REGULATIONS

The purpose of the Entrance Corridor Overlay District is to protect and enhance the City's attractiveness; protect the City's scenic, historic, architectural and cultural resources; support and stimulate development which is appropriate and complimentary to the numerous properties of historic, architectural and cultural significance throughout the City; protect and enhance the architectural and scenic character of significant access routes to the City's historic downtown; promote orderly and attractive development along these significant access routes; and ensure that development within this district is compatible with these resources through architectural control of development.

Article XV, Section 420-6.8 specifically states all applications for entrance corridor certificates of appropriateness must satisfy the following design standards for landscaping, signage, architecture, site planning, and lighting.

A. Landscaping.

1. Landscaping shall be used to soften the visual impact of development and enhance the appearance of the area.
2. Landscaping shall be sufficient to soften the visual effects of parking lots, reduce the effective visual mass of large buildings and provide screening between development, the street and surrounding lots.
3. Landscape buffers shall be provided adjacent to public streets of sufficient size to permit street trees and plantings to be installed to reduce the visibility into parking lots.
4. Landscaping shall be compatible with landscaping on adjacent properties.

(The application submittal includes a Landscape & Lighting Location Plan on Sheet L3-01.)

B. Signage.

1. Each parcel shall have an overall sign plan which reflects a consistent style and specifies the size and color scheme for proposed signage.
2. Materials used in signs and their support structures should reflect the building served by the sign.
3. Sign colors should be harmonious with the building which they serve

(The application submittal includes a Signage & Striping details on C5.2.)

C. Architecture.

1. Materials, colors and general style of buildings within a development should be coordinated.
2. Heating and air-conditioning units, ventilation units, and mechanical equipment shall be screened from view from public streets.

3. Loading docks, trash containers and mechanical equipment shall be screened from view from public streets.
4. The effective visual mass of large buildings should be reduced by variations in roofline, building angles, dimensional relief, color, architectural detailing and landscaping.
5. Architectural styles, building and roofing materials, and colors shall be reflective of the traditional architecture of Lexington. This may be accomplished through building scale, materials and forms, all of which may be embodied in architecture which is contemporary as well as traditional.
6. Trademark buildings and related features shall be modified to meet these design standards.

(The application submittal includes a colored elevation of the proposed new building, a description of exterior materials, and a more detailed Overall Building Elevation on Sheet A2.01.)

D. Site planning.

1. Parking lot layouts shall respond to the topographic characteristics of the site.
2. The number of access points to parking lots from a street will be minimized and shall relate to other existing curb cuts whenever possible.
3. Parking lots will be interconnected on adjacent parcels whenever possible.
4. Small, landscaped and interconnected parking lots, rather than large, central parking lots, shall be encouraged.
5. Parking lots shall not dominate the image of a site.
6. Pedestrian access from the sidewalk into individual project sites, as well as within sites and between sites, shall be provided.

(The application submittal includes a Site Layout Plan C5.0.)

E. Lighting.

1. Lighting should be of uniform style for each project site.
2. Lighting should be contained within the site and designed to limit spillover and minimize the amount of light that is directed to the sky.
3. Light poles shall not exceed 24 feet in height.

(The application submittal includes a Landscape & Lighting Location Plan on Sheet L3-01.)

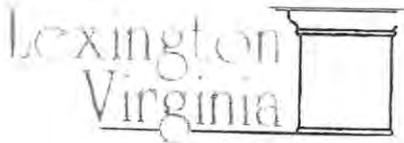
In making its determination, the Planning Commission may consider any architectural feature which influences appearance, such as, but not limited to, motif and style, color, texture and materials, configuration, orientation, mass, shape, height and location of buildings, location and configuration of parking areas, landscaping and buffering.

STAFF RECOMMENDATION

In staff's opinion, the proposed Williams School expansion building meets all of the design standards included in the Entrance Corridor Overlay District. The proposed landscaping is consistent with the remainder of the W&L campus. The proposed signage is minimal and primarily intended to provide directions. The Architectural details are generally consistent with other buildings on the W&L campus. The proposed building is set back from W. Washington Street and in the same overall location of the existing Baker and Davis Halls that will be demolished. The lighting is also consistent with existing lighting fixtures on the W&L campus and new fixtures will meet dark sky requirements.

SUGGESTED MOTION

I move to approve/deny the Entrance Corridor Certificate of Appropriateness application EC 2023-03 for the construction of the new Williams School Expansion Building at 216 West Washington Street as proposed by the applicant.



www.lexingtonva.gov

Planning & Development Department
300 East Washington Street
Lexington, Virginia 24450
Phone: (540) 462-3704 Fax: (540) 463-5310

APPLICATION FOR CERTIFICATE OF APPROPRIATENESS – ENTRANCE CORRIDOR OVERLAY DISTRICT

Applicant¹

Name: Hugh Latimer Phone: 540-855-8959
 Company: Washington and Lee University Fax: _____
 Address: 204 W. Washington St. Email: hlatimere@wlu.edu
 Applicant's Signature: *H Latimer* Date: 6/13/23

Property Owner

Name: Washington and Lee University Phone: 540-855-8959
 Address: 204 W. Washington St. Email: hlatimer@wlu.edu
 Owner's Signature: *H Latimer* Date: 6/13/23

Architect/Designer

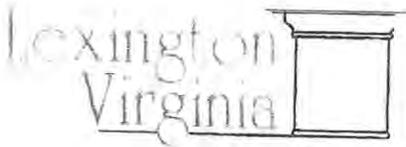
Name: Victor Ortale Phone: 617 262-2760
 Company: Goody Clancy & Associates Fax: _____
420 Boylston St.
 Address: Boston, MA 02116 Email: www.goodyclancy.com

Administration

Application is hereby made to the Lexington Planning Commission for a Certificate of Appropriateness (COA) to make repairs, alterations, or improvements in the Entrance Corridor in accordance with Chapter 28, Article XV of the Lexington City Code.

This document shall constitute a valid COA upon its completion and execution by the Chairperson or Acting Chairperson of the Planning Commission. The recipient of a COA is responsible for obtaining any and all other certificates and permits required by the Code of the City of Lexington through the Office of the Planning and Development Administrator.

1. Prior to submitting an application, the applicant is required to meet with staff for a pre-application meeting.



www.lexingtonva.gov

Planning & Development Department
300 East Washington Street
Lexington, Virginia 24450
Phone: (540) 462-3704 Fax: (540) 463-5310

Proposal Information² (attach list of properties if request includes multiple properties)

Address (or location description): 216 Washington Street

Tax Map: 16 11 Deed Book and Page #: N/A

Acreage: < 1 acre Zoning (attach any existing conditions or proffers): R-1; I-1 overlay

Property Doing Business As: Washington and Lee University

2. Any application deemed incomplete by staff will not be accepted.

Alteration Description (complete a City Sign Permit Application for sign alterations)

- I. Please check action(s) for which this COA is requested:
- Remodeling or renovation of the exterior of a building
 - Total restoration of the exterior of a building
 - Removal of any architectural element
 - Painting of any building exterior
 - Cleaning of wall surfaces or architectural elements
 - Repair of all surfaces or architectural elements
 - Any removal, alternation, repair, or construction of amenities such as fences or walls
 - Demolition of part or all of an existing building
 - Moving a building (complete Part III)
 - Construction of a new building (complete Part III)
 - Construction of any addition to an existing building (complete Part III)
- II. For **ALL** projects, please attach the following:
- Photographs or drawings from the site showing adjoining structures, streets, and sidewalks
 - Scale drawings of the improvements
 - Detailed drawings of significant decorative or architectural elements
 - Indication of exterior lighting adequate to determine its character and impact on the public and adjoining properties
 - Samples of exterior materials and paint colors to be used
 - Any other documentation or visual aid necessary to determine compliance with § 420-141 of the Lexington City Code
- III. For **NEW CONSTRUCTION**, please provide the above attachments in addition to the following:
- Dimensions, orientation, and acreage of each lot or plot to be built upon
 - Layout of the project and its relation to surrounding structures
 - Location of points of entry and exit for motor vehicles and internal vehicular circulation pattern and parking facilities
 - The size, shape, and location of existing and proposed construction on the parcel
 - Location of walls, fences, and railings, and the indication of their height and the materials of their construction

New Williams School Building 216 Washington Street

Description of Exterior Materials

The New Williams Building will utilize a selection of materials to approximately match the adjacent and surrounding Washington and Lee buildings on Washington Street- Gaines Hall, Graham Lees Hall, Evans Hall, the President's House and the Indoor Athletic Facility. These materials comprising the New Williams Building include:

- Red brick and off-white pointing mortar
- Stone beige wainscot (base stonework)
- Cast stone beige belt courses and window sills and window heads
- Painted white eave, gable and soffit metal extruded profile trim
- Painted white double hung profile clad windows
- Painted white metal spandrel panels between windows spanning floors
- Painted white storefront glazing frames
- Standing seam metal roofing in dark grey finish
- Louver frames in dark grey color, louvers in white color
- Railings and similar metalwork painted black



Project Name	Construction of the Williams School Expansion Building
Property Location	216 West Washington Street (TM# 16-1-1)
Zoning	R-1 (General Residential District) with the I-1 (Institutional District) overlay
Owner/Applicant	Washington & Lee University / Hugh Latimer

***PLANNING COMMISSION RECOMMENDATION: Pending
STAFF RECOMMENDATION: Approval***

Background

This project proposes the construction of the Williams School expansion building with associated grading, utilities, landscaping, signage, and stormwater management on the site of the existing Baker and Davis Halls. While the Williams School of Commerce, Economics and Politics will continue to be housed in Huntley and Holekamp Halls, the proposed 39,000 square foot \pm new facility just west of W. Washington Street will provide additional faculty offices and classrooms for the Williams School. An updated traffic study was also submitted with the site plan application as required by the updated Campus Master Plan for W&L.

Approximate site location map



The Campus Plan Proffer Statement submitted on May 4, 2022 includes the following with respect to the subject site plan application:

1. The new Williams School Building is to be located on Washington Street at the site of the existing Davis and Baker Halls. The site's underlying Zoning District is R-1. The building height (front door entry to top of roof) is expected to be about 54 feet, 9 feet higher than the 45-foot height limitation. This 9-foot height approximately equals the height of the sloping roof above the eave line.

The increased height up to 54 feet for the new Williams School expansion building was approved with the W&L Campus Master Plan update.

2. **Traffic Engineering Study**

The University has contracted with Whitney, Bailey, Cox and Magnani (WBCM), a full-service, multidisciplinary engineering and construction firm with offices throughout the Mid-Atlantic with an office in Lexington, to undertake a Traffic Engineering Study for the neighborhood within and extending beyond Washington Street, Lee Avenue, and W. Nelson Street. This engineering study's scope includes vehicular traffic, pedestrian movement, street layouts and crosswalks and safety features. To date existing conditions and data have been surveyed and evaluated. In Phase 2 of the Traffic Study we will revalidate existing data, comprise future traffic projections and future traffic operations for the complete neighborhood described above, specifically including impacts of the four building projects near the edge of the campus. As site plans are prepared for a) the Williams School expansion building, b) the Admission and Financial Center building, c) the Institutional History Museum and parking deck, and d) the Wilson Hall addition capital projects, the traffic study data and corresponding modeling findings will be updated/validated.

Yard Setbacks

The proposed building is sited closer to Early Fielding Way than it is to W. Washington Street, similar to the location of the existing Davis Hall and in conformance with the location approved in the 2022 W&L Campus Master Plan.

Parking

There are no off-street parking spaces provided on the current site of Davis and Baker Halls and the site plan for the Williams School expansion building purposely does not include new off-street parking spaces. Parking is provided for this facility in the nearby parking garage adjacent to the indoor athletic center that is located across W. Washington Street.

Landscape Buffering

The Zoning Ordinance requires a prescribed landscape buffer where a commercially zoned development abuts a residential zoning district, or where multi-family residential development abuts any property zoned R-1 or R-2. Neither of those conditions occur with the R-1 zoned St. Patrick's Catholic Church parcel and the subject parcel that is zoned R-1 with an Institutional Overlay.

Landscaping is however proposed (see Sheet L3.01 of the submittal) and the landscape plan meets the site plan requirement found in §420-2.7.B.8 to provide screening between the development and the street and surrounding lots.

Screening

Screening is required to conceal specific areas from both on-site and off-site views, and screening is expressly required for large waste receptacles (dumpsters), refuse collection points, loading and service areas, outdoor storage areas (including storage tanks), ground-based utility equipment with size in excess of 12 cubic feet, and for ground level and wall-mounted mechanical equipment visible from a public street.

Dumpsters are located to the rear of the proposed building and adjacent to Early Fielding Way. A new generator is also proposed and it will be located in a portion of the parking lot between Gaines Hall and Early Fielding Way. Sheet C5.2 of the submittal shows both of these areas screened by a fence that is a minimum of 6 feet in height and meeting screening requirements.

Exterior Lighting

New exterior lighting must consist of full cut-off fixtures and be directed downward below the horizontal plane per §420-15.1 of the Zoning Ordinance. The lighting legend on Sheet L3.01 of the submittal contains a note stating “site light fixtures shall be dark sky compliant.”

Public Works

The Public Works department requested several clarifications during the first review of this site plan for the Williams School expansion building and the subsequent site plan submittals adequately addressed the concerns raised by Public Works.

Fire Protection

Similar to the clarifications needed by the Public Works department, the Fire Marshal requested a number of clarifications during the first review of this site plan and those queries have also been adequately addressed.

Police

No comments.

Building Official

No comments.

Section 420-2.7.B of the Lexington Zoning Ordinance

Pursuant to Code of Virginia, §15.2-2259, a site plan shall be approved if it is found to be adequate with respect to:

- (1) Locations and design of vehicular entrances and exits in relation to streets giving access to the site and in relation to pedestrian traffic.
- (2) Locations and adequacy of automobile parking areas.
- (3) Adequate provision for traffic circulation and control within the site and provision for access to adjoining property.

- (4) Compliance with the requirements for setback and screening.
- (5) Adequacy of drainage, water supply, fire protection and sanitary sewer facilities.
- (6) Compliance with applicable established design criteria, construction standards and specifications for all improvements.
- (7) Approval by the City Health Officer or his agents if septic tank and other sewage disposal facilities other than sanitary sewers are involved.
- (8) Adequacy of proposed landscaping for softening the harsh visual effects of parking lots and for providing screening between the development and the street and surrounding lots.

Staff Conclusions and Recommendations

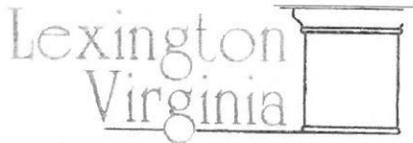
It is staff's opinion that the proposed site plan for the Williams School expansion building complies with all zoning requirements pertaining to site design and use, and is in compliance with other City codes related to drainage, water supply, fire protection, sanitary sewer facilities, and construction standards.

Planning Commission Recommendation

Pending

Suggested Motion

I move to approve/deny Site Plan number SP 2023-03 and find the submitted site plan for the Williams School expansion building at 216 W. Washington Street to be in compliance with applicable City codes.



www.lexingtonva.gov

Planning & Development Department
 300 East Washington Street
 Lexington, Virginia 24450
 Phone: (540) 462-3704 Fax: (540) 463-5310

SITE PLAN APPLICATION AND CHECKLIST

Applicant¹

Name: Hugh Latimer Phone: 540-458-8959
 Company: Washington and Lee University Fax: _____
 Address: 204 W. Washington St. Email: hlatimer@wlu.edu
 Applicant's Signature: [Signature] Date: 2/6/23

Site Plan Preparer

Name: Randolph Rivinus Phone: 804-264-2228
 Company: TRC Companies Fax: _____
1030 Wilmer Ave.
 Address: Richmond, VA 23227 Email: rrivinus@trccompanies.com

Property Owner

Name: Washington and Lee University Phone: 540-458-8959
 Address: 204 W. Washington St. Email: hlatimer@wlu.edu
 Owner's Signature: [Signature] Date: 2/6/23

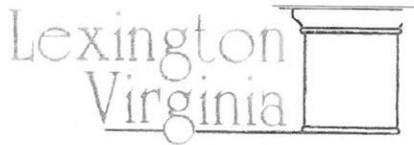
Proposal Information² (attach list of properties if request includes multiple properties)

Address (or location description): _____
 Tax Map: 1611 Deed Book and Page #: N/A

Acres: < 1 acre Zoning (attach any existing zoning conditions or proffers): R-1; I-10 Overlay

Campus Master Plan Proffer Statement of May 4, 2022 containing approval of the Williams School expansion of a building height not to exceed 54'

1. Prior to submitting an application, the applicant is required to meet with staff for a pre-application meeting.
2. Any application deemed incomplete by staff will not be accepted.



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Planning & Development Department
 300 East Washington Street
 Lexington, Virginia 24450
 Phone: (540) 462-3704 Fax: (540) 463-5310

Notice to Adjacent Property Owners

Per § 420-222-B(1) of the Lexington City Code, the City shall give written notice to those persons who own property any portion of which abuts the subject property and all property which is across the street from any portion of the subject property as determined by the City's real property tax records. This notice shall give the date, time and place of the Planning Commission meeting at which the site plan is being reviewed, identify the property which is the subject of the application and give a brief description of the proposed action. This notice shall be mailed a minimum of 10 days prior to the date of the meeting of the Planning Commission at which the site plan is first considered.

Posting of the Property

Per § 420-222-B(2) of the Lexington City Code, the City will place a sign provided on the subject property which indicates that an action is pending. The sign will be located to be clearly visible from the street.

