DANVILLE CITY COUNCIL REGULAR MEETING AGENDA

MUNICIPAL BUILDING

February 4, 2020

7:00 P.M.

PRESIDING:	Alonzo L. Jones, Mayor	
CITY COUNCIL MEMBERS:	James B. Buckner	Fred O. Shanks, III
	L.G. "Larry" Campbell, Jr.	Adam J. Tomer
	Dr. Gary P. Miller	J. Lee Vogler, Jr., Vice Mayor
	Sherman M. Saunders	Madison J. Whittle
STAFF:	Ken F. Larking, City Manager	W. Clarke Whitfield, Jr., City Attorney
	Earl B. Reynolds, Jr., Deputy City Manager	Susan M. DeMasi, City Clerk

The City Council is the City of Danville's legislative body and is composed of nine Council members. Council members are elected to serve a four year term of office and elects one of its own to serve as Mayor and presiding officer for a two year term.

Time and Place of Meeting

The public is invited and encouraged to attend and participate in the City Council meetings. The City Council meets in the City Hall, Fourth Floor, Council Chambers at 7:00 p.m. on the first and third Tuesday of each month. All meetings of the Council are open to the public.

Communications from Visitors

Communication from Visitors is an opportunity for citizens to address Council on matters not on the agenda. Citizens who desire to speak on agenda items will be heard when the agenda item is considered. Each speaker shall clearly state his or her name and address. Each individual speaker shall have five uninterrupted minutes. A representative of a group may have up to ten uninterrupted minutes to make a presentation. The representative shall identify the group and a group may have no more than one spokesperson. Time will be kept using the electronic timer on the podium.

Guidelines for Public Hearings

For Public Hearings the applicant or his or her representative shall be the first speaker(s). There shall be a time limit of ten (10) minutes for the applicant's or his or her representative's presentation. The presiding officer shall then solicit comments from the public, asking those in favor of the proposal to speak first, and then those opposed to the proposal. Each speaker must clearly state his or her name and address. There

shall be a time limit of three (3) minutes for each individual speaker. If the speaker represents a group, there shall be a time limit of five (5) minutes. A speaker representing a group shall identify the group at the beginning of his or her remarks. A group may have no more than one spokesperson. The presiding officer may limit or preclude comment which is repetitive, redundant, cumulative, or irrelevant to the subject of the public hearing. After public comments have been received, in a land use case, the applicant or the representative of the applicant, at his or her discretion, may respond with a rebuttal. There shall be a five (5) minute time limit for rebuttal.

MEETING CALLED TO ORDER

ROLL CALL

INVOCATION - Sherman M. Saunders

PLEDGE OF ALLEGIANCE TO THE FLAG

ANNOUNCEMENTS AND SPECIAL RECOGNITION

Proclamation: National Caregivers Day
Presented to: Sophia Bolakas
Program Coordinator, Ballou Senior Recreation Center

COMMUNICATIONS FROM VISITORS

Citizens who desire to speak on matters not listed on the agenda will be heard at this time. Citizens who desire to speak on agenda items will be heard when the agenda item is considered.

MEETING MINUTES

A. Consideration of Approval of Minutes from Regular Council Meeting held on January 7, 2020.
Council Letter Number CL - 2276.

NEW BUSINESS

A. Consideration of Granting a Special Use Permit for Waiver of Minimum Setback Requirements at 350 Mall Drive.
Council Letter Number CL - 2278.

1. Public Hearing

2. An Ordinance Granting a Special Use Permit for a Waiver to Yard Requirements per Article 3.N, Section C, Item 21, of the Zoning Ordinance of the Code of the City of Danville, Virginia 1986, as amended, at 350 Mall Drive, Otherwise Known as Grid 1709, Block 001, Parcel 0000021 of the City of Danville, Virginia Zoning District Map.

B. Consideration of Denying a Special Use Permit at 1225 Franklin Turnpike for Commercial Recreation (Indoor).
Council Letter Number CL - 2239.

1. Public Hearing

2. A Resolution Denying Special Use Permit Application PLSUP20190000320, filed by Abdul Wahid Khan on Behalf of Catbird Properties LLC, Requesting a Special Use Permit for Commercial Recreation (Indoor) in Accordance with Article 3.J, Section C, Item 2 of the Code of the City of Danville, Virginia 1986, As Amended, at 1225 Franklin Turnpike, Otherwise Known as Grid 1916, Block 003, Parcel 000005 of the City of Danville, Virginia Zoning District Map.

C. Consideration of Denying a Special Use Permit at 1354 Westover Drive for Commercial Recreation (Indoor).
Council Letter Number CL - 2240.

1. Public Hearing

2. A Resolution Denying Special Use Permit Application PLSUP20190000319, filed by Inam Qazi on Behalf of UHA Inc., Requesting a Special Use Permit for Commercial Recreation (Indoor) in Accordance with Article 3.M, Section C, Item 4 of the Zoning Ordinance of the Code of the City of Danville, Virginia 1986, as amended, at 1354 Westover Drive, Otherwise Known as Grid 0710, Block 001, Parcel 000006 of the City of Danville, Virginia, Zoning District Map. The Applicant is Proposing to have Indoor Gaming.

D. Consideration of Denying a Special Use Permit at 1371 Piney Forest Road for Commercial Recreation (Indoor).
Council Letter Number CL - 2244.

1. Public Hearing

2. A Resolution Denying Special Use Permit Application PLSUP20190000317, filed by Abdul Nasir on Behalf of HRNA LLC, Requesting a Special Use Permit for Commercial Recreation (Indoor) in Accordance with Article 3.M, Section C, Item 4 of the Zoning Ordinance of the Code of City of Danville, Virginia, 1986, As Amended, at 1371 Piney Forest Road, Otherwise Known as Grid 1920, Block 013, Parcel 000092 of the City of Danville, Virginia Zoning District Map.

E. Consideration of Denying a Special Use Permit for Commercial Recreation (Indoor) at 688 Mount Cross Road.
Council Letter Number CL - 2277.

1. Public Hearing

2. A Resolution Denying a Special Use Permit for Commercial Recreation (Indoor) in Accordance with Article 3.M, Section C, Item 4 of the Zoning Ordinance of the Code of the City of Danville, Virginia 1986, As Amended at 688 Mount Cross Road, Otherwise Known as Grid 0708, Block 001, Parcel 000012 of the City of Danville, Virginia Zoning District Map.

F. Consideration of Vacating Approximately 0.05 Acres of Right-of-Way on Preston Drive.
Council Letter Number CL - 2267.

1. Public Hearing

2. An Ordinance Vacating Approximately 0.05 Acres of Public Right-of-Way on Preston Place.

G. Consideration of Endorsing the Strategic Targeted Affordable Roadway Solutions (STARS) Study on Riverside Drive.
Council Letter Number CL - 2265.

A Resolution Endorsing the Strategic Targeted Affordable Roadway Solutions (STARS) Study on Riverside Drive Initiated and Funded by the Virginia Department of Transportation.

H. Consideration of Authorizing and Approving a Request to VDOT to Add Lane Miles to the Danville Highway Maintenance System.
Council Letter Number CL - 2264.

A Resolution Authorizing and Approving a Request by the City of Danville to the Virginia Department of Transportation that Lane Miles be Added to the Danville Highway Maintenance System.

I. Consideration of Amending the Fiscal Year 2020 Budget Appropriation Ordinance for VDOT Funds for Two Trail Extension Projects.
Council Letter Number CL - 2266.

An Ordinance Amending the Fiscal Year 2020 Budget Appropriation Ordinance for Two Trail Extension Projects to be Undertaken within the City of Danville and to be Financed Anticipating Revenues from the Virginia Department of Transportation - Transportation Alternatives Program.
FIRST READING

COMMUNICATIONS FROM:

A. City Manager

B. Deputy City Manager

C. City Attorney

D. City Clerk

E. Roll Call

ADJOURNMENT

Council Letter
City of Danville, Virginia

CL-2276 **Meeting Minutes A.**

City Council Regular Meeting

Meeting Date: 02/04/2020

Subject: Consideration of Approval of Meeting Minutes

From: Susan M. DeMasi, City Clerk

COUNCIL ACTION

Business Meeting: 02/04/2020

SUMMARY

Consideration of Approval of Minutes from Regular Council Meeting held on January 7, 2020.
Council Letter Number CL - 2276.

Attachments

Meeting Minutes

The Regular January meeting of the Danville City Council was held on January 7, 2020, at 7:00 p.m. in the Council Chambers located on the Fourth Floor of the Municipal Building. The following Council Members were present: L.G. "Larry" Campbell Jr., Mayor Alonzo L. Jones, Dr. Gary P. Miller, Sherman M. Saunders, Fred O. Shanks, III, Vice Mayor J. Lee Vogler, Jr., and Madison J.R. Whittle (7). James B. Buckner and Adam J. Tomer were absent (2).

Staff Members present were: City Manager Ken F. Larking, Deputy City Manager Earl B. Reynolds, Jr., City Attorney W. Clarke Whitfield Jr., and City Clerk Susan M. DeMasi.

Mayor Jones presided.

INVOCATION AND PLEDGE OF ALLEGIANCE

The Invocation was given by Dr. Gary P. Miller; the Invocation was followed by the Pledge of Allegiance to the Flag.

ANNOUNCEMENTS AND SPECIAL RECOGNITIONS

Proclamation:	National Mentoring Month, Big Brothers Big Sisters
Presented to:	Pat Daniel, Executive Director
	Mike Mondul, Vice President
	Melvena Beasley, Secretary
	Norma Brower, Sandy Wingate, Reverend Cecil Bridgeforth

Ms. Daniel thanked City Council for their support of Danville Big Brothers, Big Sisters. Big Brothers, Big Sisters are the defenders of potential; they work to bring out what the children already have in them, salvage it and make them better than they have been before.

COMMUNICATIONS FROM VISITORS

Mayor Jones recognized Bobby Pleasant, 630 Mount Cross Road, who noted he was at the last meeting, discussed the situation at his property, and invited Council to come out to look at it. Mr. Pleasant presented a letter from his tenant about her children getting on the bus. Mr. Pleasant wanted to know if anyone came by his house; Mayor Jones stated he had, and would ask the City Manager to set up a meeting with Mr. Pleasant.

Mayor Jones recognized Reverend Cecil Bridgeforth, Edmonds Street, who noted citizens of Danville feel all the City funds are funneled into the River District and downtown; they feel left out, and questioned when will the City focus on the less fortunate.

Mayor Jones recognized the following citizens who spoke in favor of Council taking a stand, adopting a Resolution designating Danville as a Second Amendment Sanctuary City, and asking the General Assembly to uphold Constitutional law. Several citizens questioned whose side the Council Members were on, and which Council Members supported such a Resolution: Chuck Vipperman; Danville, Jessie Roach, Danville; Joshua Jennings, owner of Guns, Gear and Ammo; Beth Anderson, Danville; William Cole, Pittsylvania County; Robert Hicks, Danville. Mayor Jones noted the citizens have been very cordial and polite in their request over the last several weeks, and stated City Council honors the Constitution. Council Member Whittle stood to show his support of the citizens who spoke. Council Member Shanks noted he would be making comments during Roll Call at the end of the meeting, and will have a request for the Mayor and City Council.

CONSENT AGENDA

Mayor Jones opened the floor for a Public Hearing regarding the Budget item on the Consent Agenda. Notice of the Public Hearing was published in the *Danville Register & Bee* on December 31, 2019. No one present desired to be heard the Public Hearing was closed.

Council Member Saunders **moved** for adoption of the following Consent Agenda items:

Minutes from the Regular Council Meeting held on December 3, 2019. Draft copies of the minutes had been distributed prior to the meeting.

Budget Amendment – Amending the Fiscal Year 2020 Budget Appropriation Ordinance for HUD Project Funds in the Amount of $1,211,757.

Ordinance No. 2019-12.09, presented by its First Reading on December 17, 2019, amending the Fiscal Year 2020 Budget Appropriation Ordinance for Projects to be or being undertaken to Improve the Danville Community Financed with Community Development Block Grant, Home Investment Partnership Funds from the U.S. Department of Housing and Urban Development, and Estimated Program Income for a Total Appropriation of $1,211,757.00.

The Motion was **seconded** by Council Member Whittle and carried by the following vote:

VOTE:	7-0-2
AYE:	Campbell, Jones, Miller, Saunders, Shanks, Vogler and Whittle (7)
NAY:	None
ABSENT:	Buckner, Tomer (2)

NEW BUSINESS

PUBLIC HEARING – CONSIDERATION OF GRANTING A SPECIAL USE PERMIT AT 1076 WEST MAIN STREET FOR WAIVER TO YARD REQUIREMENTS

Mayor Jones opened the floor for a Public Hearing regarding a Special Use Permit at 1076 West Main Street. Notice of the Public Hearing was published in the *Danville Register & Bee* on December 24, 2019 and December 31, 2019. No one present desired to be heard and the Public Hearing was closed.

Council Member Miller **moved** for adoption of an Ordinance entitled:

ORDINANCE NO. 2020-01.01

GRANTING A SPECIAL USE PERMIT FOR A WAIVER TO YARD REQUIREMENTS PER ARTICLE 3.Q, SECTION B, ITEM 23 & ARTICLE 3.0, SECTION C, ITEM 25, OF THE ZONING ORDINANCE OF THE CODE OF CITY OF DANVILLE, VIRGINIA, 1986, AS AMENDED, AT 1076 WEST MAIN STREET, OTHERWISE KNOWN AS GRID 1605, BLOCK 004, PARCEL 0000035 OF THE CITY OF DANVILLE, VIRGINIA ZONING DISTRICT MAP.

The Motion was **seconded** by Council Member Campbell and carried by the following vote:

VOTE:	6-0-1-2
AYE:	Campbell, Jones, Miller, Saunders,

DRAFT

	Vogler and Whittle (6)
NAY:	None
ABSTAIN:	Shanks (1)
ABSENT:	Buckner, Tomer (2)

STATEMENT OF CONFLICT OF INTEREST

I, Fred O. Shanks, III, do hereby state that I have a conflict of interest regarding the consideration of an Ordinance granting a Special Use Permit at 1076 West Main Street, listed on the agenda as New Business item (A). Therefore, pursuant to the State and Local Government Conflict of Interest Act, Virginia Code §2.2-3112, I must abstain from voting on this agenda item.

Witness my signature this 7th day of January, 2020.

s/Fred O. Shanks, III

PUBLIC HEARING – CONSIDERATION OF GRANTING A SPECIAL USE PERMIT AT 642 WORSHAM STREET FOR COMMERCIAL RECREATION (INDOOR)

Mayor Jones opened the floor for a Public Hearing regarding a Special Use Permit at 642 Worsham Street. Notice of the Public Hearing was published in the *Danville Register & Bee* on December 24, 2019 and December 31, 2019. Mayor Jones recognized Attorney Robert Vaughan, representing the applicant who owns a convenience store at 642 Worsham Street, and applied for a Special Use Permit for gaming machines. Mr. Vaughan discussed the parking requirements for the convenience store, and noted that his client accepts the conditions suggested by the Planning Commission. No one further desired to be heard and the public hearing was closed.

Council Member Shanks **moved**, consistent with actions taken by City Council at the last business meeting, that this item, an Ordinance entitled:

ORDINANCE NO. 2020-01.02

GRANTING SPECIAL USE PERMIT APPLICATION PLSUP20190000297, FILED BY SATJEET KAUR ON BEHALF OF RIVER PENNY SAVER LLC, REQUESTING A SPECIAL USE PERMIT FOR COMMERCIAL RECREATION (INDOOR) IN ACCORDANCE WITH ARTICLE 3:K, SECTION C, ITEM 5 OF THE ZONING ORDINANCE OF THE CODE OF THE CITY OF DANVILLE, VIRGINIA, 1986, AS AMENDED, AT 642 WORSHAM STREET, OTHERWISE KNOWN AS GRID 2710, BLOCK 016, PARCEL 000010 OF THE CITY OF DANVILLE, VIRGINIA ZONING DISTRICT MAP.

be **SENT BACK TO THE PLANNING COMMISSION.**

The Motion was **seconded** by Vice Mayor Vogler and carried by the following vote:

VOTE:	7-0-2
AYE:	Campbell, Jones, Miller, Saunders, Shanks, Vogler and Whittle (7)
NAY:	None
ABSENT:	Buckner, Tomer (2)

PUBLIC HEARING – CONSIDERATION OF GRANTING A SPECIAL USE PERMIT AT 2203 SOUTH BOSTON ROAD FOR COMMERCIAL RECREATION (INDOOR)

Mayor Jones opened the floor for a Public Hearing regarding a Special Use Permit at 2203 South Boston Road. Notice of the Public Hearing was published in the *Danville Register & Bee* on December 24, 2019 and December 31, 2019. No one present desired to be heard and the Public Hearing was closed.