THIS SECTION TO BE COMPLETED BY STAFF ONLY

Application Fee: \$350+\$25/acre Amount Paid: _____
 Case Number: SP- _____ - _____

Date Received: _____ Received By: _____

Staff Review

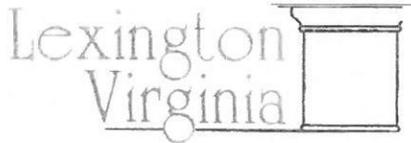
Planning: _____ Public Works: _____
 Police: _____ Fire/Rescue: _____

Approvals

Planning Commission

Administrator

Adj. Property Notifications: _____ Action: _____
 Meeting Date: _____ Action Date: _____
 Action: _____ Signature: _____



www.lexingtonva.gov

Planning & Development Department
 300 East Washington Street
 Lexington, Virginia 24450
 Phone: (540) 462-3704 Fax: (540) 463-5310

Site Plan Checklist

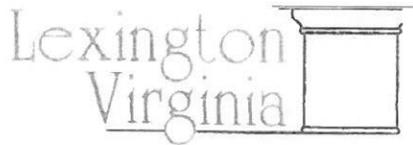
Contents

Every site plan prepared and submitted in accordance with Article XXII of the Lexington City Code shall contain the following information:

- N/a A boundary survey of the tract.
- N/a A certificate, signed by the surveyor or engineer, setting forth the source of title of the owner of the tract and the place of record of the last instrument in the chain of title.
- C1.0 All existing and proposed streets and easements, their names, numbers and widths, existing and proposed utilities, owners, zoning and present use of adjoining property.
- C5.2 Location, type and size of vehicular entrances to the site.
- L1.01 Locations, types, sizes and heights of fencing, retaining walls and screen planting where required.
- C5.2 All off-street parking, loading spaces and walkways, indicating type of surfacing, size, angle of stalls, width of aisles and a specific schedule showing the number of parking spaces provided and the number required in accordance with Article XX.
- L50.00 Number of floors, floor area, height and location of each building and proposed general use for each building. If a multifamily residential building, the number, size and type of dwelling units.
- C6.0 All existing and proposed water and sanitary sewer facilities, indicating all pipe sizes, types and grades and where connection is to be made.
- C4.2 Provisions for the adequate disposition of natural and storm water, indicating locations, sizes, types and grades of ditches, catch basins and pipes and connections to existing drainage system.
- C1.0 Existing topography, with a maximum of two-foot contour intervals. Where existing ground is on a slope of less than 2%, either one-foot contours or spot elevations where necessary, but not more than 50 feet apart in both directions.
- C7.0 Proposed finished grading by contours, supplemented where necessary by spot elevations.
- L3.01 A landscape buffering and screening plan, if requested by the City Manager, his authorized agent or the Planning Commission.

Preparation and Submission

- Site plans, or any portion thereof, involving engineering, architecture, landscape architecture or land surveying shall be prepared and certified respectively by an engineer, architect, landscape architect or land surveyor duly authorized by the state to practice as such.
- Site plans shall be prepared on a scale of one inch equals 50 feet or larger.



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Planning & Development Department
 300 East Washington Street
 Lexington, Virginia 24450
 Phone: (540) 462-3704 Fax: (540) 463-5310

- A clear, legible, blue or black line copy of the site plan shall be submitted to the Zoning Administrator. The Zoning Administrator shall be responsible for checking the site plan for general completeness and compliance with such administrative requirements as may be established prior to routing copies thereof for review.

Planning Commission Review

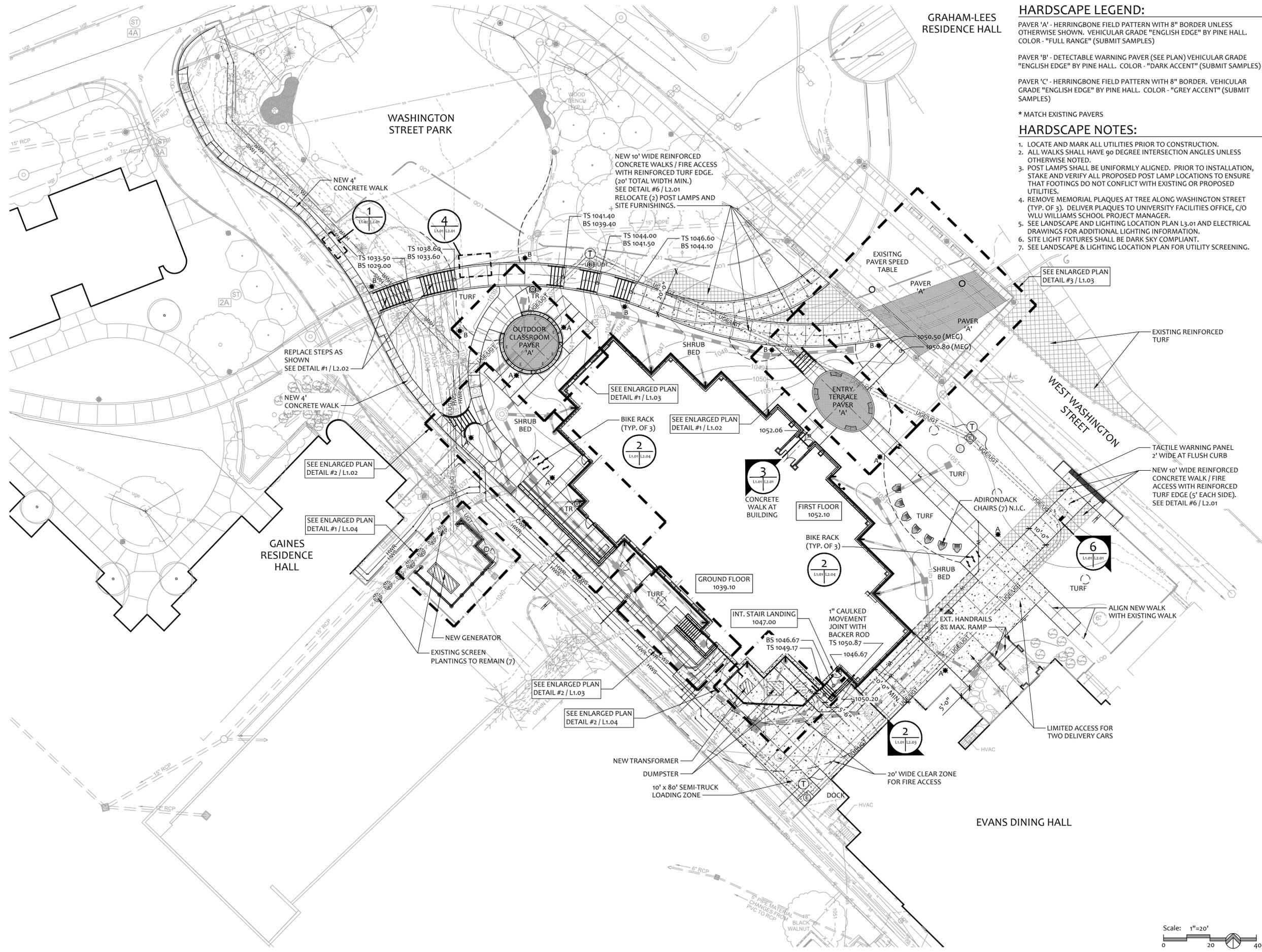
All site plans which are appropriately submitted and conform to the standards and requirements set forth in Article XXII of the Lexington City Code shall be forwarded to the Planning Commission for approval.

The site plan shall be approved by the Planning Commission if it is found to be adequate with respect to:

- Locations and design of vehicular entrances and exits in relation to streets giving access to the site and in relation to pedestrian traffic.
- Locations and adequacy of automobile parking areas.
- Adequate provision for traffic circulation and control within the site and provision for access to adjoining property.
- Compliance with the requirements for setback and screening.
- Adequacy of drainage, water supply, fire protection and sanitary sewer facilities.
- Compliance with applicable established design criteria, construction standards, and specifications for all improvements.
- Approval by the City Health Officer or his agents if septic tank and other sewage disposal facilities other than sanitary sewers are involved.
- Adequacy of proposed landscaping for softening the harsh visual effects of parking lots and for providing screening between the development and the street and surrounding lots.

Required Improvements

- Screening, fences, walls, curbs and gutters as required.
- Easements of rights-of-way for all facilities to be publicly maintained. Such easements shall be clearly defined for the purpose intended.
- Curbs and gutters for travel lanes or driveways that provide vehicular travel to and from adjacent parking areas or adjacent property for the purpose of separating such areas or property from parking areas and walkways.
- Adequate "no parking" signs along such travel lanes or driveways to prohibit parking on such.
- An adequate drainage system for the disposition of storm and natural waters.
- Landscaping sufficient to soften the visual effects of parking lots and to provide screening between the development, the street and surrounding lots.



**GRAHAM-LEES
RESIDENCE HALL**

HARDSCAPE LEGEND:
 PAVEMENT 'A' - HERRINGBONE FIELD PATTERN WITH 8" BORDER UNLESS OTHERWISE SHOWN. VEHICULAR GRADE "ENGLISH EDGE" BY PINE HALL. COLOR - "FULL RANGE" (SUBMIT SAMPLES)
 PAVEMENT 'B' - DETECTABLE WARNING PAVEMENT (SEE PLAN) VEHICULAR GRADE "ENGLISH EDGE" BY PINE HALL. COLOR - "DARK ACCENT" (SUBMIT SAMPLES)
 PAVEMENT 'C' - HERRINGBONE FIELD PATTERN WITH 8" BORDER. VEHICULAR GRADE "ENGLISH EDGE" BY PINE HALL. COLOR - "GREY ACCENT" (SUBMIT SAMPLES)
 * MATCH EXISTING PAVEMENTS

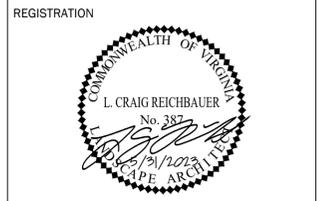
HARDSCAPE NOTES:
 1. LOCATE AND MARK ALL UTILITIES PRIOR TO CONSTRUCTION.
 2. ALL WALKS SHALL HAVE 90 DEGREE INTERSECTION ANGLES UNLESS OTHERWISE NOTED.
 3. POST LAMPS SHALL BE UNIFORMLY ALIGNED. PRIOR TO INSTALLATION, STAKE AND VERIFY ALL PROPOSED POST LAMP LOCATIONS TO ENSURE THAT FOOTINGS DO NOT CONFLICT WITH EXISTING OR PROPOSED UTILITIES.
 4. REMOVE MEMORIAL PLAQUES AT TREE ALONG WASHINGTON STREET (TYP. OF 3). DELIVER PLAQUES TO UNIVERSITY FACILITIES OFFICE, C/O WLU WILLIAMS SCHOOL PROJECT MANAGER.
 5. SEE LANDSCAPE AND LIGHTING LOCATION PLAN L3.01 AND ELECTRICAL DRAWINGS FOR ADDITIONAL LIGHTING INFORMATION.
 6. SITE LIGHT FIXTURES SHALL BE DARK SKY COMPLIANT.
 7. SEE LANDSCAPE & LIGHTING LOCATION PLAN FOR UTILITY SCREENING.

**WASHINGTON AND LEE
UNIVERSITY**

**New Building on
Washington Street**
 204 W. Washington Street
 Lexington, Virginia 24450

ARCHITECT
GOODYCLANCY
 ARCHITECTURE / PLANNING / PRESERVATION
 420 Boylston Street
 Boston, Massachusetts 02116-3866
 617.262.2760
 www.goodyclancy.com

CONSULTANT
Reichbauer Studio
 LANDSCAPE ARCHITECTURE
 1714 windingridge court henrico virginia 23238
 804.836.6084 www.reichbauerstudio.com
 RS PROJECT NO. 20015



PROJECT STATUS
CONFORM SET
 May 31, 2023

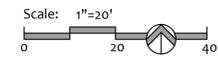
ISSUES/REVISIONS

DATE	DESCRIPTION	BY
05/31/2023	Conform Set	2
03/31/2023	Addendum 1	1

SHEET NAME
HARDSCAPE SITE PLAN

COPYRIGHT©2022 Goody Clancy & Associates, Inc.
 GOODY CLANCY PROJECT NUMBER: 06905
 DRAWN: LR / CR DATE: 02/24/23
 CHECKED: CR SCALE: 1" = 20'
 DRAWING NO.:

L1.01



New Building on Washington Street

204 W. Washington Street
Lexington, Virginia 24450

ARCHITECT



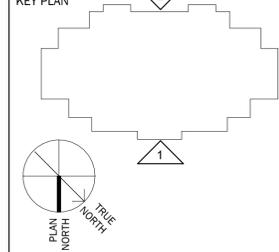
420 Boylston Street
Boston, Massachusetts 02116-3866
617.262.2760
www.goodyclancy.com

CONSULTANT

REGISTRATION



KEY PLAN



PROJECT STATUS

CONFORM SET

May 31, 2023

ISSUES/REVISIONS

DATE	DESCRIPTION	NO.
04/28/2023	Addendum 03	2
03/31/2023	Addendum 01	1

SHEET NAME

OVERALL BUILDING ELEVATIONS

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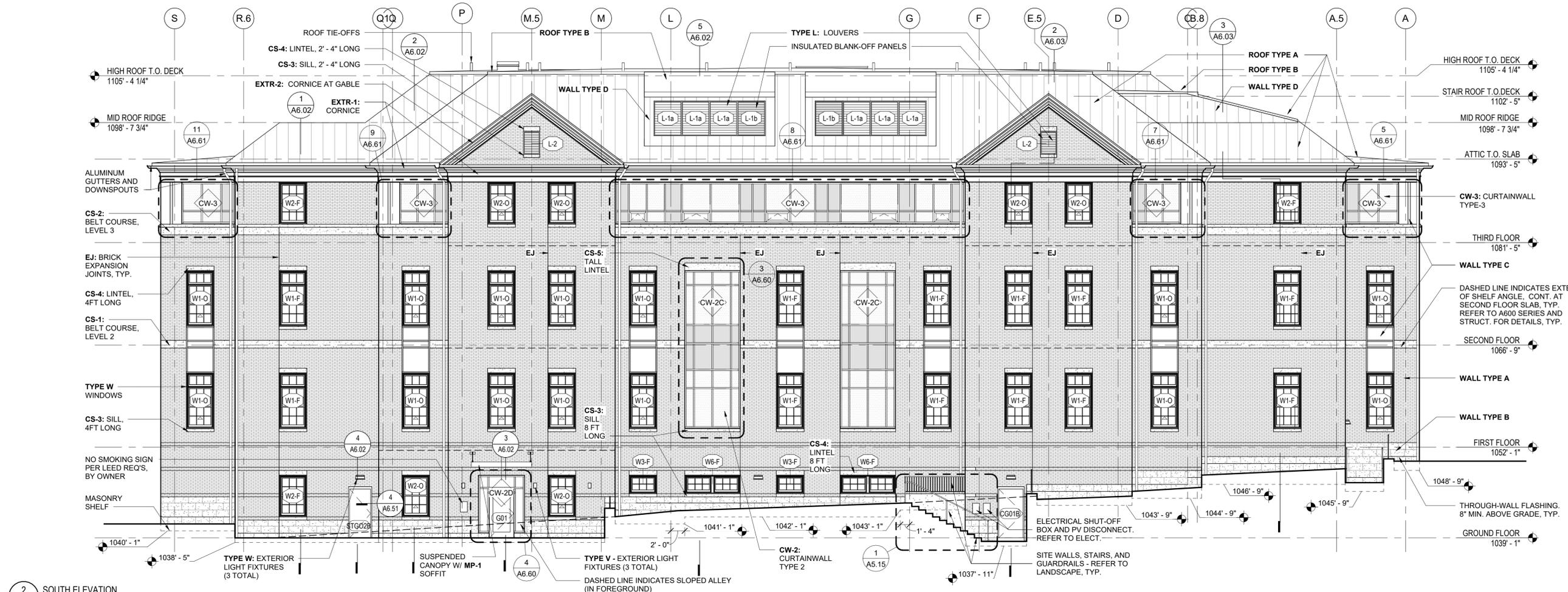
GOODY CLANCY PROJECT NUMBER: 06905

DRAWN: RG DATE: 02/24/2023

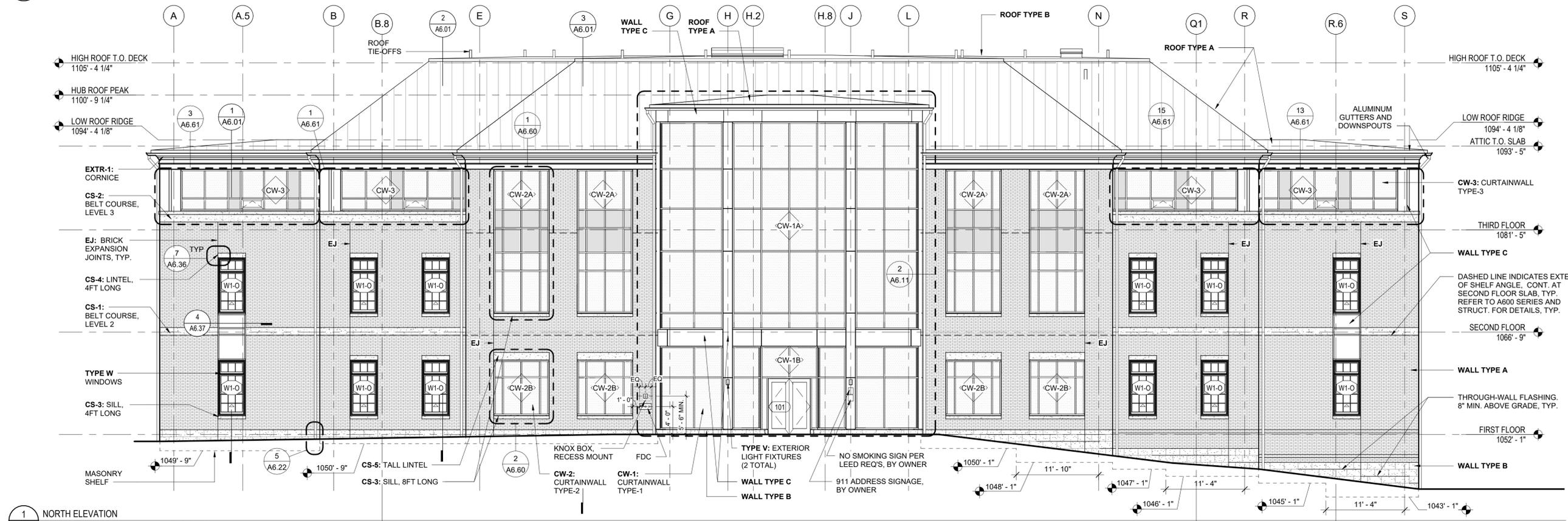
CHECKED: HL SCALE: 1/8" = 1'-0"

DRAWING NO.:

A2.01



2 SOUTH ELEVATION
A2.01 Scale: 1/8" = 1'-0" Ref: A1.00



1 NORTH ELEVATION
A2.01 Scale: 1/8" = 1'-0" Ref: A1.01

5/31/2023 5:28:42 PM C:\Users\hannah.levine\OneDrive - Goody, Clancy & Associates\Documents\100-Revit-Local\ARCH_06905-WLU New Building_R22_CENTRAL_hannah.levine.rvt



Washington & Lee University New Williams Building Traffic Impact Study



Prepared by



Whitney, Bailey, Cox & Magnani, LLC
203 South Main Street
Lexington, Virginia 24450
540-442-3750
March 2023

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PROPOSED BUILDING PLAN.....	2
EXISTING TRAVEL PATTERNS.....	4
FUTURE TRAFFIC OPERATIONS DURING CONSTRUCTION.....	7
FUTURE TRAFFIC OPERATIONS PEDESTRIAN TRAFFIC.....	10
SUMMARY AND CONCLUSIONS	12
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FIGURE 3 LOCAL CONSTRUCTION ACCESS
FIGURE 4 CONSTRUCTION STAGING SUMMARY
FIGURE 5 STUDENT /FACULTY ACCESS PATTERNS

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TABLE 2

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APPENDIX B: WASHINGTON & LEE CLASS SCHEDULE
APPENDIX C: PEDESTRIAN TRAFFIC COUNT DATA WEST WASHINGTON STREET AT LEE AVENUE
APPENDIX D: NELSON STREET AT WEST WASHINGTON STREET TRAFFIC COUNTS AND LEVEL OF SERVICE COMPUTATION SHEETS
APPENDIX E: WEST WASHINGTON STREET PEDESTRIAN LEVEL OF SERVICE COMPUTATION FORMS

Traffic Impact Study

New Williams Building

March 2023

INTRODUCTION

Two of the major elements of campus life that must be addressed by Washington & Lee University are:

- ✓ Providing a safe campus environment for their students
- ✓ Providing state-of-the-art facilities for the students and faculty

When the University is considering development of a new building to meet the needs of students and faculty, the planning process must include an assessment of traffic safety and operations. The University is in the planning stages for construction of a new classroom and faculty office complex – New Williams Building. In an effort to ensure the transportation safety and operational needs are met, the University has tasked Whitney, Bailey, Cox & Magnani, LLC (WBCM), to conduct a Traffic Impact Study for the New Williams Building.