Council Member Shanks **moved**, consistent with the previous motion, that this item, an Ordinance entitled:

ORDINANCE NO. 2020-01.03

GRANTING A SPECIAL USE PERMIT FOR COMMERCIAL RECREATION (INDOOR) IN ACCORDANCE WITH ARTICLE 3.M, SECTION C, ITEM 4 OF THE ZONING ORDINANCE OF THE CODE OF THE CITY OF DANVILLE, VIRGINIA, 1986, AS AMENDED, AT 2203 SOUTH BOSTON ROAD, OTHERWISE KNOWN AS GRID 4719, BLOCK 004, PARCEL 000003 OF THE CITY OF DANVILLE, VIRGINIA ZONING DISTRICT MAP

be **SENT BACK TO THE PLANNING COMMISSION.**

The Motion was **seconded** by Vice Mayor Vogler and carried by the following vote:

VOTE:	7-0-2
AYE:	Campbell, Jones, Miller, Saunders, Shanks, Vogler and Whittle (7)
NAY:	None
ABSENT:	Buckner, Tomer (2)

PUBLIC HEARING – CONSIDERATION OF DENYING A SPECIAL USE PERMIT AT 688 MOUNT CROSS ROAD FOR COMMERCIAL RECREATION (INDOOR)

Mayor Jones opened the floor for a Public Hearing regarding denying a Special Use Permit at 688 Mount Cross Road. Notice of the Public Hearing was published in the *Danville Register & Bee* on December 24, 2019 and December 31, 2019. No one present desired to be heard and the Public Hearing was closed.

Council Member Shanks **moved**, consistent with his previous motions, that this item, a Resolution entitled:

RESOLUTION NO. 2020-01.01

DENYING SPECIAL USE PERMIT APPLICATION PLSUP20190000311, FILED BY DANNY GRAVES ON BEHALF OF LARRY SOYARS, REQUESTING A SPECIAL USE PERMIT FOR COMMERCIAL RECREATION (INDOOR) IN ACCORDANCE WITH ARTICLE 3.M, SECTION C, ITEM 4 OF THE ZONING ORDINANCE OF THE CODE OF THE CITY OF DANVILLE, VIRGINIA, 1986, AS AMENDED, AT 688 MOUNT CROSS ROAD, SUITE B, OTHERWISE KNOWN AS GRID 0708, BLOCK 001, PARCEL 000012 OF THE CITY OF DANVILLE, VIRGINIA ZONING DISTRICT MAP.

DRAFT

be **SENT BACK TO THE PLANNING COMMISSION,** until such time as the Planning Commission comes back with recommendations regarding this use**.**

The Motion was **seconded** by Council Member Campbell and carried by the following vote:

VOTE: 7-0-2
AYE: Campbell, Jones, Miller, Saunders, Shanks, Vogler and Whittle (7)
NAY: None
ABSENT: Buckner, Tomer (2)

PUBLIC HEARING – CONSIDERATION OF DENYING A SPECIAL USE PERMIT AT 2846 RIVERSIDE DRIVE FOR COMMERCIAL RECREATION (INDOOR)

Mayor Jones opened the floor for a Public Hearing regarding denying a Special Use Permit at 2846 Riverside Drive. Notice of the Public Hearing was published in the *Danville Register & Bee* on December 24, 2019 and December 31, 2019. No one present desired to be heard and the Public Hearing was closed.

Council Member Shanks **moved**, consistent with his previous motions, that this item, a Resolution entitled:

RESOLUTION NO. 2020-01.02

DENYING SPECIAL USE PERMIT APPLICATION PLSUP20190000312, FILED BY CHASE REEVES ON BEHALF OF JERRY DAVIS, REQUESTING A SPECIAL USE PERMIT FOR COMMERCIAL RECREATION (INDOOR) IN ACCORDANCE WITH ARTICLE 3.M, SECTION C, ITEM 4 OF THE ZONING ORDINANCE OF THE CODE OF THE CITY OF DANVILLE, VIRGINIA, 1986, AS AMENDED, AT 2846 RIVERSIDE DRIVE, OTHERWISE KNOWN AS GRID 1710, BLOCK 006, PARCEL 000001 OF THE CITY OF DANVILLE, VIRGINIA ZONING DISTRICT MAP.

be **SENT BACK TO THE PLANNING COMMISSION,** until such time as the Planning Commission comes back with recommendations regarding this use**.**

The Motion was **seconded** by Council Member Campbell and carried by the following vote:

VOTE: 7-0-2
AYE: Campbell, Jones, Miller, Saunders, Shanks, Vogler and Whittle (7)
NAY: None
ABSENT: Buckner, Tomer (2)

PUBLIC HEARING – CONSIDERATION OF DENYING A SPECIAL USE PERMIT AT 545 MEMORIAL DRIVE FOR COMMERCIAL RECREATION (INDOOR)

Mayor Jones opened the floor for a Public Hearing regarding denying a Special Use Permit at 545 Memorial Drive. Notice of the Public Hearing was published in the *Danville Register & Bee* on December 24, 2019 and December 31, 2019.

Mayor Jones recognized Mubashar Choudhrey, owner of the store at 545 Memorial Drive, who noted he did not understand why his application for a Special Use Permit was denied. He discussed the parking requirements for his store, stated business was very slow for the convenience stores and asked Council to bypass the issue of parking, and allow businesses to have the gaming machines. No one further desired to be heard and the Public Hearing was closed.

Council Member Shanks **moved**, consistent with his previous motions, that this item, a Resolution entitled:

RESOLUTION NO. 2020-01.03

DENYING SPECIAL USE PERMIT APPLICATION PLSUP20190000302, FILED BY MUBASHAR CHOUDHREY ON BEHALF OF CARLTON H. COX, REQUESTING A SPECIAL USE PERMIT FOR COMMERCIAL RECREATION (INDOOR) IN ACCORDANCE WITH ARTICLE 3.M, SECTION C, ITEM 4 OF THE ZONING ORDINANCE OF THE CODE OF CITY OF DANVILLE, VIRGINIA, 1986, AS AMENDED, AT 545 MEMORIAL DRIVE, OTHERWISE KNOWN AS GRID 1712, BLOCK 007 PARCEL 000004 OF THE CITY OF DANVILLE, VIRGINIA ZONING DISTRICT MAP.

be **SENT BACK TO THE PLANNING COMMISSION,** for further review. Mr. Shanks noted he was hopeful that there would no further fees charged with these re-applications and these applications remain active until this can be resolved.

The Motion was **seconded** by Council Member Whittle and carried by the following vote:

VOTE:	7-0-2
AYE:	Campbell, Jones, Miller, Saunders, Shanks, Vogler and Whittle (7)
NAY:	None
ABSENT:	Buckner, Tomer (2)

City Attorney Clarke Whitfield explained Council was asking the Planning Commission to come up with certain guidelines in order for all the stores to be on even footing. They are sending this application back to be considered under those new regulations.

CONSIDERATION OF A SALES TAX REFERENDUM FOR DANVILLE PUBLIC SCHOOLS

Mayor Jones recognized Ms. Terri Hall, Chair of the Danville School Board, along with Mr. Brandon Adkins Chair of the Finance Committee. Ms. Hall noted they were at Council on behalf of the School Board to share their appreciation for Council's efforts in finding a strategy to generate revenue for major school construction and renovations identified throughout the school system. Ms. Hall stated they fully support the Resolution being considered this evening, asking the General Assembly to authorize a voter approved, general bond referendum for the City of Danville.

Council Member Campbell **moved** for adoption of a Resolution entitled:

RESOLUTION NO. 2020-01.04

REQUESTING THE GENERAL ASSEMBLY AMEND THE CODE OF VIRGINIA TO AUTHORIZE THE CITY OF DANVILLE TO CONDUCT A LOCAL REFERENDUM TO LEVY A SALES TAX NOT TO EXCEED ONE PERCENT (1%) IN ADDITION TO THE TAX AUTHORIZED UNDER § 58.1-605 TO PROVIDE REVENUE SOLELY FOR CAPITAL PROJECTS FOR CONSTRUCTION AND RENOVATION OF SCHOOLS WITHIN THE CITY OF DANVILLE

The Motion was **seconded** by Council Member Miller.

Council Member Miller noted his support stating each year that something was not done about funding the capital improvements for the schools, the cost will continue to go up; the City needs to take some action. Many of the schools are in bad shape, built in the 1950s, and all need some improvements especially the four mentioned, GWHS, Woodbury, Langston and GLH Johnson. Council Member Shanks explained this was going to the General Assembly to the give the citizens of Danville the right to either approve or not approve a 1% tax increase. It was up to the School Board to make the public aware of the plan, and the cost, and the citizens get to decide whether they were going to support this. Mr. Shanks noted he would support the proposed Resolution. Vice Mayor Vogler stated the only action Council was taking tonight was a resolution of support to the General Assembly, to allow the people of Danville to decide if they want to approve this or not. If the General Assembly approves this, it comes back to the citizens. At that time the School Board and School system will have the opportunity to share their vision for where the school system will be moving forward, and make that case to the public. Council Member Saunders noted he does support this measure, and hopes it passes. If it does pass, and Danville gets the opportunity to have the referendum, he certainly hopes that Council, the school system, the School Board and others will look at the long term plan. Council Member Campbell noted his agreement on what has been said, this was very important. One of the priorities that Council made was education; it was important to have a good school system for economic growth. There are a lot of good things going on in the City and some that needs improvement.

The **Motion** was carried by the following vote:

VOTE:	6-0-1-2
AYE:	Campbell, Miller, Saunders, Shanks, Vogler and Whittle (6)
NAY:	None
ABSTAIN:	Jones (1)
ABSENT:	Buckner, Tomer (2)

STATEMENT OF CONFLICT OF INTEREST

I, Alonzo Jones, do hereby state that I have a conflict of interest regarding the consideration of a request to the General Assembly for a Sales Tax Referendum for Danville Public Schools, listed on the agenda as New Business Item (G). Therefore, pursuant to the State and Local Government Conflict of Interest Act, Virginia Code §2.2-3112, I must abstain from voting on this agenda item. Witness my signature this 7th day of January, 2020.

s/Alonzo L. Jones

COMMUNICATIONS

City Manager Ken Larking apologized for being late; he and several staff were in Richmond to meet with the Tobacco Commission for economic development with the County, a meeting with an economic development prospect, and the last meeting was regarding the casino legislation.

ROLL CALL

Council Member Whittle noted he was glad to be back to doing the taxpayer's work.

Council Member Campbell noted he was glad Council was moving forward on the school's capital improvements, and wished everyone a Happy New Year. Mr. Campbell noted he believed citizens have the right to have a gun and those that spoke out tonight were very concerned. This was something Council needed to look at closely and make certain decisions.

Council Member Miller noted a citizen from the Almagro area talked to him about sidewalks and gutters in the neighborhood, and asked the City Manager to look into that. With regard to the grey machines, Council sympathizes with the convenience store owners; right now that was being looked at by the General Assembly and was confident something would come out of it. Dr. Miller noted the light show was an outstanding success, over $13,000 to charities, and people came from all over the region to visit the show. At 6:00 p.m. on January 19th, Reverend Keen will lead the March Against Violence, and invited citizens to join them; the Martin Luther King breakfast was on the 20th, with tickets available.

Council Member Saunders congratulated the Mayor and all the supporters of the Harry Johnson Classic Tournament, it was very well attended; he was able to make some of the events, and others were sold out. Mr. Saunders wished everyone a Happy New Year and thanked Dr. Miller for mentioning the upcoming events for Martin Luther King Day.

Council Member Shanks noted the City Manager has been working on economic development projects today along with the Director of Economic Development Telly Tucker. Mr. Tucker was with clients; this would have been his last Council Meeting. Mr. Tucker was with the City for five and half years and accomplished a lot during that time including twenty one economic development announcements, ten of which were partnerships with the County, amounting to 1,625 new jobs and nearly $450M of capital investment in the Danville Pittsylvania County region. The City had a lot to be grateful for with Mr. Tucker's experience and work product, as he goes to his new job in Arlington; Council wished him the best of luck. Mr. Shanks thanked the people who attended Council this evening for a Sanctuary City. He noted it didn't take much to know that something was wrong with what was about to take place in Richmond. It was not a democratic or republican issue, it was not an educated or not educated American, not a female or male American, it was not an African American issue over a white American issue. It seems to be a Northern Virginia issue versus a Virginia issue. With much of the legislative body being from Northern Virginia, the types of regulations they are proposing in Senate Bill 16 are crazy. Over the past several weeks he has been working on language for a Resolution that would symbolize to the citizens of the area, the belief that citizens do have, and should keep, the right to keep and bear arms, which was a fundamental right that should be protected to the greatest degree. This past week he attempted to get a resolution put on tonight's agenda, it wouldn't pass muster and Council didn't get to discuss it. Chesapeake last month passed a very well worded resolution in support of the Second Amendment Rights and he used that Resolution to present one to City Council, making three additions to it. Those additions related to unfunded mandates handed down by the State which would be included in the new laws. Virginia Beach passed a resolution in support of the Second Amendment and declared the City of Virginia Beach a Second Amendment Constitutional City. Mr. Shanks noted he had for each Council Member, a packet

that includes the first resolution based on Chesapeake, the second resolution from Virginia Beach, and hopes the Council can come up with language they can all support. Mr. Shanks requested the Mayor put this on the agenda of the business meeting on January 21st; Mayor Jones noted they would discuss that in work session. Mr. Shanks read the Virginia Beach resolution aloud, noting there was nothing political in it, asked that Council work with this and come up with a document that expresses Council's concerns for the Constitution of the United States.

Vice Mayor Vogler noted the Harry Johnson Holiday Classic was a major success and thanked Mayor Jones for starting this, for asking Sylvia Brooks and himself to be co-chairs and then to put together the team that worked all last year to make those three days happen. The sell out crowds and smiling faces were evidence of how successful it was. They were already excited to start talking about the upcoming year. He and the Mayor attended an awesome ceremony at Remnant Church of Power, which just moved into the historic Moseley Memorial Methodist Church, which was his family's church for a number of decades. Mr. Vogler congratulated Pastor Fitzgerald, the people there, and looks forward to many more decades of history being made at that church. Mr. Vogler thanked the citizens who came to Council tonight to speak regarding the Second Amendment and thanked Council Member Shanks. Mr. Vogler stated he was a strong supporter of the Second Amendment, and there have been different variations of Resolutions passed throughout the Commonwealth. Year after year, this Council reaffirms its support for the Constitution, they are a Constitutional city. He hopes they have no issue making a strong statement that they are a Constitutional city that supports the Constitution and would ask the General Assembly not to do anything that would violate people's Constitutional rights. He would like Council to sit down and figure out something all Council could get behind and vote on that at the next meeting.

Mayor Jones thanked the Board of Directors of Big Brothers, Big Sisters for what they do. One thing the community needs more of was mentors; they do so much, and Council sincerely appreciates it. Mayor Jones noted they will miss Telly Tucker, he will be leaving the City, Friday was his last day, and he will be missed. Mayor Jones noted he had asked City Council to join him to bring back the basketball tournament and Council unanimously supported that. He thanked Council for that support, thanked all the departments in the City that helped with the tournament, the media that participated, and Danville Public Schools; it was a great success. Mayor Jones noted as a citizen with a concealed carry permit, he heard someone say that people think they are bad people; Mayor Jones noted they are not bad people. The General Assembly starts tomorrow, there are some other things that have not been stated that Danville was doing, that have to be considered as well.

The meeting adjourned at: 8:22 p.m.

APPROVED:

_____
MAYOR

ATTEST:

_____
CITY CLERK

DRAFT

Council Letter
City of Danville, Virginia

CL-2278 **New Business A.**

City Council Regular Meeting

Meeting Date: 02/04/2020

Subject: Request for a Special Use Permit to Waive Yard Setbacks at 350 Mall Drive.

From: Kenneth C. Gillie, Jr., Community Development Director

COUNCIL ACTION

Business Meeting: 02/04/2020

SUMMARY

Special Use Permit Application PLSUP20190000450, filed by Shanks Associates on behalf of Danville Mall, LLC, is requesting a Special Use Permit for a waiver to yard requirements per Article 3.N, Section C, Item 21, of the Zoning Ordinance of the Code of City of Danville, Virginia 1986, as amended at 350 Mall Drive, otherwise known as Grid 1709, Block 001, Parcel 0000021 of the City of Danville, Virginia Zoning District Map. The applicant is requesting a waiver to the minimum setback requirements to construct a dumpster enclosure.

BACKGROUND

Danville Mall, LLC is requesting to create a new out parcel along Piedmont Drive to the west of the eastern most entrance. This parcel will be served by the ring road surrounding the mall and will be developed with a commercial building. This building will have an external dumpster pad, enclosed by a brick enclosure. The dumpster structure location places it within required yard setbacks. Based on the proposed new property lines, a Special Use Permit is required. At their meeting of January 13, 2020, the Planning Commission voted 7-0 to recommend approval subject to the condition that the only yard setback allowed to be zero feet shall be the eastern most setback, and any subsequent new building on the parcel shall comply with setback requirements unless granted separate Special Use Permits.