The study is divided into the following sections:

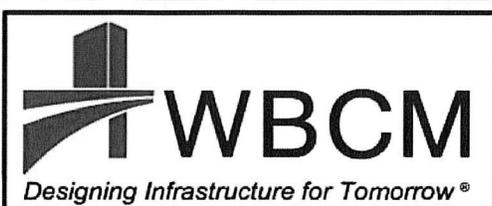
- Proposed Building Plan: Summarizes the existing buildings to be removed and associated number of students and faculty to be displaced. Also provides a summary of the new facility build-out.
- Existing Travel Patterns: Provides a discussion of the existing faculty and student travel patterns.
- Future Traffic Operations During Construction: Addresses the impacts of construction related traffic and measures to provide for transportation safety and operational efficiency.
- Future Traffic Operations Pedestrian Traffic: Assess the potential pedestrian trip generation crossing West Washington Street associated with the New Williams Building.
- Summary and Conclusions: Review the proposed building plan, construction schedule, effects on traffic safety and operations and proposed upgrades.
- Recommendations: Outlines measure to address safety and operations.

PROPOSED BUILDING PLAN

Washington & Lee University has a need for additional classroom and faculty office space to better accommodate the existing demand. In an effort to provide for the existing requirements, the University has proposed construction of a new facility – New Williams Building. The proposed facility will be located where Davis and Baker Halls are currently located along West Washington Street as noted in Figure 1. Both Davis and Baker Halls will be demolished to make way for the New Williams Building. Demolition is expected to begin in the mid to late summer of 2023. The new building should be ready for occupancy in July of 2025.



LEGEND		
1. DAVIS HALL	6. GAINES RESIDENCE HALL	11. HUNTLEY HALL
2. BAKER HALL	7. GRAHAM-LEES RESIDENCE HALL	12. NEWCOMB HALL
3. LEE HOUSE	8. ATHLETIC & RECREATION CENTER	13. REID HALL
4. EVANS DINING HALL	9. HOLEKAMP HALL	14. PARKING GARAGE
5. EARLY-FIELDING CENTER	10. ELROD COMMONS	



PROJECT AREA MAP

NEW WILLIAMS BUILDING TRAFFIC IMPACT STUDY
WASHINGTON & LEE UNIVERSITY

DATE:
MARCH 2023

SCALE:
NTS

FIGURE:
1

The proposed New Williams Building will accommodate the following:

- Lower Level 100 Students
- Main Level 14 Faculty Offices
 172 Students
- 2nd Floor 16 Faculty Offices
 151 Students
- 3rd Floor 21 Faculty Offices
 116 Students

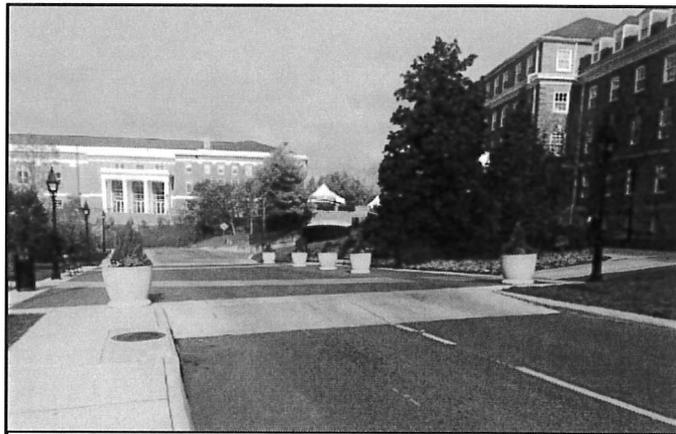
The resultant total potential maximum occupancy of the new building will be 51 faculty and 539 students.

The two existing buildings to be demolished to make way for New Williams Building are Baker and Davis Halls. Baker Hall has recently housed 37 students. Davis Hall houses the student Health Center with a staff of 16 people and the first through third floors has recently included space for the IT staff of 50. The IT Staff has transferred to 115 Nelson Street. A portion of faculty offices and classroom activities housed in Huntley Hall for the Williams School of Commerce, Economics and Politics, will be transferred to the New Williams Building. Existing Huntley Hall will continue to serve the business school and the New Williams Building will serve additional classrooms and offices as demand for business classes continues to grow.

EXISTING TRAVEL PATTERNS

As noted above, the New Williams Building is not being developed to accommodate any new demand associated with an increase in the number of students. The enrolment of Washington & Lee University has remained relatively consistent over the last six years ranging from 2,160 to 2,235 students. The facility is being planned to accommodate growing demand for business school classes versus classes in the college (Liberal Arts).

Pedestrian Accommodations: A major pedestrian crossing is located along West Washington Street in the vicinity of existing Baker and Davis Halls. A road “Crossing Table” has been constructed along West Washington Street to act as a traffic calming measure for improved safety and conspicuity of pedestrians crossing West Washington Street. In addition to the Crossing Table, several other crosswalks are present along West Washington Street as noted in Figure 2.



Crossing Table at Davis/Baker/Graham-Lees Halls



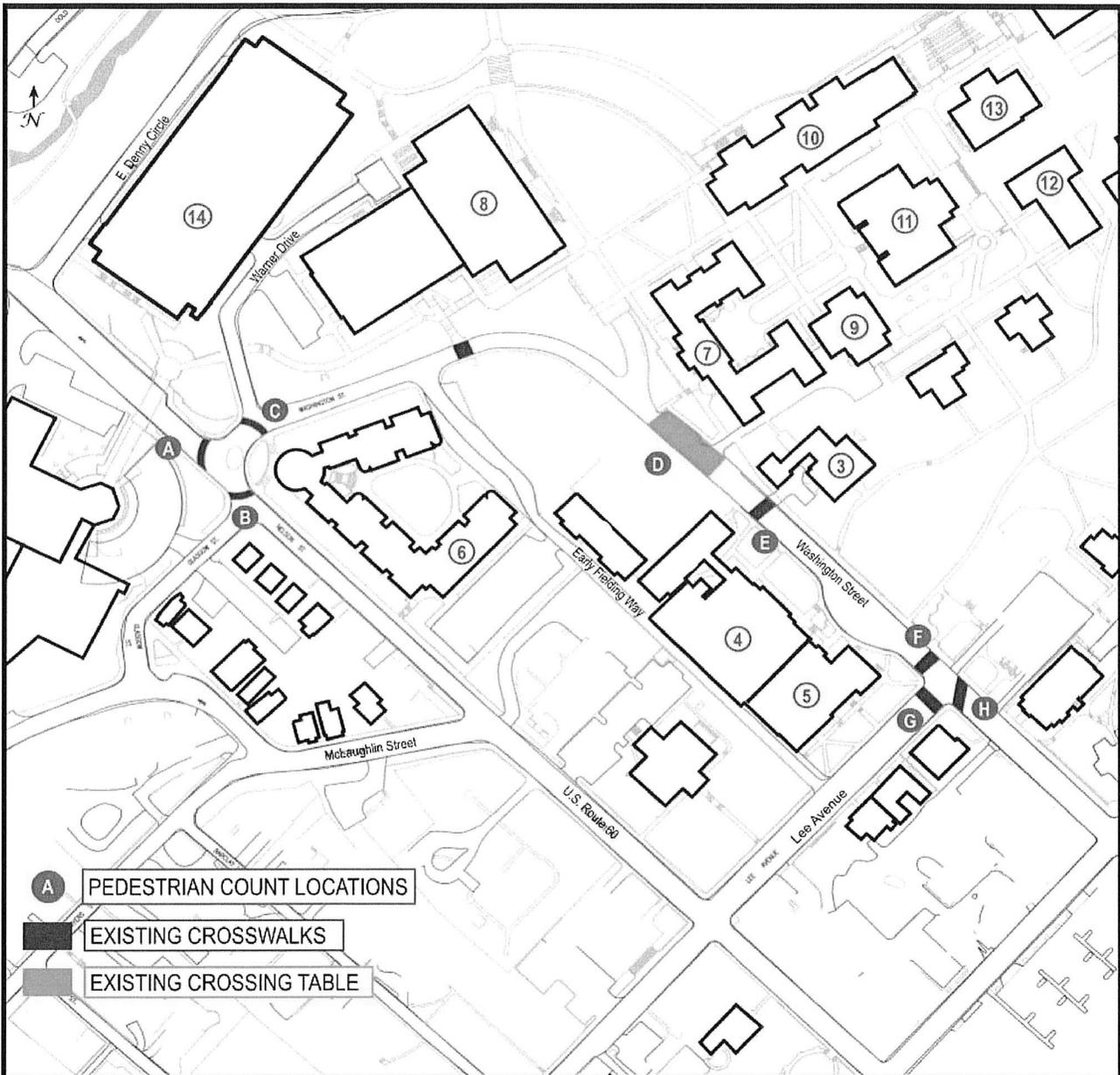
Crosswalks Nelson/Washington



Crosswalk at Gymnasium



Crosswalk at Lee House/Evans



- A** PEDESTRIAN COUNT LOCATIONS
- █** EXISTING CROSSWALKS
- █** EXISTING CROSSING TABLE

LEGEND

- | | | |
|--------------------------|---------------------------------|--------------------|
| 1. DAVIS HALL | 6. GAINES RESIDENCE HALL | 11. HUNTLEY HALL |
| 2. BAKER HALL | 7. GRAHAM-LEES RESIDENCE HALL | 12. NEWCOMB HALL |
| 3. LEE HOUSE | 8. ATHLETIC & RECREATION CENTER | 13. REID HALL |
| 4. EVANS DINING HALL | 9. HOLEKAMP HALL | 14. PARKING GARAGE |
| 5. EARLY-FIELDING CENTER | 10. ELROD COMMONS | |



EXISTING PEDESTRIAN FACILITIES

**NEW WILLIAMS BUILDING TRAFFIC IMPACT STUDY
WASHINGTON & LEE UNIVERSITY**

DATE:
MARCH 2023

SCALE:
NTS

FIGURE:
2

Pedestrian Traffic Control Devices: Crosswalks are marked as noted in Figure 2. The Crossing Table has different brick patterns to denote crossing areas. Advanced “Speed Hump” signing is provided for the Crossing Table and a “yield to pedestrians” sign for each approach at the Crossing Table.

Vehicular Traffic: Traffic volume counts were conducted as part of the *Washington & Lee University Master Plan Existing Conditions Report* prepared by WBCM in 2020. Counts sites included the intersection of West Washington Street with Lee Avenue. The count data is provided in Appendix A. Results of the counts indicate that the maximum mid-day hourly volumes along West Washington Street in the vicinity of the proposed New Williams Building and Evans Dining Hall were 103 northbound and 71 southbound. The hourly morning and mid-day volumes are summarized in Table 1.

Table 1

Hourly Two -Way Vehicular Volumes Along West Washington Street
Washington & Lee University

Time Period	Northbound	Southbound	Total
8:00 AM to 9:00 AM	86	40	126
9:00 AM to 10:00 AM	98	48	146
10:00 AM to 11:00 AM	68	47	115
11:00 AM to 12:00 N	96	71	167
12:00 N to 1:00 PM	103	47	150
1:00 PM to 2:00 PM	103	71	174
2:00 PM to 3:00 PM	99	54	153

Pedestrian Volumes: Sample pedestrian counts were conducted from 8:10 AM to 2:45 PM on Wednesday March 22 and Friday March 24, 2023, at the Crossing Table (Site D) and at the adjacent crossing at the Evans Dining Hall (Site E). The counts were conducted during the change of classes and during the lunchtime break; thus, the maximum crossing volumes were recorded. The class schedule is provided in Appendix B. As noted in the schedule, 15 minutes is allocated for students to change classes. To account for potential early dismissals, the pedestrian counts were conducted for a 20 minute period to include five minutes prior to the official class dismissal time. In addition, pedestrian counts were conducted at the intersection of Washington Street and Lee Avenue as part of the *Washington & Lee University Master Plan Existing Conditions Report*. Copies of the count data are provided in Appendix C. Table 2 provides a summary of the pedestrian volumes collected during the class change interval for crossing Sites D and E along with the conflicting vehicular traffic volumes.

Field Observations: A side note to the data collection was observations of vehicular and pedestrian behavior. Vehicles along West Washington Street typically traveled at low speeds and would stop for pedestrians to let them cross. The pedestrians were vigilant about staying within the constraints of the marked crosswalk and not crossing at unmarked locations along West Washington Street.

Table 2

Peak Period Pedestrian Volumes Along Washington Street
Washington & Lee University

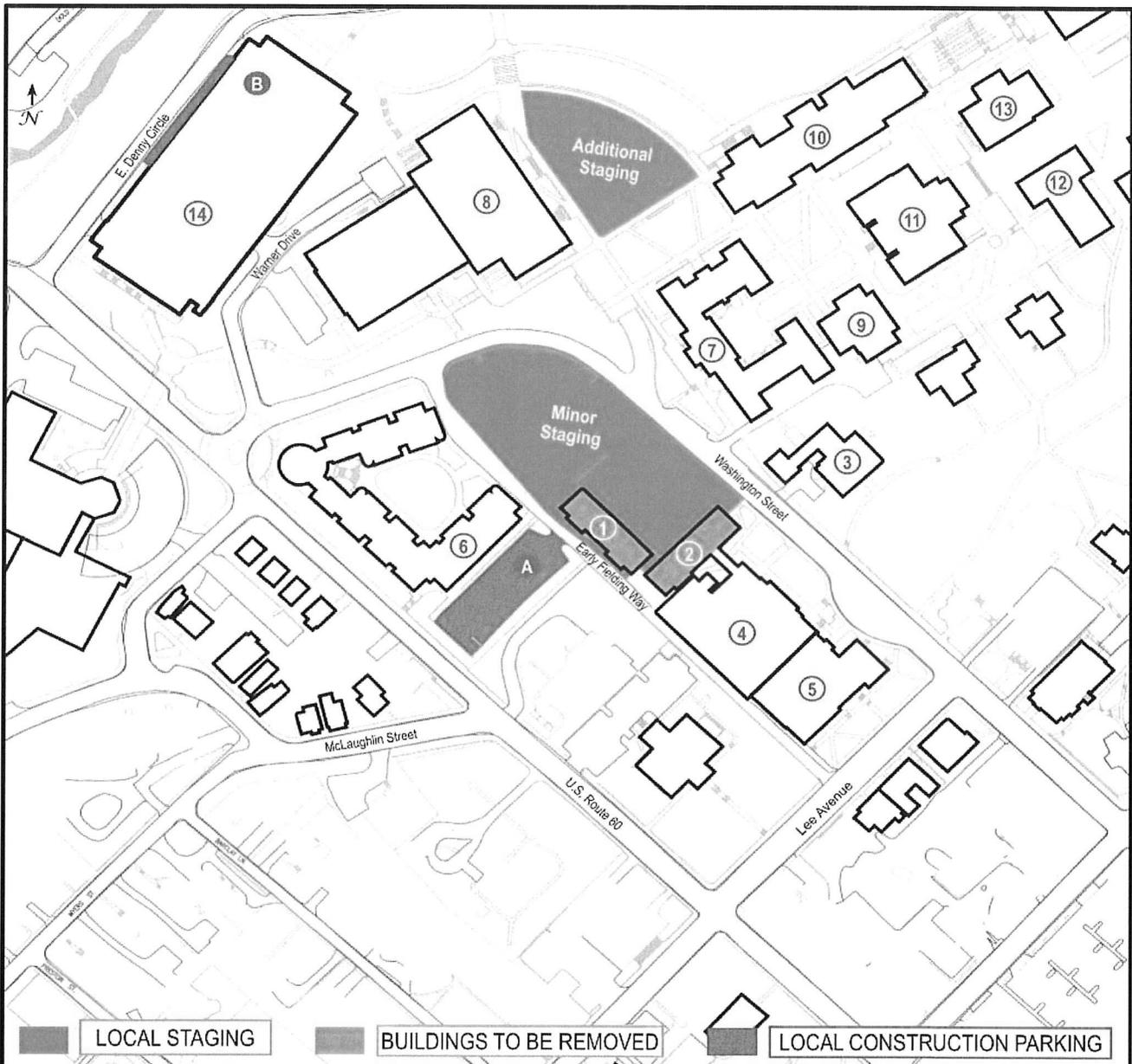
Pedestrian Count Time Period	From		To		Total			Hourly Vehicles
	Evans	Williams	Evans	Williams	From/To Evans	From/To Williams	Total	
8:10 AM to 8:30 AM	23	43	8	10	31	53	84	126
9:25 AM to 9:45 AM	30	63	24	44	54	107	161	146
10:40 AM to 11:00 AM	21	52	36	62	57	114	171	115
11:55 AM to 12:15 PM	44	43	84	33	128	76	204	150
1:10 PM to 1:30 PM	33	45	40	54	73	99	172	174
2:25 PM to 2:45 PM	17	46	45	67	62	113	175	153

Review of Table 2 indicates that vehicular/pedestrian conflict volumes are minimal.

FUTURE TRAFFIC OPERATIONS DURING CONSTRUCTION

When considering traffic safety and operations for a new development, two elements must be considered – construction traffic and site generated traffic. Washington & Lee University has a proven plan to deal with construction-related traffic that was employed successfully during the construction of the new Duchossois Athletic and Recreation Center in 2020. The construction staging plan will include local and remote staging areas and parking.

Construction Traffic: Figure 3 illustrates the local parking areas for construction traffic. Site A will accommodate the construction trailer and staff, provide parking for site visitors and a drop-off point for the employee shuttle. Signing will be required throughout the project site to direct visitors to Site A. Site B will be reserved for additional parking. The majority of the construction workers will park in the “Boneyard” shown in Figure 4. A shuttle will be used to transport the workers to the project site. The shuttle system was employed successfully for the construction of the athletic and recreation center. With the use of the “Boneyard” for the majority of the construction employee parking, vehicular trips into the heart of campus would be minimized. In addition, similar to the Athletic and Recreation Center construction, the project specifications will stipulate that all construction traffic must enter and exit to the north along US 60 and not pass through Downtown Lexington. Route 60 intersects with I-64 to the north to facilitate access. Operational analyses conducted at the Nelson Street/Washington Street intersection as part of the *Washington & Lee University Master Plan Existing Conditions Report*, indicated the intersection currently operates at a Level of Service A in the morning and in the evening peak hours. Thus, ample reserve capacity is available to accommodate the shuttle bus traffic and site visitors. The count data and analysis worksheets for the intersection of Nelson Street and West Washington Street are provided in Appendix D.



LOCAL STAGING
 BUILDINGS TO BE REMOVED
 LOCAL CONSTRUCTION PARKING

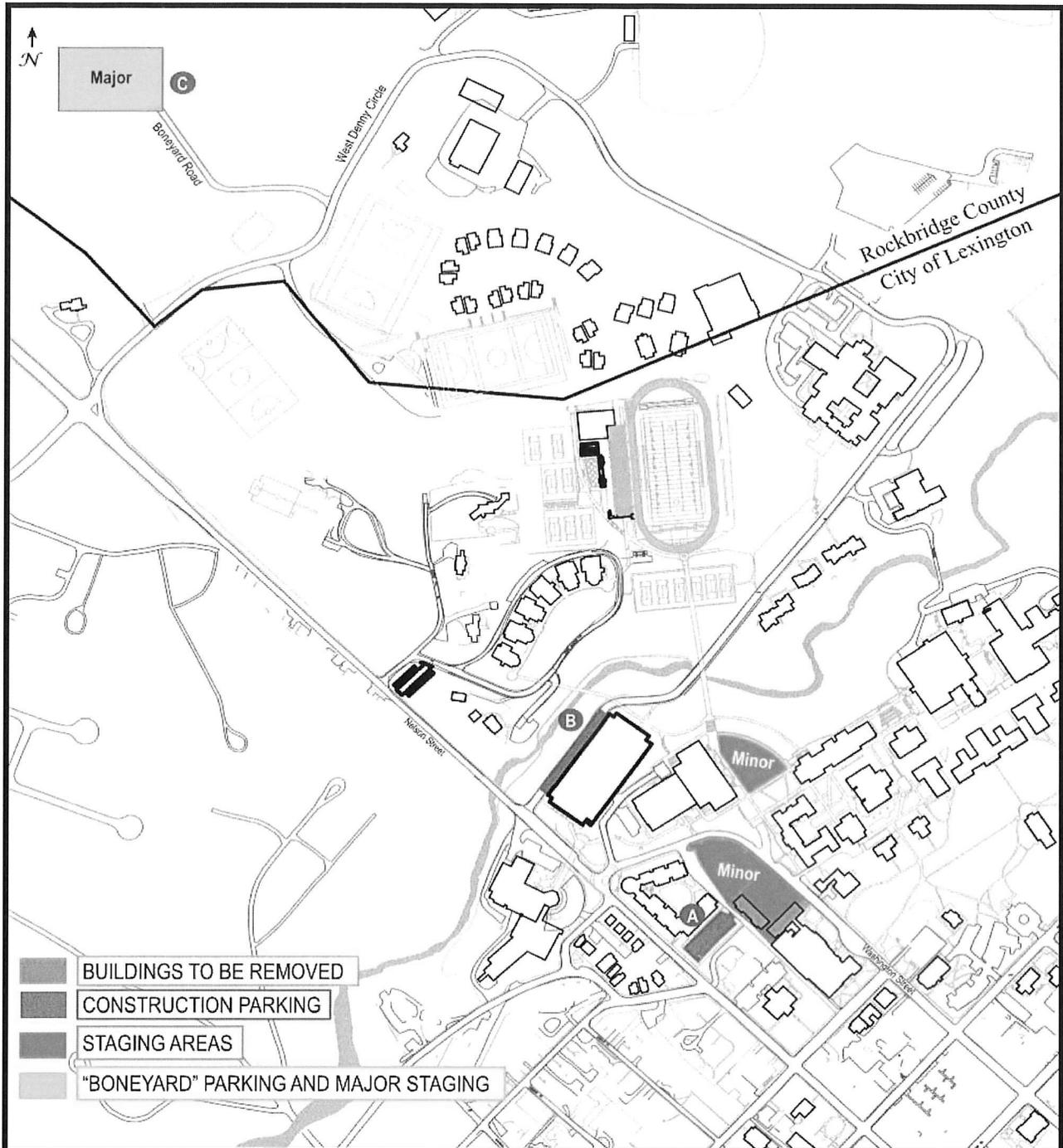
LEGEND

- | | | |
|--------------------------|---------------------------------|--------------------|
| 1. DAVIS HALL | 6. GAINES RESIDENCE HALL | 11. HUNTLEY HALL |
| 2. BAKER HALL | 7. GRAHAM-LEES RESIDENCE HALL | 12. NEWCOMB HALL |
| 3. LEE HOUSE | 8. ATHLETIC & RECREATION CENTER | 13. REID HALL |
| 4. EVANS DINING HALL | 9. HOLEKAMP HALL | 14. PARKING GARAGE |
| 5. EARLY-FIELDING CENTER | 10. ELROD COMMONS | |



LOCAL CONSTRUCTION ACCESS
NEW WILLIAMS BUILDING TRAFFIC IMPACT STUDY
WASHINGTON & LEE UNIVERSITY

DATE:
 MARCH 2023
 SCALE:
 NTS
 FIGURE:
 3



CONSTRUCTION STAGING SUMMARY

NEW WILLIAMS BUILDING TRAFFIC IMPACT STUDY
WASHINGTON & LEE UNIVERSITY

DATE:
MARCH 2023

SCALE:
NTS

FIGURE:
4

Construction Staging: Figure 3 illustrates areas for minor staging adjacent to the construction site. The major staging area will be the “Boneyard” as illustrated in Exhibit 4. As noted above, the specifications for the project will limit contractor access to and from the north along US Route 60. As part of the contractor’s maintenance of traffic plan, measures to safely maintain pedestrian access during demolition and construction will be required.

FUTURE TRAFFIC OPERATIONS PEDESTRIAN TRAFFIC

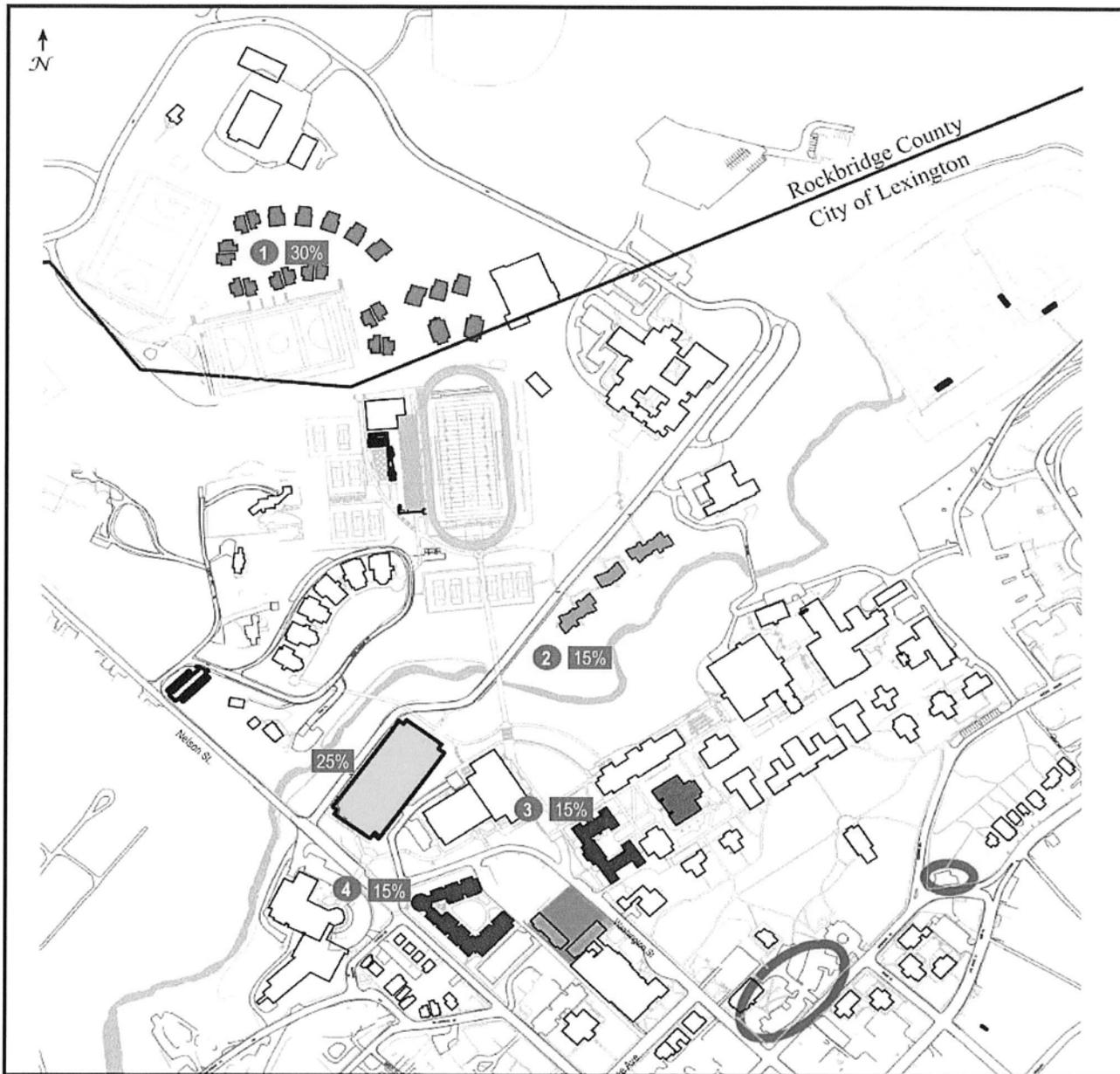
Trip Generation: The New Williams Building will not be developed to address an increase in faculty or students. As noted above, the student and faculty population will remain static. The intent of the new facility is to better address the needs of existing students and faculty. The University will not issue new parking passes for faculty; thus, no additional or diverted vehicular trips are anticipated. The New Williams Building will be designed for a maximum capacity of 539 students and 51 faculty. Unlike a typical land use, such as an office or residential, traditional sources of trip generation are not available from the ITE Trip Generation Manual for pedestrian volume generation of a classroom. Thus, a series of assumptions were developed to derive potential pedestrian crossing volumes along West Washington Street at the New Williams Building. The following assumptions were made concerning the new or diverted pedestrian trips.

- The origins of the student trips are illustrated in Figure 5.
- The trips from the parking garage will enter the new building from the west along Early-Fielding Way and not cross in the vicinity of the Crossing Table.
- The trips from the Gaines Residence Hall will enter the building from the west along Early-Fielding Way and no longer cross at the Crossing Table as they do today to access Huntley Hall.
- The trips from the Graham-Lees Residence Hall will now cross at the Crossing Table to access the new building.
- It was assumed that the classrooms would operate at 60% occupancy based on university norms in classroom usage.

Based on the above noted assumptions the following derivation of potential pedestrian trips is provided:

Total Students at Full Occupancy	539
Total Faculty at Full Occupancy	51
Less 40% for 60% Student Occupancy	323
<u>Less 40% for 60% Faculty Occupancy</u>	<u>31</u>
Sub-total	354
Less Existing Health Center Trips	- 16
Less 15% to/from Gaines Hall	- 48
<u>Less 25% to/from Parking Garage</u>	<u>- 81</u>
Total New One-Way Trips	209

Pedestrian Level of Service: Level of Service is an expression that has been developed by the transportation community to express how well a facility operates based on a letter grade of “A” through



LEGEND		
■ Davis & Baker Halls to be Removed	■ Faculty, Staff & Students	■ Huntley Hall
■ Project Site New Williams Building	■ Sophomore Housing	■ Percent of Students for New Williams Building
■ Junior / Senior Housing	■ Freshman Housing	○ Additional Parking



STUDENT / FACULTY ACCESS PATTERNS

NEW WILLIAMS BUILDING TRAFFIC IMPACT STUDY
WASHINGTON & LEE UNIVERSITY

DATE:
MARCH 2023

SCALE:
NTS

FIGURE:
5

“F.” Level of Service “A” is considered very good operations with minimal delays and “D” is the minimum acceptable level of delay or congestion that is tolerated before measures are needed to improve operations. Level of Service “E” and “F” are considered unacceptable delays or congestion. Significant research has been conducted on developing a level of service for pedestrian facilities. Typical measures employed are the number of pedestrians per minute per foot, Person Space and walking speed. The college student is a unique pedestrian. Typically college students travel in groups so Person Space is not as applicable as in an urban setting with strangers. Also, college students tend to walk faster than a typical older adult pedestrian.

The Highway Capacity Manual (HCM) produced by the Federal Highway Administration provides analysis procedures to determine levels of service for different types of roadway and signalized and unsignalized intersections. The HCM also has a chapter devoted to pedestrian facilities. The HCM was employed to determine the Pedestrian Level of Service. The measures of effectiveness include walking speed, area per pedestrian and number of pedestrians per minute per foot. The wide area provided by the Crossing Table for pedestrian crossings and the anticipated multiple access points for the new building facilitates pedestrian flow since pedestrians will not be concentrated into a single crosswalk. The highest potential crossing volume at the Crossing Table would be the existing two-way trips and the potential 418 new two-way trips. Based on the HCM analyses, with two-way trips, the associated Level of Service at the Crossing Table at the New Williams Building would be “B.” The computation form is located in Appendix E.

SUMMARY AND CONCLUSIONS

In an effort to better accommodate existing classroom and faculty needs, Washington & Lee University has proposed demolition of Davis and Baker Halls to make way for construction of the New Williams Building.

- ✓ A Crossing Table for traffic calming has been constructed along West Washington Street in the vicinity of the proposed New Williams Building.
- ✓ Marked crosswalks are present on West Washington Street.
- ✓ The maximum occupancy of the New Williams Building will be 539 students and 51 faculty.
- ✓ During demolition/construction the construction related traffic and staging areas will be accommodated locally and with the “Boneyard” site north of campus. A shuttle will be employed to bring construction workers to the project site. The shuttle and use of the “Boneyard” lot was successfully used recently for construction of the athletic and recreation center.
- ✓ Existing peak hour vehicular two-way traffic along West Washington Street in the vicinity of the crossings is only about 174 vehicles.
- ✓ The New Williams Building will generate approximately 209 new peak 20 minute trips each way crossing West Washington Street during the class change based on anticipated classroom occupancy and sources of pedestrian traffic.
- ✓ Peak existing two-way 20 minute crossing volumes along West Washington Street on the Crossing Table are 114 pedestrians.

- ✓ Peak existing 20 minute crossing volume along West Washington Street was at the Evans Dining Hall with 128 two-way crossings.
- ✓ The peak 20 minute combined two-way crossing volume for the Crossing Table and Evans Hall was 204 pedestrians.
- ✓ The resultant total potential pedestrian 20 minute volume crossing West Washington Street in the vicinity of proposed New Williams Building and the existing Evans Dining Hall in the noon period peak is 622 students and faculty.
- ✓ The resultant total potential pedestrian 20 minute volume crossing West Washington Street at the Crossing Table is 532 students and faculty.
- ✓ Based on a projected 20 minute volume of 532 students and faculty, the resultant Level of Service of the Crossing Table would be an excellent LOS "B."

RECOMMENDATIONS

The existing volume of vehicular traffic is minimal along West Washington Street in the vicinity of the major crossings at the proposed New Williams Building and the existing Evans Dining Hall. Vehicles were observed stopping to allow students to cross when pedestrian and vehicles were both present. The increase in pedestrian traffic warrants additional traffic control devices to improve pedestrian conspicuity and provide traffic calming along West Washington Street. The following measures are recommended:

1. Install advance pedestrian crossing signs with "Zone Ahead" supplemental plaque using fluorescent yellow-green background and black text and legend. The signs would be mounted to the left and right along the West Washington Street approaches to the crosswalks.
2. Refresh all other crosswalks along West Washington Street.
3. Remove existing crosswalk that is no longer applicable.
4. Design the New Williams Building with multiple access points along West Washington Street to facilitate pedestrian access by reducing concentrations.
5. Install edge lines and double center lines to provide traffic calming by reducing the width of the traveled way.