RECOMMENDATION

Special Use Permit Application PLSUP20190000450, filed by Shanks Associates on behalf of Danville Mall, LLC, is requesting a Special Use Permit for a waiver to yard requirements per Article 3.N, Section C, Item 21, of the Zoning Ordinance of the Code of the City of Danville, Virginia 1986, as amended at 350 Mall Drive, otherwise known as Grid 1709, Block 001, Parcel 0000021 of the City of Danville, Virginia Zoning District Map. The applicant is requesting a waiver to the minimum setback requirements to construct a dumpster enclosure.

Attachments

Ordinance

Planning Backup

PRESENTED:_____

ADOPTED: _____

ORDINANCE NO. 2020____.____

AN ORDINANCE GRANTING A SPECIAL USE PERMIT FOR A WAIVER TO YARD REQUIREMENTS PER ARTICLE 3.N, SECTION C, ITEM 21, OF THE ZONING ORDINANCE OF THE CODE OF CITY OF DANVILLE, VIRGINIA 1986, AS AMENDED AT 350 MALL DRIVE, OTHERWISE KNOWN AS GRID 1709, BLOCK 001, PARCEL 0000021 OF THE CITY OF DANVILLE, VIRGINIA ZONING DISTRICT MAP.

NOW THEREFORE, BE IT ORDAINED, by the Council of the City of Danville, Virginia, that the report of the Planning Commission recommending approval of Special Use Permit Application PLSUP20190000450, filed by Shanks Associates on behalf of Danville Mall, LLC, requesting a Special Use Permit for a waiver to yard setback requirements per Article 3.N, Section C, Item 21, of the Zoning Ordinance of the Code of City of Danville, Virginia, 1986, as amended, at 350 Mall Drive, otherwise known as Grid 1709, Block 001, Parcel 0000021 of the City of Danville, Virginia Zoning District Map is hereby received, subject to the condition that the only yard setback allowed to be zero feet shall be the eastern most setback and any subsequent new building on the parcel shall comply with setback requirements unless granted separate Special Use Permits; and

BE IT FURTHER ORDAINED, that in consideration of said report and the public hearing this day held by Council, Special Use Permit Application PLSUP20190000450, filed by Shanks Associates on behalf of Danville Mall, LLC, requesting a Special Use Permit for a waiver to yard setback requirements per Article 3.N, Section C, Item 21, of the Zoning Ordinance of the Code of City of Danville, Virginia, 1986, as amended, at 350 Mall Drive, otherwise known as Grid 1709, Block 001, Parcel 0000021 of the City of Danville, Virginia Zoning District Map is hereby granted and approved, subject to the condition that the only yard setback allowed to be zero feet shall be the eastern most setback and any subsequent new building on the parcel shall comply with setback requirements unless granted separate Special Use Permits.

APPROVED:

_____
MAYOR

ATTEST:

_____
CLERK

Approved as to
Form and Legal Sufficiency:

_____
City Attorney

City of Danville
427 Patton Street, Suite 208
Danville VA, 24541
Phone: (434) 799-5260

City Planning Commission

MEMORANDUM

DATE: JANUARY 13, 2020

TO: CITY COUNCIL

FROM: CITY PLANNING COMMISSION

SUBJECT: SPECIAL USE PERMIT REQUEST

REQUEST:

Special Use Permit Application PLSUP20190000450, filed by Shanks Associates on behalf of Danville Mall, LLC, requesting a Special Use Permit for a waiver to yard requirements per Article 3.N, Section C, Item 21, of the Zoning Ordinance of the Code of City of Danville, Virginia 1986, as amended at 350 Mall Dr., otherwise known as Grid 1709, Block 001, Parcel 0000021 of the City of Danville, Virginia Zoning District Map. The applicant is requesting a waiver to the minimum setback requirements to construct a dumpster enclosure.

RECOMMENDATION:

The Planning Commission voted 7-0 to recommend approval of the request subject to the condition that the only yard setback allowed to be zero feet shall be the eastern most setback and any subsequent new building on the parcel shall comply with setback requirements unless granted separate Special Use Permits.

Harold E. Garrison (KLG)

Mr. Harold E. Garrison, Chairman

RESPONSES

Twenty three (23) notices were sent to surrounding property owners within three hundred (300) feet of the subject property. One (1) responses were received. One unopposed (T & J Investment Inc.) Zero (0) were opposed

COMMENTS:

None

City of Danville
427 Patton Street, Suite 208
Danville VA, 24541
Phone: (434) 799-5260

City Planning Commission

City Planning Commission
Meeting of January 13, 2020

Subject:

Special Use Permit Application PLSUP20190000450, filed by Shanks Associates on behalf of Danville Mall, LLC, requesting a Special Use Permit for a waiver to yard requirements per Article 3.N, Section C, Item 21, of the Zoning Ordinance of the Code of City of Danville, Virginia 1986, as amended at 350 Mall Dr., otherwise known as Grid 1709, Block 001, Parcel 0000021 of the City of Danville, Virginia Zoning District Map. The applicant is requesting a waiver to the minimum setback requirements to construct a dumpster enclosure.

Background:

Danville Mall, LLC is requesting to create a new out parcel along Piedmont Drive to the west of the eastern most entrance. This parcel will be served by the ring road surrounding the mall and will be developed with a commercial building. This building will have an external dumpster pad, enclosed by a brick enclosure. The dumpster structure location places it within required yard setbacks. Based on the proposed new property lines, a Special Use Permit is required.

Forty-five (45) notifications were sent to surrounding property owners within 300 feet of the subject property. A full report will be presented to Planning Commission on January 13, 2020.

Recommendation:

The Planning staff recommends the City Planning Commission recommend approval subject to the condition that the only yard setback allowed to be zero feet shall be the eastern most setback and any subsequent new building on the parcel shall comply with setback requirements unless granted separate Special Use Permits.

City Planning Commission Options:

1. Recommend approval of Special Use Permit application PLSUP20190000450 as submitted.
2. Recommend approval of Special Use Permit application PLSUP20190000450 subject to conditions by staff.
3. Recommend approval of Special Use Permit application PLSUP20190000450 subject to conditions by the Planning Commission.

4. Recommend denial of Special Use Permit application PLSUP20190000450 as submitted.
5. Tabling of Special Use Permit application PLSUP20190000450 by Planning Commission.

Attachments:

A. Application
B. Property Ownership/Zoning Map
C. Data Sheet
D. Existing Land Use Map (2015 Aerial)

CITY OF DANVILLE

SPECIAL USE PERMIT APPLICATION

TO THE CITY PLANNING COMMISSION AND THE HONORABLE CITY COUNCIL:
Application is hereby made for the Special Use Permit as described below:

INFORMATION TO BE PROVIDED BY THE PLANNING DIVISION

APPPLICATION IS HEREBY MADE FOR A SPECIAL USE PERMIT TO AUTHORIZE THE FOLLOWING USE: _____

_____

CASE NUMBER: _____ EXISTING ZONING: _____

PROPOSED ZONING: _____ TAX MAP NUMBER: _____

RECEIVED BY: _____ DATE FILED: _____

PLANNING COMMISSION DATE: _____ CITY COUNCIL DATE: _____

INFORMATION TO BE PROVIDED BY THE APPLICANT
(PLEASE TYPE OR PRINT)

Exact legal description of property (Attach if insufficient space). PART OF PIN 59212

Gross Area/Net Area: 0.795 +/- Ac Property Address: 380 MALL DRIVE

Property Location: N (S) E W Side of: PIEDMONT DRIVE

Between: MALL DRIVE and OLD MT. CROSS ROAD

Proffered Conditions (if any, please attach): N/A

_____

EXPLANATION OF REQUEST:

1. PROPOSED USE FOR THE SPECIAL USE PERMIT:

Please provide a site plan with the following information:

- Proposed use of the land: size and location of structures with dimensions to lot lines.
- Vehicular circulation system with points of ingress and egress.
- Existing on-site buildings, separation dimensions and paved areas.
- Location and dimensions of all parking and loading areas, including the number of off-street parking and loading spaces provided.
- Net acreage.
- Gross and net square footage of building (s) (proposed and existing).
- Required landscaping and buffer areas.