APPENDIX A

WEST WASHINGTON STREET AT LEE AVENUE TRAFFIC COUNT DATA



Traffic Volume Summary Table

Location: 5: W. Washington Street at Lee Avenue City/County: Rockbridge
 Date & Day: 10/6/2020 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	Driveway (One-way)				Lee Avenue				W. Washington Street				W. Washington Street				Grand Total
	From North				From South				From East				From West				
Start Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM	0	0	0	0	1	0	2	3	8	26	0	34	0	11	3	14	51
7:00 AM	0	0	0	0	3	0	22	25	27	49	1	77	0	46	1	47	149
8:00 AM	0	0	0	0	4	0	29	33	38	82	1	121	0	36	4	40	194
9:00 AM	0	0	0	0	4	0	30	34	38	94	0	132	0	38	10	48	214
10:00 AM	0	0	0	0	3	0	26	29	45	65	0	110	0	45	2	47	186
11:00 AM	0	0	0	0	5	0	41	46	64	91	0	155	0	56	15	71	272
12:00 PM	0	0	0	0	6	0	39	45	50	97	2	149	0	42	5	47	241
1:00 PM	0	0	0	0	12	0	46	58	66	91	0	157	0	58	13	71	286
2:00 PM	0	0	0	0	10	0	42	52	51	89	0	140	0	43	11	54	246
3:00 PM	0	0	0	0	10	0	30	40	54	72	1	127	0	51	5	56	223
4:00 PM	0	0	0	0	4	1	27	32	61	97	2	160	0	38	5	43	235
5:00 PM	0	0	0	0	7	0	19	26	49	91	0	140	0	37	5	42	208
6:00 PM	0	0	0	0	3	2	19	24	36	67	2	105	2	39	7	48	177
Total	0	0	0	0	72	3	372	447	587	1,011	9	1,607	2	540	86	628	2,682

APPENDIX B
WASHINGTON & LEE CLASS SCHEDULE

APPENDIX C

PEDESTRIAN TRAFFIC COUNT DATA WEST WASHINGTON STREET AT LEE AVENUE

Washington and Lee University Master Plan

Location:
Date:
Recorder:
Interval (dd) :
(In Minutes)

5: W. Washington Street at Lee Avenue	
10/6/2020	Tuesday
WBCM	
15	

County:
Town:
Weather:

Rockbridge
Lexington
Sunny

PEDESTRIANS & BICYCLES

Hour
Ending
06:15
06:30
06:45
07:00
07:15
07:30
07:45
08:00
08:15
08:30
08:45
09:00
09:15
09:30
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16:00
16:15
16:30
16:45
17:00
17:15
17:30
17:45
18:00
18:15
18:30
18:45
19:00
TOTAL

From North		
Driveway (One-way)		
	Pedestrians	Bicycles
0	0	0
2	0	0
4	0	0
0	0	0
1	0	0
5	0	0
5	0	0
3	0	0
10	0	0
10	0	0
2	0	0
4	0	0
11	0	0
9	0	0
33	0	0
16	0	0
16	0	0
16	0	0
10	0	0
28	0	0
25	0	0
20	0	0
33	0	0
30	0	0
24	0	0
34	0	0
8	0	0
10	0	0
15	0	0
13:45	26	0
14:00	22	0
14:15	15	0
14:30	15	0
14:45	7	0
15:00	15	0
15:15	10	0
15:30	6	0
15:45	5	0
16:00	3	0
16:15	6	0
16:30	10	0
16:45	8	0
17:00	7	0
17:15	7	0
17:30	3	0
17:45	5	0
18:00	5	0
18:15	11	0
18:30	7	0
18:45	8	0
19:00	10	0
TOTAL	0	611

From South		
Lee Avenue		
	Pedestrians	Bicycles
1	0	0
3	0	0
0	0	0
2	0	0
0	0	0
1	0	0
2	0	0
3	0	0
1	0	0
4	0	0
4	0	0
1	0	0
4	0	0
3	0	0
9	0	0
1	0	0
1	0	0
2	0	0
5	0	0
4	0	0
6	0	0
5	0	0
4	0	0
6	0	0
3	0	0
6	0	0
6	0	0
3	0	0
6	1	0
5	0	0
1	0	0
8	0	0
2	0	0
2	0	0
3	0	0
0	0	0
3	0	0
3	0	0
1	0	0
3	0	0
4	0	0
10	1	0
1	0	0
3	0	0
2	1	0
9	0	0
10	0	0
TOTAL	0	186

From East		
W. Washington Street		
	Pedestrians	Bicycles
0	0	0
1	0	0
0	0	0
2	0	0
0	0	0
2	0	0
2	0	0
5	0	0
6	1	0
4	1	0
2	0	0
4	1	0
4	0	0
1	0	0
4	0	0
5	0	0
3	0	0
10	0	0
0	0	0
4	0	0
6	0	0
6	0	0
10	0	0
11	0	0
8	0	0
4	0	0
6	0	0
16	0	0
4	0	0
2	0	0
9	0	0
10	0	0
6	0	0
9	0	0
3	0	0
1	0	0
3	0	0
9	0	0
4	1	0
3	0	0
1	0	0
5	0	0
4	0	0
8	1	0
2	0	0
2	0	0
4	0	0
2	0	0
10	0	0
TOTAL	0	232

From West		
W. Washington Street		
	Pedestrians	Bicycles
0	0	0
3	0	0
0	0	0
1	0	0
4	0	0
2	0	0
7	0	0
1	0	0
5	0	0
8	1	0
9	0	0
6	0	0
4	0	0
0	0	0
8	2	0
4	0	0
7	1	0
5	1	0
5	0	0
8	0	0
5	2	0
9	0	0
2	0	0
7	1	0
11	1	0
7	1	0
3	0	0
2	0	0
2	0	0
9	1	0
10	0	0
6	0	0
7	0	0
2	0	0
2	1	0
6	0	0
3	1	0
3	0	0
4	3	0
0	0	0
4	0	0
1	0	0
5	1	0
TOTAL	0	261

APPENDIX D

**NELSON STREET AT WEST WASHINGTON STREET TRAFFIC COUNTS AND LEVEL OF SERVICE
COMPUTATION SHEETS**



Traffic Volume Summary Table

Location: 1: US 60 (W. Nelson St) at W. Washington Street City/County: Rockbridge
 Date & Day: 10/7/2020 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	W. Washington Street				Glasgow Street				US 60 (W. Nelson St)				US 60 (W. Nelson St)				Grand Total
	From North				From South				From East				From West				
Start Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM	1	3	19	23	2	0	1	3	0	30	6	36	19	50	1	70	132
7:00 AM	6	3	44	53	14	4	1	19	5	81	9	95	45	127	7	179	346
8:00 AM	10	8	56	74	41	1	6	48	7	132	14	153	48	181	24	253	528
9:00 AM	10	4	57	71	14	2	4	20	8	109	6	123	37	129	14	180	394
10:00 AM	13	7	51	71	13	2	6	21	8	146	15	169	40	158	14	212	473
11:00 AM	25	11	74	110	15	3	8	26	3	122	19	144	43	196	10	249	529
12:00 PM	32	7	69	108	21	6	2	29	8	156	18	182	42	201	19	262	581
1:00 PM	33	8	63	104	23	4	5	32	6	145	16	167	51	152	13	216	519
2:00 PM	32	9	85	126	19	8	5	32	5	173	12	190	39	160	14	213	561
3:00 PM	45	10	94	149	18	8	9	35	6	193	5	204	34	218	22	274	662
4:00 PM	22	8	89	119	17	5	6	28	3	195	11	209	42	198	16	256	612
5:00 PM	32	13	79	124	14	1	4	19	6	186	9	201	35	202	25	262	606
6:00 PM	33	9	76	118	15	1	3	19	7	175	15	197	39	190	16	245	579
Total	294	100	856	1,250	226	45	60	331	72	1,843	155	2,070	514	2,162	195	2,871	6,522



Traffic Volume Table - Morning Peak Period

Location: 1: US 60 (W. Nelson St) at W. Washington Street City/County: Rockbridge
 Date & Day: 10/7/2020 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	W. Washington Street				Glasgow Street				US 60 (W. Nelson St)				US 60 (W. Nelson St)				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM	0	0	4	4	0	0	0	0	0	2	1	3	3	3	0	6	
6:15 AM	0	1	0	1	1	0	0	1	0	4	2	6	6	20	0	26	
6:30 AM	1	1	6	8	0	0	0	0	0	9	1	10	5	12	0	17	
6:45 AM	0	1	9	10	1	0	1	2	0	15	2	17	5	15	1	21	
7:00 AM	0	0	8	8	1	0	0	1	0	19	4	23	13	31	0	44	
7:15 AM	3	0	10	13	5	1	0	6	2	14	5	21	5	16	2	23	
7:30 AM	0	3	11	14	4	2	0	6	0	17	0	17	13	42	1	56	
7:45 AM	3	0	15	18	4	1	1	6	3	31	0	34	14	38	4	56	
8:00 AM	3	2	11	16	8	1	1	10	0	38	5	43	12	45	5	62	
8:15 AM	1	1	16	18	14	0	1	15	2	36	3	41	11	54	9	74	
8:30 AM	3	3	14	20	8	0	3	11	2	26	3	31	13	42	4	59	
8:45 AM	3	2	15	20	11	0	1	12	3	32	3	38	12	40	6	58	
Total	17	11	119	150	57	5	8	70	12	243	29	284	112	358	31	502	



Traffic Volume Table - Evening Peak Period

Location: 1: US 60 (W. Nelson St) at W. Washington Street City/County: Rockbridge

Date & Day: 10/7/2020 Weather: Sunny

Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	W. Washington Street				Glasgow Street				US 60 (W. Nelson St)				US 60 (W. Nelson St)				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
4:00 PM	8	1	24	33	5	1	2	8	1	62	4	67	16	64	3	83	191
4:15 PM	3	1	17	21	3	2	3	8	0	43	5	48	11	31	2	44	121
4:30 PM	2	4	24	30	3	0	0	3	2	42	0	44	5	43	5	53	130
4:45 PM	9	2	24	35	6	2	1	9	0	48	2	50	10	60	6	76	170
5:00 PM	5	3	21	29	2	0	1	3	2	52	2	56	8	55	9	72	160
5:15 PM	10	6	22	38	5	1	0	6	1	56	1	58	8	58	5	71	173
5:30 PM	13	2	17	32	1	0	2	3	3	47	3	53	9	44	6	59	147
5:45 PM	4	2	19	25	6	0	1	7	0	31	3	34	10	45	5	60	126
6:00 PM	7	8	24	39	5	0	2	7	4	47	5	56	11	69	5	85	187
6:15 PM	9	0	22	31	2	1	0	3	0	45	2	47	12	41	1	54	135
6:30 PM	8	1	18	27	4	0	0	4	3	36	4	43	6	39	5	50	124
6:45 PM	9	0	12	21	4	0	1	5	0	47	4	51	10	41	5	56	133
Total	87	30	244	361	46	7	13	66	0	556	35	607	116	590	57	763	1,797

Lanes, Volumes, Timings

2020 Existing AM Peak

1: Glasgow Street/W. Washington St. & US 60 (W. Nelson St.)

10/29/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	43	196	10	3	122	19	15	3	8	25	11	74
Future Volume (vph)	43	196	10	3	122	19	15	3	8	25	11	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	11	12	12	12	13	12	13
Grade (%)		2%			-10%			0%			-8%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.995			0.982			0.957			0.909	
Flt Protected		0.991			0.999			0.972			0.989	
Satd. Flow (prot)	0	1741	0	0	1855	0	0	1733	0	0	1742	0
Flt Permitted		0.991			0.999			0.972			0.989	
Satd. Flow (perm)	0	1741	0	0	1855	0	0	1733	0	0	1742	0
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		1020			883			333			1129	
Travel Time (s)		23.2			20.1			9.1			30.8	
Confl. Peds. (#/hr)	7						7	8		61	61	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	47	213	11	3	133	21	16	3	9	27	12	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	271	0	0	157	0	0	28	0	0	119	0
Enter Blocked Intersection	No	No	No	No	No	No						
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			65			0	
Crosswalk Width(ft)		0			0			12			0	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.01	0.94	0.98	0.98	1.00	1.00	1.00	0.91	0.95	0.91
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 44.5%

ICU Level of Service A

Analysis Period (min) 15

HCM 6th TWSC

2020 Existing AM Peak

1: Glasgow Street/W. Washington St. & US 60 (W. Nelson St.)

10/29/2020

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	43	196	10	3	122	19	15	3	8	25	11	74
Future Vol, veh/h	43	196	10	3	122	19	15	3	8	25	11	74
Conflicting Peds, #/hr	7	0	0	0	0	7	8	0	61	61	0	8
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	2	-	-	-10	-	-	0	-	-	-8	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	213	11	3	133	21	16	3	9	27	12	80

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	161	0	0	224	0	0	517	480	280	537	475	159
Stage 1	-	-	-	-	-	-	313	313	-	157	157	-
Stage 2	-	-	-	-	-	-	204	167	-	380	318	-
Critical Hdwy	4.13	-	-	4.12	-	-	7.12	6.52	6.22	5.52	4.92	5.42
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	4.52	3.92	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	4.52	3.92	-
Follow-up Hdwy	2.227	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1412	-	-	1345	-	-	469	485	759	577	603	918
Stage 1	-	-	-	-	-	-	698	657	-	906	823	-
Stage 2	-	-	-	-	-	-	798	760	-	760	753	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1403	-	-	1345	-	-	405	462	719	517	575	906
Mov Cap-2 Maneuver	-	-	-	-	-	-	405	462	-	517	575	-
Stage 1	-	-	-	-	-	-	671	632	-	866	816	-
Stage 2	-	-	-	-	-	-	710	753	-	680	724	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.3			0.2			13			10.8		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	476	1403	-	-	1345	-	-	737
HCM Lane V/C Ratio	0.059	0.033	-	-	0.002	-	-	0.162
HCM Control Delay (s)	13	7.7	0	-	7.7	0	-	10.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.6

Lanes, Volumes, Timings

2020 Existing PM Peak

1: Glasgow Street/W. Washington St. & US 60 (W. Nelson St.)

10/29/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕				↕			↕	
Traffic Volume (vph)	46	220	23	6	199	8	17	6	10	44	8	101
Future Volume (vph)	46	220	23	6	199	8	17	6	10	44	8	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	11	12	12	12	13	12	13
Grade (%)		2%			-10%			0%			-8%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.989			0.995			0.960			0.911	
Flt Protected		0.992			0.999			0.975			0.986	
Satd. Flow (prot)	0	1699	0	0	1879	0	0	1744	0	0	1740	0
Flt Permitted		0.992			0.999			0.975			0.986	
Satd. Flow (perm)	0	1699	0	0	1879	0	0	1744	0	0	1740	0
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		1020			883			333			1129	
Travel Time (s)		23.2			20.1			9.1			30.8	
Conf. Peds. (#/hr)	10		2	2		10	14		30	30		14
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
Heavy Vehicles (%)	5%	5%	5%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	51	244	26	7	221	9	19	7	11	49	9	112
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	321	0	0	237	0	0	37	0	0	170	0
Enter Blocked Intersection	No	No	No	No	No	No						
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			65			0	
Crosswalk Width(ft)		0			0			12			0	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.01	0.94	0.98	0.98	1.00	1.00	1.00	0.91	0.95	0.91
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	49.1%
Analysis Period (min)	15
	ICU Level of Service A

HCM 6th TWSC

2020 Existing PM Peak

1: Glasgow Street/W. Washington St. & US 60 (W. Nelson St.)

10/29/2020

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	46	220	23	6	199	8	17	6	10	44	8	101
Future Vol, veh/h	46	220	23	6	199	8	17	6	10	44	8	101
Conflicting Peds, #/hr	10	0	2	2	0	10	14	0	30	30	0	14
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	2	-	-	-10	-	-	0	-	-	-8	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	244	26	7	221	9	19	7	11	49	9	112

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	240	0	0	272	0	0	675	615	289	648	624	250
Stage 1	-	-	-	-	-	-	361	361	-	250	250	-
Stage 2	-	-	-	-	-	-	314	254	-	398	374	-
Critical Hdwy	4.15	-	-	4.12	-	-	7.12	6.52	6.22	5.52	4.92	5.42
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	4.52	3.92	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	4.52	3.92	-
Follow-up Hdwy	2.245	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1309	-	-	1291	-	-	368	407	750	511	530	834
Stage 1	-	-	-	-	-	-	657	626	-	843	782	-
Stage 2	-	-	-	-	-	-	697	697	-	749	729	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1297	-	-	1289	-	-	297	381	729	460	497	816
Mov Cap-2 Maneuver	-	-	-	-	-	-	297	381	-	460	497	-
Stage 1	-	-	-	-	-	-	625	596	-	797	769	-
Stage 2	-	-	-	-	-	-	583	686	-	678	694	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.3			0.2			15.5			12.5		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	381	1297	-	-	1289	-	-	650
HCM Lane V/C Ratio	0.096	0.039	-	-	0.005	-	-	0.262
HCM Control Delay (s)	15.5	7.9	0	-	7.8	0	-	12.5
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	1

APPENDIX E

WEST WASHINGTON STREET PEDESTRIAN LEVEL OF SERVICE COMPUTATION FORMS

PEDESTRIAN LEVEL OF SERVICE**Step 1 – Determine the effective walkway width**

$$W_e = W_t - W_o$$

W_e - Effective walkway width (ft)

W_t - Total walkway width at a given point along walkway (ft)

W_o - Sum of fixed-object effective widths

$$W_t = 49.02\text{ft}$$

$W_o = 2.5$ ft (Light pole), 3.0 ft (Trash can), 5.0 ft (Planter boxes)

$$\text{Therefore, } W_e = 49.02 - (2.5+3.0+5.0)$$

$$= 49.02 - 10.5$$

$$= 38.52 \text{ approximately } 40 \text{ ft}$$

Step 2 – Calculate Pedestrian Flow Rate (20 minute peak)

$$V_{15} = \frac{V_h}{4 \times PHF} \quad \text{Use this formula if 1 hour pedestrian volumes are available}$$

V_{15} – Pedestrian flow rate during peak 15 min (p/h)

V_h – Pedestrian demand during analysis hour (p/h)

PHF – Peak Hour Factor

Since 20 min pedestrian volumes are available, skip formula above and use formula provided below

$$V_p = \frac{V_{15}}{15 \times W_e} = \frac{V_{20}}{20 \times W_e}$$

V_p – Pedestrian flow per unit width (p/ft/min)

V_{20} – Pedestrian flow rate during peak 20 minutes (p/h)

V_{p1} – Current pedestrian flow per unit width (p/ft/min)

V_{p2} – Proposed pedestrian flow per unit width (p/ft/min)

$$\text{Therefore, } V_{p1} = \frac{V_{20}}{20 \times W_e} = \frac{114}{20 \times 40} = 0.1425 \text{ p/ft/min}$$

$$\text{Therefore, } V_{p2} = \frac{V_{20}}{20 \times W_e} = \frac{646}{20 \times 40} = 0.8075 \text{ p/ft/min}$$

Step 3 – Calculate average pedestrian space

$$A_p = \frac{S_p}{V_p}$$

A_p – Pedestrian Space (ft²/p)

S_p – Pedestrian speed (ft/min)

V_p – pedestrian flow per unit width (p/ft/min)

A_{p1} – Current pedestrian space (ft²/p)

A_{p2} – Proposed pedestrian space (ft²/p)

*Using an average pedestrian speed of 3.75 ft/s = 222 ft/min

PEDESTRIAN LEVEL OF SERVICE

$$\text{Therefore, } A_{p1} = \frac{222}{0.1425} = 1557.9 \text{ ft}^2/\text{p}$$

$$\text{Therefore, } A_{p2} = \frac{222}{0.8075} = 274.9 \text{ ft}^2/\text{p}$$

Step 4 – Determine Level of Service

Using LOS Table – Exhibit 24-2 (walkways with platooning) shown below

-With 114 trips both ways (20 min peak) – LOS A

-With additional 532 trips both ways (20 min peak) – LOS B

Exhibit 24-2

Exhibit 24-2
Platoon-Adjusted LOS Criteria
for Walkways

LOS	Average Space (ft ² /p)	Related Measure Flow Rate ^a (p/min/ft) ^b	Comments
A	>530	≤0.5	Ability to move in desired path, no need to alter movements
B	>90–530	>0.5–3	Occasional need to adjust path to avoid conflicts
C	>40–90	>3–6	Frequent need to adjust path to avoid conflicts
D	>23–40	>6–11	Speed and ability to pass slower pedestrians restricted
E	>11–23 ^c	>11–18	Speed restricted, very limited ability to pass slower pedestrians
F	≤11 ^c	>18	Speeds severely restricted, frequent contact with other users

Notes: ^a Rates in the table represent average flow rates over a 5-min period. Flow rate is directly related to space; however, LOS is based on average space per pedestrian.

^b Pedestrians per minute per foot of walkway width.

^c In cross-flow situations, the LOS E–F threshold is 13 ft²/p.

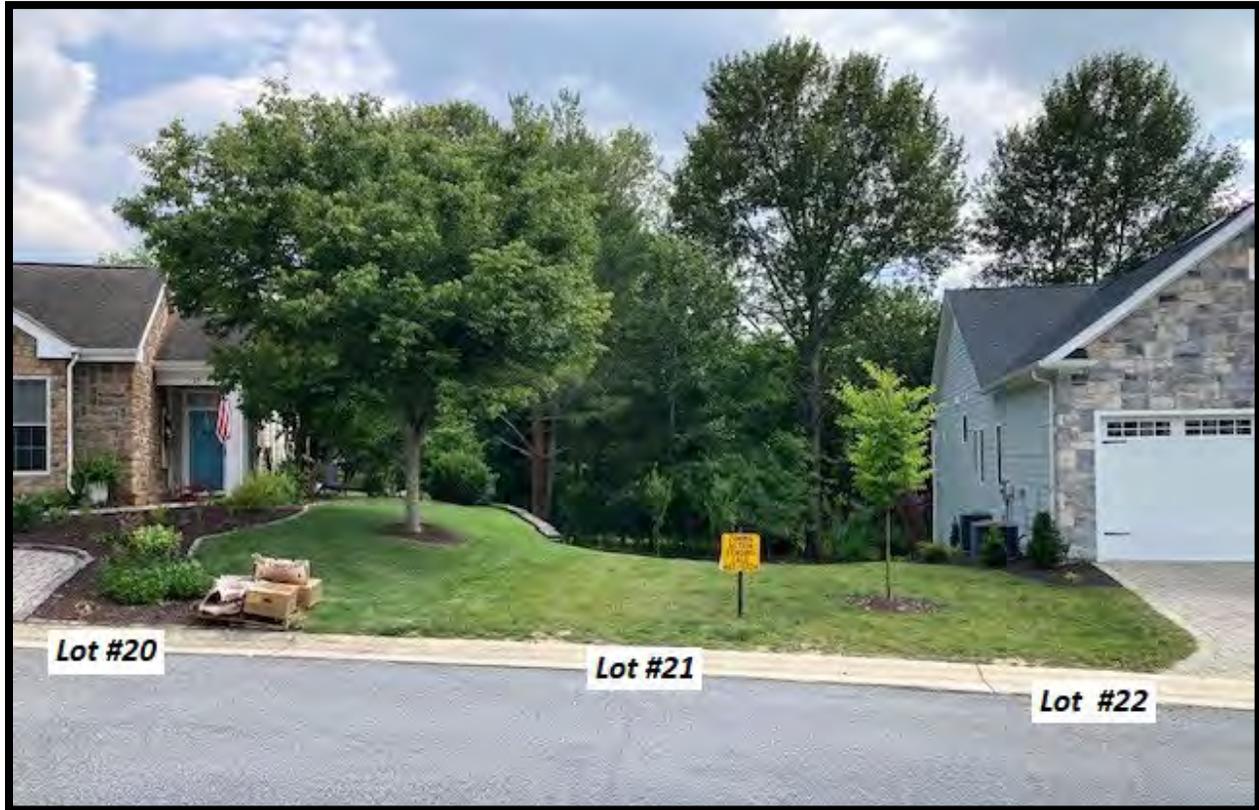
Project Name	Modification of the Planned Unit Development zoning for the Weatherburn subdivision
Property Location	Weatherburn subdivision at the intersection of Thornhill Road and Chamberlain Loop Road
Current Zoning	PUD (Planned Unit Development)
Owner/Applicant	MaxMark Homes & Weatherburn Holdings, LLC. / MaxMark Homes & Weatherburn Holdings, LLC.
Applicant's Intent	Vacate the boundaries of 1 existing lot, distribute the area from that lot to the two adjacent lots, and adjust the adjacent open space

PLANNING COMMISSION RECOMMENDATION: Pending
STAFF RECOMMENDATION: PUD 2023-01 Approval

Location Map



Photograph of existing conditions



HISTORY

The Weatherburn Planned Unit Development (PUD) and Subdivision was originally proposed and platted in 2005 and the original PUD development plan required that all lots in Phase I and Phase II of Weatherburn be developed as zero lot line duplex structures. Since the original platting, the PUD development plan has been modified at least 4 times at the request of the developer. The PUD zoning was approved with a condition that the subdivision follow an approved development concept plan, and each subsequent revision of the lots within the Weatherburn subdivision requires a corresponding amendment to the development concept plan contained in the PUD approval.

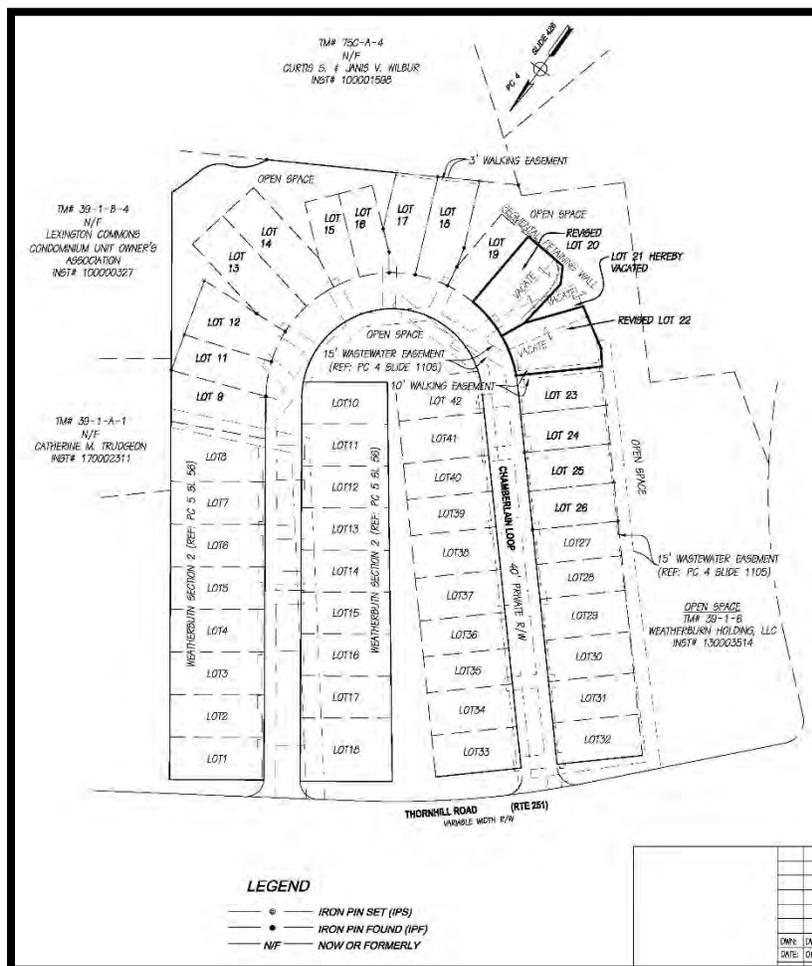
Phase II is the final phase of the Weatherburn subdivision and the last dwelling has been completed in Phase II. The developer desires one final adjustment to the Subdivision and that request is to vacate Lot 21.

**Planned Unit Development Overlay District request
PUD 2023-01 – Weatherburn Subdivision**

OVERVIEW OF REQUEST

MaxMark Homes, LLC & Weatherburn Holdings, LLC requests to a) vacate Lot 21 (Tax Parcel #39-1-1-21), b) adjust the boundaries of Lots 20 & 22 (Tax Parcel #s #39-1-1-20, #39-1-1-22 respectively), and c) adjust the adjacent open space (Tax Parcel #39-1-6) in accordance with the applicant proffered PUD Modification Plan, dated June 19, 2023 and prepared by Perkins & Orrison, Inc. The vacation of Lot 21 is due to the difficulty in constructing a dwelling on that lot. The photograph on the previous page shows a retaining wall located partially on Lot 21, and the developer prefers to vacate that lot instead of incurring substantial design, engineering and construction costs to shift the retaining wall in order to construct a dwelling on Lot 21 as originally designed. The land area of that lot will largely be divided between Lots 20 and 22, and the open space “wedge” will also shift slightly westward. There will be no change in the total common space area.

proffered PUD Modification Plan, June 19, 2023



The applicant’s proposed amendments to the existing Weatherburn PUD include the following:

- 1) Vacating Lot 21,
- 2) Distributing its area between Lots 20 and 22 in order to accommodate an existing retaining wall, and
- 3) Relocating the open space “wedge” currently between Lots 20 and 21 to be between revised Lots 20 and 22.

The open space acreage remains the same with no net decrease in open space area. All other elements of the previously approved PUD such as setback requirements, signage, etc. will remain in effect.

CONDITIONAL REZONING

The purpose of conditional zoning according to Section 420-17.3.A of the Lexington Zoning Ordinance is to provide a method for permitting the reasonable and orderly development and use of land in those situations in which unique, specific circumstances indicate that the existing zoning ordinance district regulations are not adequate. In these instances, reasonable conditions voluntarily proffered by the owner of the property to which the proffered conditions will be applicable for the protection of the community when combined with existing zoning ordinance district regulations would cause the requested rezoning to be compatible with existing zoning and land uses in the area. In the 2020 Weatherburn PUD modification request, the applicant specifically proffered a condition that the development of the subject property shall be in accordance with the PUD Modification Plan, dated February 26, 2020 and prepared by Perkins & Orrison, Inc.

All conditions proffered and accepted by the governing body shall remain in effect until amended or varied by City Council.

PLANNING COMMISSION RECOMMENDATION

Pending

STAFF RECOMMENDATION

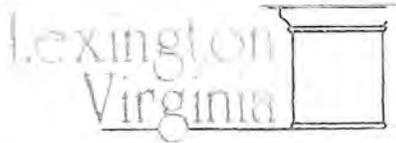
PUD 2023-01: Staff recommends that the request to amend the Weatherburn PUD as proposed by the applicant be **APPROVED WITH A CONDITION** as follows:

1. Development of the subject property shall be in accordance with the PUD Modification Plan, dated June 19, 2023 and prepared by Perkins & Orrison, Inc.

Staff Report
Planned Unit Development Overlay District request
PUD 2023-01 – Weatherburn Subdivision

SUGGESTED MOTION

I move to approve/deny an amendment to the Weatherburn Planned Unit Development application PUD 2023-01 as presented by the applicant and with the one applicant proffered condition.



www.lexingtonva.gov

Planning & Development Department
300 East Washington Street
Lexington, Virginia 24450
Phone: (540) 462-3704 Fax: (540) 463-5310

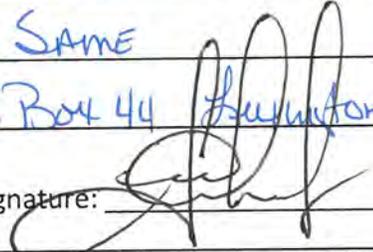
APPLICATION FOR PLANNED UNIT DEVELOPMENT DISTRICT

Applicant¹

Name: MaxMark Homes LLC + Holdings LLC ^{Weatherburn} Phone: 540-460-1916

Company: SAME Fax: _____

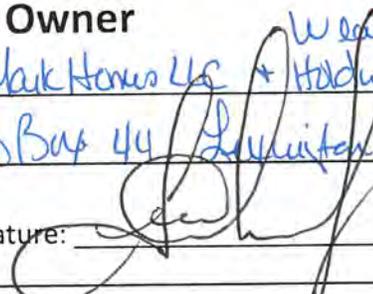
Address: P.O. Box 44 Lexington Email: Max@MaxMarkHomes.com

Applicant's Signature:  Date: _____

Property Owner

Name: MaxMark Homes LLC + Holdings LLC ^{Weatherburn} Phone: 540 460 -1916

Address: P.O. Box 44 Lexington Email: Max@MaxMarkHomes.com

Owner's Signature:  Date: _____

Proposal Information² (attach list of properties if request includes multiple properties)

Address (or location description): 21, 23, 25 Chamberlain Loop Lexington

Tax Map: Attached Deed Book and Page #: Attached

Acreage 0.084 Current Zoning (attach any existing conditions or proffers): _____

Proposed Zoning (PUD if requesting PUD District)³: _____

Description of Proposal: Boundary line Adjustments for 3 home sites - All other PUD elements and proffers to remain.

1. Prior to submitting an application, the applicant is required to meet with staff for a pre-application meeting.
2. Any application deemed incomplete by staff will not be accepted.
3. For planned unit development requests, please see additional submittal requirements on pages 3 & 4 of this application.



www.lexingtonva.gov

Planning & Development Department
 300 East Washington Street
 Lexington, Virginia 24450
 Phone: (540) 462-3704 Fax: (540) 463-5310

Notice to Adjacent Property Owners

The City will give notice of public hearings to be held on the application to those persons who own property, any portion of which abuts the subject property, and all property which is directly across the street from any portion of the subject property, as determined by the City's real property tax records. This notice will give the date, time and place of the hearing, identify the property which is the subject of the application and give a brief description of the proposed action. Notices will be mailed a minimum of ten (10) days prior to the date of the scheduled public hearings.

Posting of the Property

The City will place a sign on the subject property which indicates that an action is pending. The sign will be located to be clearly visible from the street.

THIS SECTION TO BE COMPLETED BY STAFF ONLY

Application Fee: \$450 + \$25/acre

Amount Paid: _____

Case Number: PUD- 2023 - 01

Date Received: 6/20/2023 Received By: Kate

Staff Review

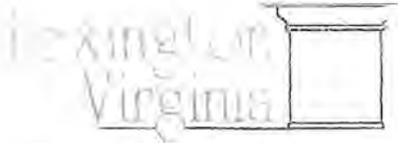
Planning: _____ Public Works: _____
 Police: _____ Fire/Rescue: _____

Public Hearings

Planning Commission

City Council

Legal Ad Dates: _____ Legal Ad Dates: _____
 Adj. Property Notifications: _____ Adj. Property Notifications: _____
 Public Hearing Date: _____ Public Hearing Date: _____
 Action: _____ Action: _____



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Planning & Development Department
 300 East Washington Street
 Lexington, Virginia 24450
 Phone: (540) 462-3704 Fax: (540) 463-5310

Planned Unit Development Overlay District

Applications for a Planned Unit Development (PUD) District shall be submitted in accordance with Article V, Planned Unit Development of the City of Lexington Zoning Ordinance. Pursuant to § 420-5.3.A & § 420-5.3.B, applications for a PUD permit shall be submitted as follows:

- A. The applicant shall file an application for rezoning with the Zoning Administrator. The application shall consist of three primary sections: a narrative, an existing conditions map, and a master plan.
 1. Narrative
 - i. A general statement of objectives to be achieved by the planned district including a description of the character of the proposed development and the market for which the development is oriented;
 - ii. A list of all adjacent property owners;
 - iii. Site development standards including, but not limited to density, setbacks, maximum heights, and lot coverage;
 - iv. Utilities requirement and implementation plan;
 - v. Phased implementation plan;
 - vi. Comprehensive sign plan;
 - vii. Statements pertaining to any architectural and community design guidelines shall be submitted in sufficient detail to provide information on building designs, orientations, styles, lighting plans, etc.
 - viii. List of exceptions or variances from the requirements of the Zoning chapter, if any are being requested.
 2. Existing Conditions Map
 - i. Topography, including steep slopes (>15%);
 - ii. Water features;
 - iii. Roadways;
 - iv. Structures;
 - v. Tree lines;
 - vi. Major utilities;
 - vii. Significant environmental features;
 - viii. Existing and proposed ownership of the site along with all adjacent property owners;



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3. Master Plan

The preliminary master plan shall be of sufficient clarity and scale to accurately identify the location, nature, and character of the proposed Planned Unit Development District. At a minimum, the preliminary master plan, shall include the following:

- i. Proposed layout of the Planned Unit Development District including the general location of uses, types of uses, and density range of uses;
 - ii. Methods of access from existing state-maintained roads to proposed areas of development;
 - iii. General road alignments;
 - iv. General alignments of sidewalks, bicycle and pedestrian facilities;
 - v. A general water layout plan indicating the intended size and location of primary lines and the general location of fire hydrants (e.g., one every two blocks, etc.);
 - vi. A general sanitary sewer layout indicating the size and location of primary lines, and the location of pump stations; and
 - vii. A general plan showing the location and acreage of the active and passive recreation spaces, parks and other public open areas.
- B. Additionally, an environmental impact study and a traffic study are also required to be submitted as part of the application package. The environmental impact study should detail any project impacts on FEMA identified flood area and slopes greater than 25%, and should provide a stormwater management plan detailing both stormwater quantity and quality mitigation measures and best practices. The traffic study should quantify existing and projected traffic levels on all adjacent streets, and at all proposed entrances.

WEATHERBURN

**MODIFICATION REQUEST TO THE PLANNED UNIT
DEVELOPMENT OVERLAY DISTRICT**

LEXINGTON, VIRGINIA

**PREPARED BY:
PERKINS & ORRISON, INC.
MAXMARK HOMES, LLC
WEATHERBURN HOLDINGS, LLC**

**17 W. NELSON ST.
LEXINGTON, VA 24450
540-464-9001**

**JUNE 19, 2023
P&O JOB #: 23155**

WEATHERBURN PUD OVERLAY DISTRICT REQUEST

Project Description

Planning Objectives:

The planning objective of this proposed modification is to vacate lot 21 and distribute its area with lots 20 & 22 for the purpose of accommodating an existing retaining wall and thus make lot 20 a buildable lot. All other elements, set back requirements, signage, etc. of previously approved PUD plan are to remain in place:

Move the open space wedge currently between lots 20 & 21 to be between revised lots 20 & 22. There will be no change in common space area.

Architectural Style:

In order to attain visual harmony in the community, the architecture of all proposed dwellings in Weatherburn will be viewed not only as free standing structures but as part of the streetscape, the neighborhood, and the entire community.

Comprehensive Plan Conformance:

The Planned Unity District overlay request for Weatherburn is supported by the Lexington City Comprehensive Plan as demonstrated in the following Comprehensive Plan goals and objectives:

Population & Housing:

Goal: The City should take steps to stabilize its population and to attract additional residents.

Goal: The City should respond to the needs of an older population.

Goal: The City should stimulate the development of new housing units for both rental and homeownership.

Objective: The City should encourage the use of innovative zoning techniques to stimulate new development.

WEATHERBURN PUD OVERLAY DISTRICT REQUEST

Project Description

Planning Objectives:

The planning objective of this proposed modification is to adjust existing home site boundaries to promote visual harmony in the community and balance out public street frontage of lots in this application.

Architectural Style:

Boundary line adjustments will enable construction of standard width and depth homes already found in the community on the subject lots.

Comprehensive Plan Conformance:

The Planned Unity District overlay request for Weatherburn is supported by the Lexington City Comprehensive Plan as demonstrated in the following Comprehensive Plan goals and objectives:

Population & Housing:

Goal: The City should take steps to stabilize its population and to attract additional residents.

Goal: The City should respond to the needs of an older population.

Goal: The City should stimulate the development of new housing units for both rental and homeownership.