Please provide a brief description of the proposed development:

PROPOSED DEVELOPMENT IS A TWO-BUILDING (TWO TENANT) OUTPARCEL FOR COMMERCIAL USE. REQUEST FOR SPECIAL USE IS TO WAIVE REAR & SIDE YARD REQUIREMENT AS SHOWN ON ATTACHED PLAN

PRESENT OWNER (S) OF ALL PROPERTIES INCLUDED IN APPLICATION (PLEASE TYPE OR PRINT):

1. NAME: DANVILLE MALL LLC TELEPHONE: (706) 863-2222

MAILING ADDRESS: C/O HULL PROPERTY GROUP ATT: ROB JOHNSON

~~SIGNATURE~~: 1190 INTERSTATE PARKWAY AUGUSTA GA ~~DATE~~: 30909

X SIGNATURE: _____ DATE: _____

EMAIL ADDRESS: rjohnson@hullpg.com & csfratton@hullpg.com

APPLICANT (PLEASE TYPE OR PRINT):

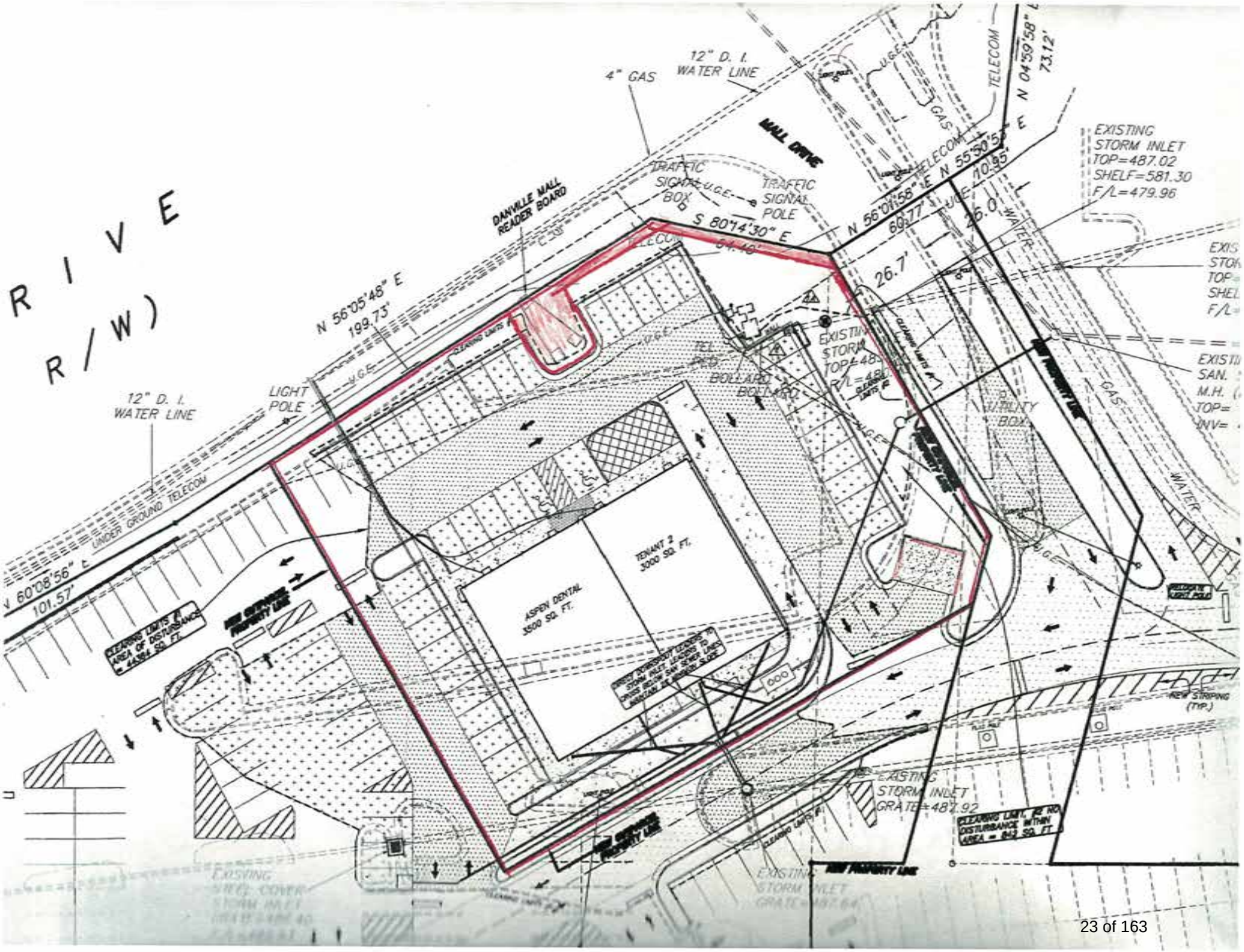
If the applicant is not the property owner, written authorization from the property owner must accompany this application.

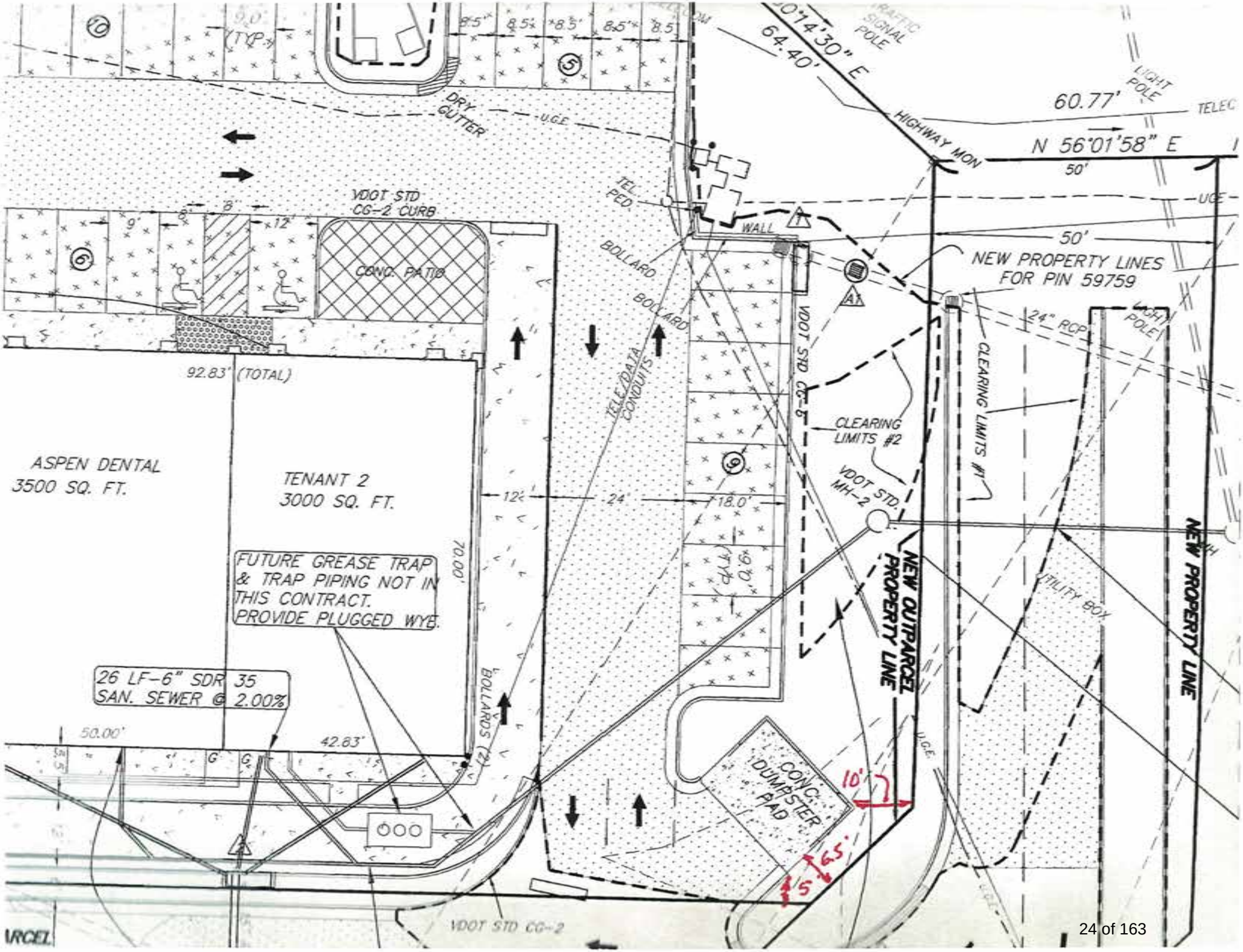
NAME: FRED SHANKS - SHANKS ASSOC/ARCHITECTS TELEPHONE: 434-797-5446

MAILING ADDRESS: 507 LOYAL ST. DANVILLE, VA 24541

EMAIL ADDRESS: fshanks@gamewood.net

SIGNATURE: Fred Shanks III DATE: 12/16/19


R I V E
R / W)
12" D. I. WATER LINE
4" GAS
MALL DRIVE
DANVILLE MALL READER BOARD
TRAFFIC SIGNAL BOX
TRAFFIC SIGNAL POLE
S 80°14'30" E
64.40'
N 56°05'48" E
199.73'
N 56°01'58" E
69.77'
N 55°50'58" E
10.95'
N 04°59'58" E
73.12'
26.7'
26.0'
EXISTING STORM INLET
TOP=487.02
SHELF=581.30
F/L=479.96
LIGHT POLE
BOLLARD
UTILITY BOX
GAS
WATER
TELECOM
U.G.E.
UNDER GROUND TELECOM
N 60°08'56" E
101.57'
12" D. I. WATER LINE
CLEARING LIMITS
AREA OF DISTURBANCE = 44,364 SQ. FT.
ASPEN DENTAL
3500 SQ. FT.
TENANT 2
3000 SQ. FT.
NEW PROPERTY LINE
EXISTING STORM INLET GRATE=487.92
CLEARING LIMITS AREA OF DISTURBANCE WITHIN AREA = 843 SQ. FT.
NEW STRIPING (TYP.)
EXISTING STORM INLET GRATE=487.64


ASPEN DENTAL
3500 SQ. FT.
TENANT 2
3000 SQ. FT.
92.83' (TOTAL)
70.00'
FUTURE GREASE TRAP & TRAP PIPING NOT IN THIS CONTRACT. PROVIDE PLUGGED WYE.
26 LF-6" SDR 35 SAN. SEWER @ 2.00%
50.00'
42.83'
BOLLARDS (2)
VDOT STD CG-2 CURB
CONC. PATIO
DRY GUTTER
U.G.E.
TEL PED
WALL
BOLLARD
BOLLARD
TELE/DATA CONDUITS
VDOT STD CG-2
CLEARING LIMITS #2
VDOT STD. MH-2
12'
24'
18.0'
24" RCP
CLEARING LIMITS #1
NEW PROPERTY LINES FOR PIN 59759
N 56°01'58" E
50'
50'
60.77'
64.40'
S 20°14'30" E
HIGHWAY MON
TELEC
LIGHT POLE
TRAFFIC SIGNAL POLE
UTILITY BOX
NEW OUTPARCEL PROPERTY LINE
NEW PROPERTY LINE
CONC. DUMPSTER PAD
10'
6.5'
5'
VDOT STD CG-2
VARCEL

SPECIAL USE PERMIT REQUEST
DATA SHEET

PUBLIC HEARING DATES:	Planning Commission at 3pm on January 13, 2020
LOCATION OF PROPERTY:	325 Piedmont Drive
PRESENT ZONE:	PS-C Planned Shopping Center Commercial
PROPOSED ZONE:	No change
ACTION REQUESTED:	Special Use Permit for setback waiver
PRESENT USE OF PROPERTY:	Vacant outparcel at Piedmont Mall
PROPOSED USE OF PROPERTY:	Dumpster enclosure
FUTURE LAND USE DESIGNATION:	Commercial
PROPERTY OWNER (S):	Danville Mall LLC
NAME OF APPLICANT (S):	Shanks Associates on behalf of Danville Mall, LLC
PROPERTY BORDERED BY:	Commercial to the north, east, and south; and west
ACREAGE:	34.04 acres
CHARACTER OF VICINITY:	Commercial
INGRESS AND EGRESS:	Piedmont Drive.
TRAFFIC VOLUME:	High

SURROUNDING PROPERTY OWNERS AND ZONING WITHIN 300 FEET OF SUBJECT PROPERTY

Prepared by:
Planning Division
12/20/2019

Disclaimer: Information contained on this map is to be used for reference purposes only. The City of Danville is not responsible for any inaccuracies herein contained. The City of Danville makes no representation of warranty as to this map's accuracy, and in particular, its accuracy in labeling, dimensions, contours, property boundaries, or placement or location of any map features thereon. No responsibility is assumed for damages or other liabilities due to the accuracy, availability, use or misuse of the information herein provided.

2019 AERIAL VIEW OF AREA SURROUNDING SUBJECT PROPERTY

Prepared by:
Planning Division
12/20/2019

Disclaimer: Information contained on this map is to be used for reference purposes only. The City of Danville is not responsible for any inaccuracies herein contained. The City of Danville makes no representation of warranty as to this map's accuracy, and in particular, its accuracy in labeling, dimensions, contours, property boundaries, or placement or location of any map features thereon. No responsibility is assumed for damages or other liabilities due to the accuracy, availability, use or misuse of the information herein provided.

Council Letter
City of Danville, Virginia

CL-2239 **New Business B.**

City Council Regular Meeting

Meeting Date: 02/04/2020

Subject: Request for a Special Use Permit for Commercial Indoor Recreation at 1225 Franklin Turnpike

From: Kenneth C. Gillie, Jr., Community Development Director

COUNCIL ACTION

Business Meeting: 02/04/2020

SUMMARY

A request has been filed by Abdul Wahid Khan on behalf of Catbird Properties LLC, requesting a Special Use Permit for commercial recreation (indoor) in accordance with Article 3.J, Section C, Item 2 of the Code of the City of Danville, Virginia 1986, as amended, at 1225 Franklin Turnpike, otherwise known as Grid 1916, Block 003, Parcel 000005 of the City of Danville, Virginia Zoning District Map. The applicant is proposing to have indoor gaming.

BACKGROUND

Abdul Wahid Khan, the applicant, is requesting a Special Use Permit for commercial recreation at 1225 Franklin Turnpike. The applicant proposes to provide indoor gaming activities in addition to the existing on-site use. These gaming activities include an opportunity to obtain money. Before the month of August, the applicant had already been operating a commercial recreation establishment, but without the required Special Use Permit or legal non-conforming status. To the best of staff's knowledge, operations ceased after the business was cited for a zoning violation in late July. General guidelines for recreational facilities include parking requirements, hours of operation, and other standards to ensure a safe environment. When a business offers the chance to earn money from gaming activities, there are additional safety concerns.

This item was tabled at the Planning Commission meeting on September 9, and October 7, to allow facilities to obtain Certificates of Occupancy, and to address the additional parking concerns. This facility has a Certificate of Occupancy for a Mercantile use. After meetings with both the Inspections Division of Community Development, as well as the City of Danville Fire Department, it has been determined that facilities with these machines should be listed as a B-Business Group. This requires public restrooms, handicapped accessible routes and parking spaces, exit lights, fire extinguishers, as well as other life safety items. This facility has still not been inspected to determine compliance with this change in use of the building.

The store itself is 2,360 sq. ft requiring eleven parking spaces. The facility is developed with an office, restaurant, hair salon and additional vacant spaces. This facility has 31 marked parking spaces for all uses on this site in multiple buildings.

At their meeting of November 12, 2019, the Planning Commission voted 6-1 to recommend denial of the

request.

RECOMMENDATION

The Planning Commission recommends that Danville City Council adopt a Resolution denying Special Use Permit application PLSUP20190000320, filed by Abdul Wahid Khan on behalf of Catbird Properties LLC, requesting a Special Use Permit for commercial recreation (indoor) in accordance with Article 3.J, Section C, Item 2 of the Code of the City of Danville, Virginia 1986, as amended at 1225 Franklin Turnpike, otherwise known as Grid 1916, Block 003, Parcel 000005 of the City of Danville, Virginia Zoning District Map.

Attachments

Resolution

Planning Backup

PRESENTED:_____

ADOPTED: _____

RESOLUTION NO. 2019-____.____

A RESOLUTION DENYING SPECIAL USE PERMIT APPLICATION PLSUP20190000320, FILED BY ABDUL WAHID KHAN ON BEHALF OF CATBIRD PROPERTIES LLC, REQUESTING A SPECIAL USE PERMIT FOR COMMERCIAL RECREATION (INDOOR) IN ACCORDANCE WITH ARTICLE 3.J, SECTION C, ITEM 2 OF THE CODE OF CITY OF DANVILLE, VIRGINIA 1986, AS AMENDED AT 1225 FRANKLIN TURNPIKE, OTHERWISE KNOWN AS GRID 1916, BLOCK 003, PARCEL 000005 OF THE CITY OF DANVILLE, VIRGINIA ZONING DISTRICT MAP.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Danville, Virginia, that the report of the Planning Commission recommending denial of Special Use Permit application PLSUP20190000320, filed by Abdul Wahid Khan on behalf of Catbird Properties LLC, requesting a Special Use Permit for commercial recreation (indoor) in accordance with Article 3.J, Section C, Item 2 of the Code of City of Danville, Virginia, 1986, as amended, at 1225 Franklin Turnpike, otherwise known as Grid 1916, Block 003, Parcel 000005 of the City of Danville, Virginia Zoning District Map, is hereby received; and

BE IT FURTHER RESOLVED that in consideration of said report and the public hearing this day held by Council, Special Use Permit application PLSUP20190000320, filed by Abdul Wahid Khan on behalf of Catbird Properties LLC, requesting a Special Use Permit for commercial recreation (indoor) in accordance with Article 3.J, Section C, Item 2 of the Code of City of Danville, Virginia, 1986, as amended, at 1225 Franklin Turnpike, otherwise known as Grid 1916, Block 003, Parcel 000005 of the City of Danville, Virginia Zoning District Map, is hereby denied.