Objective: The City should encourage the use of innovative zoning techniques to stimulate new development.

**WEATHERBURN
PUD OVERLAY DISTRICT REQUEST**

Proffers:

PROFFER

The development will be in substantial conformance with the conceptual development plan.

I hereby proffer that the development of the subject property of this application shall be in accordance with the concept plan, dated June 19, 2023 and prepared by Perkins & Orrison, Inc.



MaxMark Homes, LLC
Maxim Ivankov



Weatherburn Holdings, LLC
Maxim Ivankov

Tax Map IDs:

Owner: MaxMark Homes, LLC

Inst # 140002620

TM# 39-1-1-20 Lot 20 25 Chamberlain Loop

TM# 39-1-1-21 Lot 21 23 Chamberlain Loop

TM# 39-1-1-22 Lot 22 21 Chamberlain Loop

REFERENCE PLATS:
 PC 4 SL 16
 PC 4 SL 263
 PC 4 SL 426
 PC 4 SL 704
 PC 4 SL 796
 PC 4 SL 1105
 PC 5 SL 56

SOURCE OF TITLE:

MAXMARK HOMES, LLC
 INST# 140002620
 TM# 39-1-1-21 LOT 21
 TM# 39-1-1-22 LOT 22

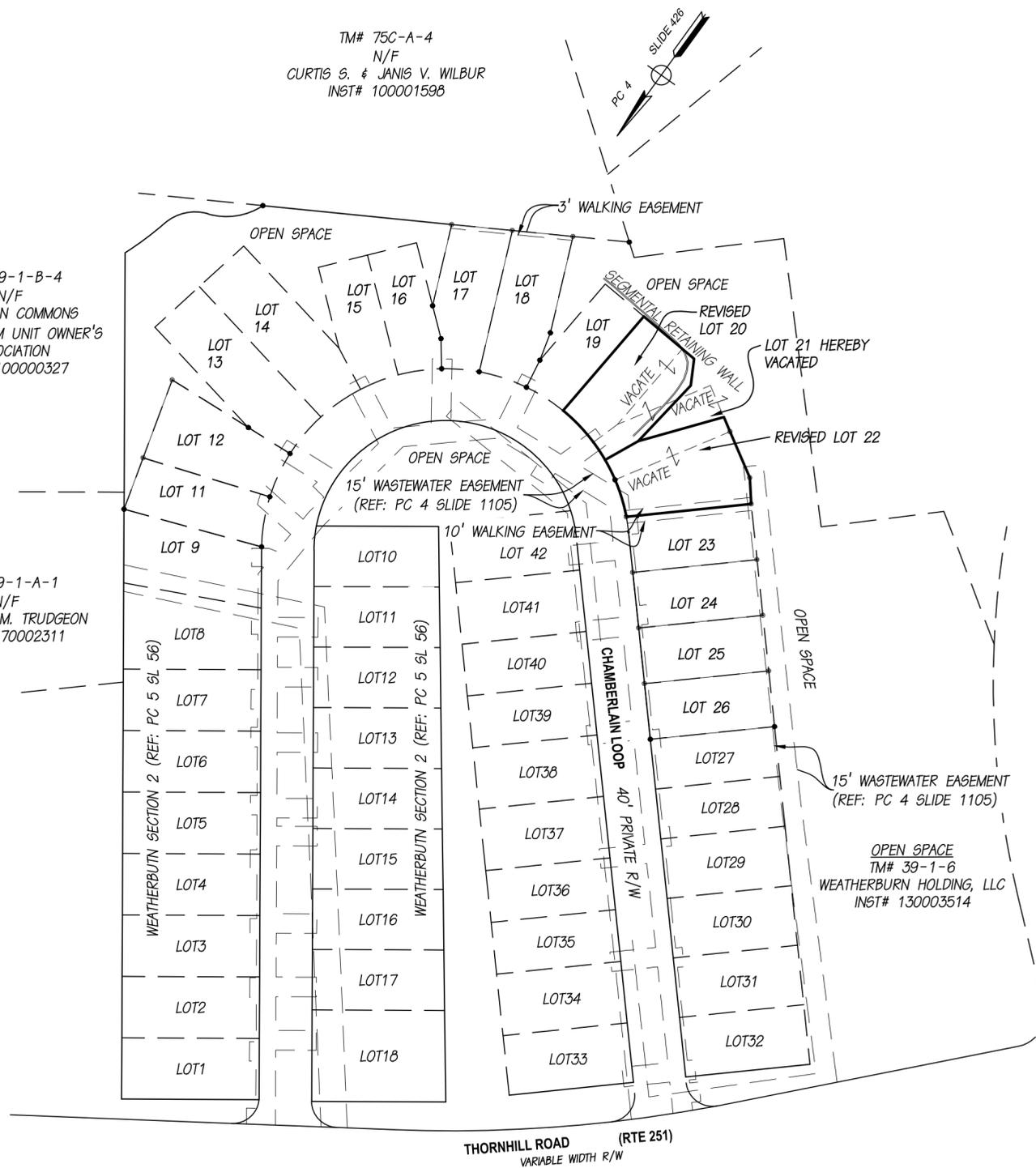
WEATHERBURN HOLDING, LLC
 INST #100004180 INST #150002477
 TM# 39-1-6 OPEN SPACE

KATHERINE P. HILLS
 INST #2100003439
 TM# 39-1-1-20 LOT 20

TM# 75C-A-4
 N/F
 CURTIS S. & JANIS V. WILBUR
 INST# 100001598

TM# 39-1-B-4
 N/F
 LEXINGTON COMMONS
 CONDOMINIUM UNIT OWNER'S
 ASSOCIATION
 INST# 100000327

TM# 39-1-A-1
 N/F
 CATHERINE M. TRUDGEON
 INST# 170002311



AREA TABULATION

±0.097 AC (PER TAX RECORDS)
 +0.037 AC 1629 SF (FROM LOT 21)
 ±0.134 AC (REVISED LOT 22)

±0.084 AC (PER TAX RECORDS)
 +0.021 AC 908 SF (FROM LOT 21)
 +0.026 AC 1125 SF (FROM OPEN SPACE)
 ±0.142 AC (REVISED LOT 20)

±2.559 ACRES (FROM RECORDS)
 -0.026 AC 1125 SF (TO LOT 20)
 +0.026 AC 1125 SF (FROM LOT 21)
 ±2.559 AC OPEN SPACE (AREA UNCHANGED)

PLANNED UNIT DEVELOPMENT
 MODIFICATION PLAN
WEATHERBURN
 CITY OF LEXINGTON, VIRGINIA

LEGEND

- IRON PIN SET (IPS)
- IRON PIN FOUND (IPF)
- N/F — NOW OR FORMERLY



DWN:	DW
DATE:	06/19/2023
DWG:	V-PUD-23155
JOB:	23155

17 W. NELSON STREET LEXINGTON, VIRGINIA, 24450
 PHONE: 540-464-9001 FAX: 540-464-5009
 E-Mail: pro@perkins-orrison.com WEBSITE - http://www.perkins-orrison.net

ID - P:\2024\04122\dwg\N-V-PUD-19370.dwg - Pl, 7 Jul 2023 - 10:29

Project Name Boundary Line Adjustments and Boundary Line Vacations for Parcels located in the Weatherburn Subdivision

Property Location 21, 23 & 25 Chamberlain Loop (Tax Map # 39-1-1-22, #39-1-1-21, & #39-1-1-20) and adjacent open space (Tax Map # 39-1-6)

Zoning PUD (Planned Unit Development)

Owner / Applicant MaxMark Homes, LLC (owners of 21 & 23 Chamberlain Loop), Katherine Hills (owner of 25 Chamberlain Loop), and Weatherburn Holdings, LLC (owner of open space) / Pierson Hotchkiss

Applicant's Intent Vacate the boundaries of one existing lot, distribute the area from that lot to the two adjacent lots, and adjust the adjacent open space

PLANNING COMMISSION RECOMMENDATION: Pending
STAFF RECOMMENDATION: Approval

Location Map



OVERVIEW OF REQUEST

MaxMark Homes, LLC & Weatherburn Holdings, LLC requests to a) vacate Lot 21 (Tax Map #39-1-1-21), b) adjust the boundaries of Lots 20 & 22 (Tax Map #s #39-1-1-20, #39-1-1-22 respectively), and c) adjust the adjacent open space (Tax Map #39-1-6) in accordance with the applicant proffered PUD Modification Plan, dated June 19, 2023 and prepared by Perkins & Orrison, Inc. The vacation of Lot 21 is due to the difficulty in constructing a dwelling on that lot. The photograph below shows a retaining wall located partially on Lot 21, and the developer prefers to vacate that lot instead of incurring substantial design, engineering and construction costs to shift the retaining wall in order to construct a dwelling on Lot 21 as originally designed. The land area of that lot will largely be divided between Lots 20 and 22, and the open space “wedge” will also shift slightly westward. There will be no change in the total common space area

Photograph of existing conditions



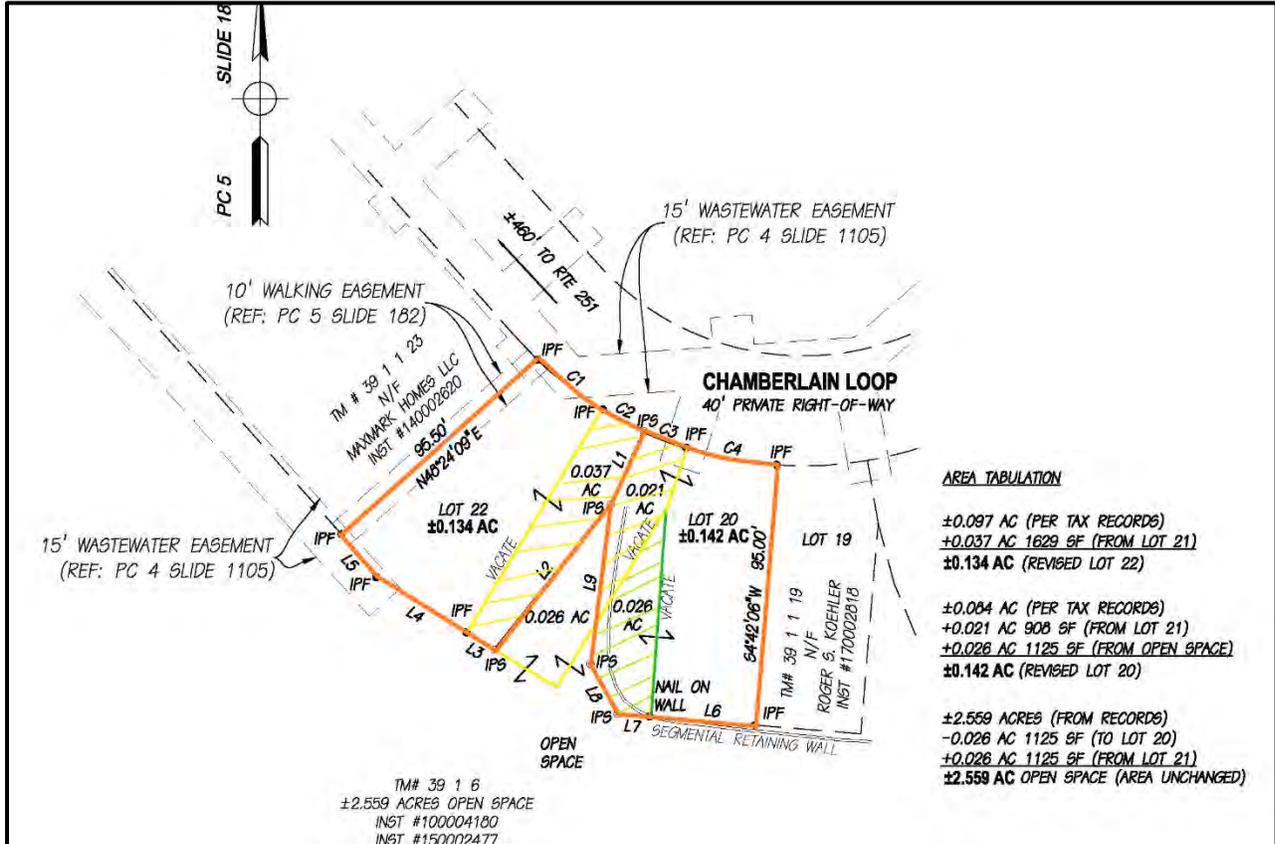
The applicant therefore requests to vacate Tax Map #39-1-1-21 (see **yellow** hatched area on the following Boundary Line Adjustment Survey) and distribute its area between Tax Map #39-1-1-20 and Tax Map #39-1-1-22 (see increased boundaries for these two lots in **red** outline on the following Boundary Line Adjustment Survey).

A wedge of open space currently exists between the rear portions of Tax Map #39-1-1-20 and Tax Map #39-1-1-21 (see **green** hatched wedge on the following Boundary Line

Preliminary Subdivision Application - PS 2023-04
Boundary Line Adjustments & Vacations for Parcels in the Weatherburn Subdivision

Adjustment Survey), and the applicant requests this open space shifts in order to be located between the rear portions of the modified Tax Map #39-1-1-20 and Tax Map #39-1-1-22. The overall acreage for the open space parcel (i.e., Tax Map #39-1-6) will remain the same acreage.

Boundary Line Adjustment Survey



AUTHORITY TO REVIEW

Sections 360-24 and 360-25 of the Lexington Subdivision Ordinance establish the review authority and procedures for the Planning Commission’s and City Council’s review of preliminary subdivision plats. The Planning Commission must review all preliminary plats and may recommend approval or denial. If the Commission recommends denial of a preliminary plat it must state the reason for its recommendation of denial and the specific changes that are necessary for the plat to be recommended for approval.

Upon receipt of the Planning Commission’s recommendation, the City Council shall review the preliminary plat and, within 60 days of the receipt of the Commission’s recommendation, recommend approval or denial of the preliminary plat. Council may take no action on any preliminary plat until holding a public hearing in accordance with state law. Adjoining property owners shall be notified by first class mail of the pending public

Preliminary Subdivision Application - PS 2023-04
Boundary Line Adjustments & Vacations for Parcels in the Weatherburn Subdivision

hearing, and a legal ad shall be published notifying the general public of the pending Council review.

STAFF REVIEW COMMENTS

As proposed, the boundary line adjustment plat from Perkins & Orrison meets the zoning requirements approved in the Weatherburn PUD.

PLANNING COMMISSION RECOMMENDATION

Pending

STAFF RECOMMENDATION

Finding that the submitted preliminary plat has been properly drawn and that it is accompanied by those items, in proper form, required by the Subdivision Ordinance, and that the proposed subdivision conforms to the requirements and purposes of the Subdivision Ordinance, the Staff recommends that the preliminary plat be **APPROVED** as submitted.

SUGGESTED MOTION

I move to approve/deny Preliminary Subdivision Application PS 2023-04 for the boundary line adjustments and vacations in the Weatherburn subdivision in accordance with the Plat Showing Boundary Line Adjustments Weatherburn completed by Perkins and Orrison as submitted by the applicant.



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Phone: (540) 462-3704 Fax: (540) 463-5310

SUBDIVISION APPLICATION AND CHECKLIST

Applicant¹

Name: Person Hotchkiss Jr Phone: 540-464-9001

Company: Perkins and Orrison Fax: _____

Address: 17 W. Nelson St Lexington Email: photchkiss@perkins-orrison.com

Applicant's Signature: [Signature] Date: 4/16/23

Subdivision Plat Preparer

Name: Person Hotchkiss Jr Phone: 540-464-9001

Company: Perkins and Orrison Fax: _____

Address: 17 W. Nelson St Lexington Email: _____

Property Owner

Name: Max Mark Homes Phone: 540-463-5302

Address: 650 N. Lee Hwy Lexington Email: _____

Owner's Signature: [Signature] Date: _____

Proposal Information² (attach list of properties if request includes multiple properties)

Address (or location description): Chambula Loop Lexington

Tax Map: 39-1-1-21 Deed Book and Page #: Inst# 140002020

Acreage: 0.084 Zoning (attach any existing zoning conditions or proffers): _____

Number of Lots Proposed: 1

1. Prior to submitting an application, the applicant is required to meet with staff for a pre-application meeting.
2. Any application deemed incomplete by staff will not be accepted.



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Notice to Adjacent Property Owners

The City will give notice of public hearings to be held on the application to those persons who own property, any portion of which abuts the subject property, and all property which is directly across the street from any portion of the subject property, as determined by the City's real property tax records. This notice will give the date, time and place of the hearing, identify the property which is the subject of the application and give a brief description of the proposed action. Notices will be mailed a minimum of ten (10) days prior to the date of the scheduled City Council meeting.

Posting of the Property

The City will place a sign on the subject property which indicates that an action is pending. The sign will be located to be clearly visible from the street.

THIS SECTION TO BE COMPLETED BY STAFF ONLY

Application Fees: Case Number: SUB-PS 2023 - 04
 Subdivision of parcel: \$500 + \$50 for each additional lot created
 Boundary line adjustment/vacation: \$125 Amount Paid: \$125.00
 Date Received: 6/20/2023 Received By: Kate

Staff Review

Planning: _____ Public Works: _____
 Police: _____ Fire/Rescue: _____

Preliminary Plat Approvals

Planning Commission

Meeting Date: _____ Action: _____

City Council

Legal Ad Dates: _____ Adj. Property Notifications: _____

Public Hearing Date: _____ Action: _____

Final Plat Approval

Action: Approved Denied

 Planning and Development Director

 Date



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Preliminary Plat Checklist

Five (5) copies of the preliminary plat shall be submitted for review.

Requirements

The preliminary plat shall adhere to the following requirements:

- A. It shall be legibly drawn and may be on one or more numbered sheets. The scale shall be as follows:
- With lots smaller than one acre, one inch equals 100 feet.
 - With lots one acre or larger, one inch equals 200 feet.
- B. It shall show the following information:
- The date of the plat and the name of the surveyor or engineer preparing the same.
 - Scale.
 - Number of sheets comprising the plat.
 - North meridian, designated true or magnetic and oriented to the top of each sheet; each sheet comprising the plat shall be so oriented.
 - Name and signature of the owner.
 - Name of the subdivision; the name shall not duplicate or too closely approximate that of any existing subdivision in the City or the County.
 - City or county and state.
 - Sources of data used in preparing the plat, particularly the deed book and page number of the last instrument in the chain of title.
 - Names of all adjoining property owners and the location of each of their common boundaries, including established roadways and waterways.
 - All pertinent natural and historical features and landmarks.
 - The boundary lines of the proposed subdivision and of any larger tract of which the subdivision forms a part, shown on a reduced scale insert.
 - All adjoining roads and streets with their numbers and/or names.
 - All subdivision, corporate boundary lines, public highways and other public rights-of-way, if any, within 1,000 feet, shown on a reduced scale insert.
 - Boundary lines and total acreage of the proposed subdivision and the acreage remaining in the original tract, if any. In case only a part of a tract of land is proposed for subdivision, the agent may require the preliminary plat to show a proposed future subdivision of such remaining acreage or a part thereof to make certain that proper orientation of future streets may be developed with the platted streets.
 - Location of existing buildings within the subdivision and within 200 feet thereof.
 - Location and description of all existing monuments.
 - Location of existing and proposed easements, water and sewer mains, and drainage facilities,



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with existing and proposes utility installations.

- Contour lines, existing and finished, as required for approval of drainage and sewer facilities.
- Proposed locations, widths, and names of all streets.
- The approximate location and number and the propose uses of all lots and other areas, including watercourses, impoundments, lakes, and those areas being used for parking, recreation, commercial purposes, or for public or governmental use.
- Proposed lot lines, lot numbers, and block letters.
- If the proposed subdivision consists of land acquired from more than one source of title, the outlines of the several tracts shall be included on the preliminary plat by broken lines, and identification of such respective tracts shall be shown on the preliminary plat. The same information shall be included if any portion of the subdivision is situated in the county.

Items to Accompany the Plat

A. Statements by the subdivider as follows:

- Certification that requirements relating to water and wastewater services, storm drainage, streets, curbs, gutters, sidewalks and such other improvements as may be required by the Commission or agent of Council under the provisions of this chapter will be carried out at the subdivider's cost.
- Indication of location, proposed use and acreage of any portion of the proposed subdivision, other than streets, which the subdivider proposes to dedicate or reserve for public use or for the common use of future property owners of the subdivision.
- Summary of proposed restrictive covenants and reservations.

B. A check payable to the City of Lexington to cover required fees.

C. Certification by the agent that the proposed subdivision complies with this chapter and all other pertinent ordinances of the City and that after of the preliminary plat and consultation with the subdivider the agent is satisfied that proposed improvements as required by this chapter are or will be adequate to their purposes. The agent, Commission or Council may, at his or its option, require certification by a qualified engineer or other professional that the propose improvements will be adequate to the proposed use. Cost of the certification shall be borne by the subdivider. The agent may indicate his certification by his signature on the face of the preliminary plat or the agent may note substantial approval of the preliminary plat with certain required modifications to the preliminary plat set forth in an attached document.

D. Certification by a qualified land surveyor or professional engineer that drainage facilities are adequate, that existing downgrade drainage facilities are adequate to carry the increased burden, that no private property will be subject to materially increased flow and that facilities installed will be adequate to carry channeled surface water from any development at a higher elevation in the same drainage basin.



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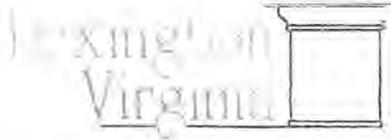
Final Plat Checklist

Six (6) full size copies of the final plat and two (2) copies eight by 14 inches in size shall be submitted.

Requirements

The final plat shall adhere to the following requirements:

- A. The final plat shall be prepared by a certified land surveyor or other qualified professional who shall endorse upon such a plat a certificate signed by him setting forth the source of title of the land subdivided and the place of record of the last instrument in the chain of title.
- B. The final plat shall be substantially in accordance with the preliminary plat (together with any changes or additions for its approval), except that a final plat may include all or any part of the area covered by the preliminary plat.
- C. The plat shall be legibly and accurately drawn upon sheets not more than 17 inches by 22 inches in size. There shall be a one-fourth-inch border on each side. The plats shall be drawn at a scale of one inch equals not more than 200 feet. The agent may, at his discretion, permit different suitable scales for plats of dedication or other special plats. If the subdivision is shown on several sheets, match lines shall clearly indicate where the several sheets join.
- D. It shall show accurately the following information:
 - The date of the plat and the name of the surveyor or engineer preparing the same.
 - Scale.
 - Number of sheets comprising the plat.
 - North meridian, designated true or magnetic and oriented to the top of each sheet; each sheet comprising the plat shall be so oriented.
 - Name and signature of the owner.
 - Name of the subdivision; the name shall not duplicate or too closely approximate that of any existing subdivision in the City or the County.
 - City or county and state.
 - Sources of data used in preparing the plat, particularly the deed book and page number of the last instrument in the chain of title.
 - Names of all adjoining property owners and the location of each of their common boundaries, including established roadways and waterways.
 - Location and description of all existing monuments.
 - If the proposed subdivision consists of land acquired from more than one source of title, the outlines of the several tracts shall be included on the preliminary plat by broken lines, and



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identification of such respective tracts shall be shown on the preliminary plat. The same information shall be included if any portion of the subdivision is situated in the county.

- A boundary survey to an accuracy of one part of 5,000.
 - Location and dimensions of all lot and street lines and center lines of all streets, both within and adjoining the subdivision; names and widths of all streets; and boundaries of all easements, school sites, parks or other public areas.
 - Building setback lines, shown as dashed lines with dimensions to front property line along each street, and length of setback line within each lot.
 - All dimensions shown in feet and decimals of a foot to the closest 1/100 of a foot and all bearings and degrees, minutes and seconds to the nearest 10 seconds.
 - Curve data showing radius, delta and arc either at the curve or in a curve data table.
 - Location and approximate bearing of all property lines intersecting the subdivision perimeter boundary.
 - Block letters and lot numbers.
- E. If any land or water areas are being dedicated or reserved for streets, parking space, for other public use or for the common use of future property owners of the subdivision, the final plat shall so state and indicate which land or water areas are dedicated or reserved.
- F. The final plat shall have appended to it an unexecuted copy of a proposed certificate of owner's consent for subdivision suitable for recording, containing a statement to the effect that the subdivision is with the free consent and in accordance with the desire of the owners, proprietors, trustees, and lienholders thereof, as applicable, and setting forth in full all restrictive covenants, reservations and dedications applicable to the proposed subdivision.
- G. The final plat shall provide on the first sheet space for (form available upon request from the Building and Zoning Administrator):
- The surveyor's certificate as to title pursuant to the requirements of Subsection A of this section.
 - The surveyor's certificate as to monuments pursuant to the requirements of § 360-7C.
 - All restrictive covenants, or reference thereto.
 - Space for approval of the agent. The agent's approval shall state that to the best of the agent's knowledge and belief the proposed subdivision as set forth in the final plat complies with all pertinent ordinances and other requirements of the City and that the final plat is substantially in accordance with the plan of the subdivision as submitted to and approved by the Commission and Council in the preliminary plat.



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Items to Accompany the Plat

- A. Certification by the agent, where improvements shown on the preliminary plat have already been installed, that such improvements as installed are acceptable and in conformity with current requirements.
- B. If all improvements required under this chapter are not completed, a cash bond, certified check or surety performance bond as required in § 360-15B.
- C. A check payable to the City of Lexington to cover all required fees.
- D. An unexecuted copy of the proposed deed of dedication, if required, accompanied by a certificate signed by the subdivider and duly acknowledged before some officer authorized to take acknowledgments of deeds, to the effect that this is a true copy of the proposed deed of dedication which will be presented for recordation. Such copy shall:
 - Contain a correct description of the land subdivided and state that such subdivision is with free consent and in accordance with the desire of the undersigned owners, proprietors and trustees, if any.
 - Contain language such that when the deed is recorded, it shall operate to transfer in fee simple to the City such portion of the platted premises as is on such plat set apart for streets, easements or other public use and to create a public right of passage over the same.
 - Contain all protective or restrictive covenants, including those referred to in § 360-28H(3).
- E. An erosion and sedimentation plan approved by the appropriate agent in accordance with Chapter 178, Erosion and Sediment Control, of the Lexington City Code.

NOTES:

1. THIS SURVEY HAS BEEN PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT AND MAY NOT INDICATE ALL ENCUMBRANCES UPON THE PROPERTY.
2. THIS PROPERTY IS LOCATED IN ZONE "X" UNSHADED (AREA OUTSIDE OF THE 100 YEAR FLOOD HAZARD ZONE) AS DETERMINED BY FEMA AND SHOWN ON PANEL #51163C0262C DATED APRIL 6, 2000.
3. THE SOLE PURPOSE OF THIS PLAT IS TO RECONFIGURE LOTS 20 & 22, VACATE LOT 21 AND ADJACENT OPEN SPACE. ALL NEW LINES ARE SHOWN IN BOLD.
4. ALL PROPERTY EXCEPT THAT OCCUPIED BY THE ACTUAL BUILDINGS, THEIR APPURTENANCES, AND AN AREA 3 FEET IN WIDTH ADJACENT TO THE BUILDINGS SHALL BE CONSIDERED COMMON UTILITY EASEMENTS.
5. THIS PLAT HAS BEEN PREPARED FROM A CURRENT FIELD SURVEY PER THE DATE OF THIS PLAT.
6. WEATHERBURN SUBDIVISION HAS A PREDEVELOPMENT ACREAGE OF 9.755 (REF: PC 4 SL 16, PC 4 SL 426 & PC 4 SL 704) AND 3.244 TOTAL ACRES OF OPEN SPACE (REF: PC 4 SL 16 & PC 4 SL 263) FOR A 33.25% OF OPENSACE.
7. DECLARATION OF COVENANTS CONDITIONS AND RESTRICTIONS FOR WEATHERBURN HOMEOWNERS ASSOCIATION. (REF: INST# 200000361)

SOURCE OF TITLE:

MAXMARK HOMES, LLC
 INST# 140002620
 TM# 39-1-1-21 LOT 21
 TM# 39-1-1-22 LOT 22

WEATHERBURN HOLDING, LLC
 INST #100004180 INST #150002477
 TM# 39-1-6 OPEN SPACE

KATHERINE P. HILLS
 INST #2100003439
 TM# 39-1-1-20 LOT 20

REFERENCE PLATS:

PC 4 SL 16
 PC 4 SL 263
 PC 4 SL 426
 PC 4 SL 704
 PC 4 SL 796
 PC 4 SL 1105
 PC 5 SL 56
 PC 5 SL 182

CURVE TABLE					
CURVE	LENGTH	RADIUS	BEARING	CHORD	DELTA
C1	29.78'	140.00'	S52°30'49"E	29.72'	12°11'14"
C2	17.05'	140.00'	S62°05'47"E	17.04'	6°58'41"
C3	16.34'	140.00'	S68°55'45"E	16.33'	6°41'16"
C4	33.60'	140.00'	S79°08'55"E	33.52'	13°45'03"

OWNERS CONSENT

THE BOUNDARY LINE ADJUSTMENTS AS SHOWN ON THIS PLAT ARE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE UNDERSIGNED OWNER(S).

 MAXMARK HOMES, LLC DATED _____ SEAL

COMMONWEALTH AT LARGE TO WIT:
 STATE OF VIRGINIA

COUNTY OF _____

I, _____ A NOTARY PUBLIC IN AND FOR THE AFORESAID STATE, DO HEREBY CERTIFY THAT THE OWNERS WHOSE NAMES ARE SIGNED ABOVE HAVE ACKNOWLEDGED THE SAME BEFORE ME.

MY COMMISSION EXPIRES: _____

 NOTARY PUBLIC DATE

NOTARY REGISTRATION NUMBER: _____

OWNERS CONSENT

THE BOUNDARY LINE ADJUSTMENTS AS SHOWN ON THIS PLAT ARE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE UNDERSIGNED OWNER(S).

 WEATHERBURN HOLDINGS, LLC DATE _____ SEAL

COMMONWEALTH AT LARGE TO WIT:
 STATE OF VIRGINIA

COUNTY OF _____

I, _____ A NOTARY PUBLIC IN AND FOR THE AFORESAID STATE, DO HEREBY CERTIFY THAT THE OWNERS WHOSE NAMES ARE SIGNED ABOVE HAVE ACKNOWLEDGED THE SAME BEFORE ME.

MY COMMISSION EXPIRES: _____

 NOTARY PUBLIC DATE

NOTARY REGISTRATION NUMBER: _____

SURVEYORS CERTIFICATE

I HEREBY CERTIFY THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL OF THE REQUIREMENTS OF THE CITY OF LEXINGTON, VIRGINIA, REGARDING THE PLATTING OF SUBDIVISIONS WITHIN THE COUNTY HAVE BEEN COMPLIED WITH.

GIVEN UNDER MY HAND THIS _____ DAY OF _____, 20____.

 FARRIS P. HOTCHKISS, JR, LS # 2653

OWNERS CONSENT

THE BOUNDARY LINE ADJUSTMENTS AS SHOWN ON THIS PLAT ARE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE UNDERSIGNED OWNER(S).

 KATHERINE P. HILLS DATE _____ SEAL

COMMONWEALTH AT LARGE TO WIT:
 STATE OF VIRGINIA

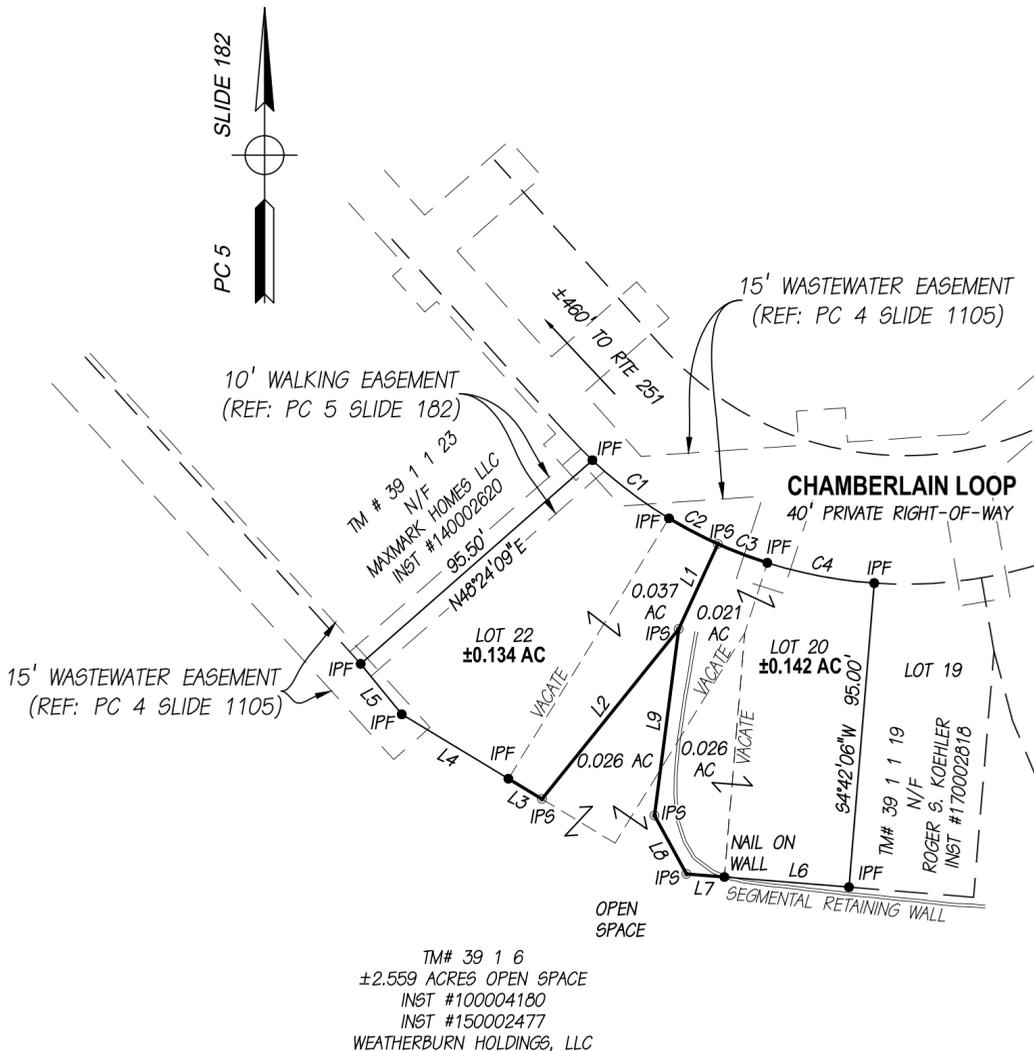
COUNTY OF _____

I, _____ A NOTARY PUBLIC IN AND FOR THE AFORESAID STATE, DO HEREBY CERTIFY THAT THE OWNERS WHOSE NAMES ARE SIGNED ABOVE HAVE ACKNOWLEDGED THE SAME BEFORE ME.

MY COMMISSION EXPIRES: _____

 NOTARY PUBLIC DATE

NOTARY REGISTRATION NUMBER: _____



AREA TABULATION

±0.097 AC (PER TAX RECORDS)
 +0.037 AC 1629 SF (FROM LOT 21)
 ±0.134 AC (REVISED LOT 22)

±0.084 AC (PER TAX RECORDS)
 +0.021 AC 908 SF (FROM LOT 21)
 +0.026 AC 1125 SF (FROM OPEN SPACE)
 ±0.142 AC (REVISED LOT 20)

±2.559 ACRES (FROM RECORDS)
 -0.026 AC 1125 SF (TO LOT 20)
 +0.026 AC 1125 SF (FROM LOT 21)
 ±2.559 AC OPEN SPACE (AREA UNCHANGED)

LINE TABLE		
LINE	BEARING	LENGTH
L1	S24°24'53"W	29.12'
L2	S38°30'49"W	67.65'
L3	N58°36'26"W	12.16'
L4	N58°36'26"W	38.50'
L5	N38°48'27"W	20.18'
L6	N65°17'54"W	38.50'
L7	N85°17'54"W	11.70'
L8	N28°29'28"W	20.66'
L9	N7°20'53"E	58.53'

LEGEND

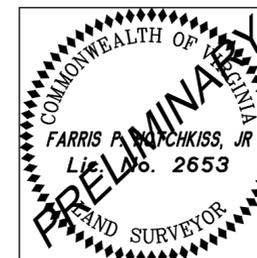
- ⊙ IRON PIN SET (IPS)
- IRON PIN FOUND (IPF)
- N/F NOW OR FORMERLY
- ⊕ UTILITY POLE
- ⚡ OVERHEAD UTILITIES
- X FENCE

APPROVAL:

TO THE BEST OF THE AGENT'S KNOWLEDGE AND BELIEF THE PROPOSED SUBDIVISION AS SET FORTH ON THE FINAL PLAT COMPLIES WITH ALL PERTINENT ORDINANCES AND OTHER REQUIREMENTS OF THE CITY OF LEXINGTON, VA.

AGENT _____ DATE _____

PLAT SHOWING BOUNDARY LINE ADJUSTMENTS
WEATHERBURN
 CITY OF LEXINGTON, VIRGINIA



DWN:	DW
DATE:	*
DWG:	V-BLA-23155
JOB:	23155



17 W. NELSON STREET LEXINGTON, VIRGINIA, 24450
 PHONE: 540-464-9001 FAX: 540-464-5009
 E-Mail: pro@perkins-orrison.com WEBSITE: http://www.perkins-orrison.net