APPROVED:

_____
MAYOR

ATTEST:

_____
CLERK

Approved as to
Form and Legal Sufficiency:

_____
Assistant City Attorney

City of Danville
427 Patton Street, Suite 208
Danville VA, 24541
Phone: (434) 799-5260

City Planning Commission

MEMORANDUM

DATE: NOVEMBER 12, 2019

TO: CITY COUNCIL

FROM: CITY PLANNING COMMISSION

SUBJECT: SPECIAL USE PERMIT REQUEST

REQUEST:

Special Use Permit application PLSUP20190000320, filed by Abdul Wahid Khan on behalf of Catbird Properties LLC, requesting a Special Use Permit for commercial recreation (indoor) in accordance with Article 3.J, Section C, Item 2 of the Code of City of Danville, Virginia 1986, as amended at 1225 Franklin Tpke, otherwise known as Grid 1916, Block 003, Parcel 000005 of the City of Danville, Virginia Zoning District Map. The applicant is proposing to have indoor gaming.

RECOMMENDATION:

The Planning Commission voted 6-1 to recommend denial of the request.

Michael W. Scearce (KCG)
Mr. Michael Scearce, Chairman

RESPONSES:

Twenty-seven (27) notices were sent to property owners within three hundred (300) feet of the property. Ten (10) property owners returned statements. Five (5) property owners are not opposed to the request (Atkins, Maurakis,Nasir Abdul, Nasir Abdul and Catbird Properties). Five (5) property owners are opposed to the request (Terry, Nunn, Christ The King Lutheran Church Trustees, Quinn and Walters).

COMMENTS:

Please see the attached letters for additional comments.

NEIGHBORING PROPERTY OWNERS STATEMENT

According to the record of land ownership you own property that is located within 300 feet of property that is the subject of a public hearing. You are entitled to express an opinion as to whether you are opposed or not opposed to the request by completing the form below. Please check the appropriate box and return it by **September 6, 2019**, in the enclosed self-addressed, stamped envelope. You are not required to complete this form but may if you desire to express an opinion on this matter.

I (we) NUNN JOHN W & DORIS T

as owner(s) of Lot(s) 622 VICAR RD

__✓__ **AM OPPOSED**

_____ **AM NOT OPPOSED**

to the following request filed with the City of Danville:

Special Use Permit application PLSUP20190000320, filed by Abdul Wahid Khan on behalf of Catbird Properties LLC, requesting a Special Use Permit for commercial recreation (indoor) in accordance with Article 3.J, Section C, Item 2 of the Code of City of Danville, Virginia 1986, as amended at 1225 Franklin Tpke, otherwise known as Grid 1916, Block 003, Parcel 000005 of the City of Danville, Virginia Zoning District Map. The applicant is proposing to have indoor gaming.

Signatures(s):

John W. Nunn

Doris T. Nunn

Comments:

This bussiness is located near a very congested intersection - Orphanage Rd. & Rt. 41! Traffic already backs up down to our property on Orphanage Rd. There are lots of accidents that occur there. There is added traffic in the last few years due to the ~~appar~~ apartments that were added in that area. Already a lot of foot traffic behind our house on Orphanage Rd. Any expansion of business would be too close to our residential area.

NEIGHBORING PROPERTY OWNERS STATEMENT

According to the record of land ownership you own property that is located within 300 feet of property that is the subject of a public hearing. You are entitled to express an opinion as to whether you are opposed or not opposed to the request by completing the form below. Please check the appropriate box and return it by **September 6, 2019**, in the enclosed self-addressed, stamped envelope. You are not required to complete this form but may if you desire to express an opinion on this matter.

I (we) QUINN ANDREW L JR & STARLETTE F

as owner(s) of Lot(s) 510 VICAR RD

✓ **AM OPPOSED**

_____ **AM NOT OPPOSED**

to the following request filed with the City of Danville:

Special Use Permit application PLSUP20190000320, filed by Abdul Wahid Khan on behalf of Catbird Properties LLC, requesting a Special Use Permit for commercial recreation (indoor) in accordance with Article 3.J, Section C, Item 2 of the Code of City of Danville, Virginia 1986, as amended at 1225 Franklin Tpke, otherwise known as Grid 1916, Block 003, Parcel 000005 of the City of Danville, Virginia Zoning District Map. The applicant is proposing to have indoor gaming.

Signatures(s):

Andrew L Quinn Jr

Starlette F. Quinn

Comments:

Don't want to attract any potential criminal activity to the area. Are there any other gaming sites in Danville? I am assuming this would be similar to casino-like activity.

City of Danville
427 Patton Street, Suite 208
Danville VA, 24541
Phone: (434) 799-5260

City Planning Commission

City Planning Commission
Meeting of November 12, 2019

Subject:

Special Use Permit application PLSUP20190000320, filed by Abdul Wahid Khan on behalf of Catbird Properties LLC, requesting a Special Use Permit for commercial recreation (indoor) in accordance with Article 3.J, Section C, Item 2 of the Code of City of Danville, Virginia 1986, as amended at 1225 Franklin Tpke, otherwise known as Grid 1916, Block 003, Parcel 000005 of the City of Danville, Virginia Zoning District Map. The applicant is proposing to have indoor gaming.

Background:

Abdul Wahid Chan, the applicant, is requesting a Special Use Permit for commercial recreation at 1225 Franklin Turnpike. The applicant proposes to provide indoor gaming activities in addition to the existing on-site use. These gaming activities include an opportunity to obtain money.

Before the month of August, the applicant had already been operating a commercial recreation establishment, but without the required Special Use Permit or legal non-conforming status. To the best of staff's knowledge, operations ceased after the business was cited for a zoning violation in late July.

General guidelines for recreational facilities include parking requirements, hours of operation, and other standards to ensure a safe environment. When a business offers the chance to earn money from gaming activities, there are additional safety concerns.

This item was tabled at the Planning Commission meeting on September 9 and October 7 to allow facilities to obtain Certificates of Occupancy, and to address the additional parking concerns. This facility has a Certificate of Occupancy for a Mercantile use. After meetings with both the Inspections Division of Community Development, as well as the City of Danville Fire Department, it has been determined that facilities with these machines should be listed as a B-Business Group. This requires public restrooms, handicapped accessible routes and parking spaces, exit lights, and fire extinguishers, as well as other life safety items. This facility has STILL not been inspected to determine compliance with this change in use of the building.

The store itself is 2,360 sq. ft requiring 11 parking spaces. The facility is developed with an office, restaurant, hair salon and additional vacant spaces. This facility has 31 marked parking spaces for all uses on this site in multiple buildings.

Recommendation:

Staff listed a number of concerns at the September and October meeting, and still has these same concerns. Since the Inspections Division nor Fire Department has not reviewed this facility for an updated Certificate of Occupancy staff recommends **DENIAL of the request.**

If the Planning Commission chooses to recommend approval of Special Use Permit application PLSUP20190000320, staff recommends the following conditions:

1. The hours of operation for the machines shall be limited to between 8:00 a.m. and 10:00 p.m. Sunday through Friday and 8:00 a.m. and 11:00 p.m. on Saturday; and
2. There shall be no more than one (1) gaming machine per three (3) persons permitted under the maximum building occupancy specified on a Certificate of Occupancy for the building and its current on-site uses; if a current Certificate of Occupancy is not on file, a new inspection must be undertaken to determine the maximum number of machines permitted and
3. No person under the age of eighteen(18) years old shall be permitted to play any game which presents an opportunity to obtain monetary or cash prizes; and
4. All entrances/exits to the building are to be lit at night; and
5. In addition to the required parking for the existing business use, the business shall provide on-site parking no less than a combination of one space per three persons based on maximum occupancy (or per square footage calculations assigned in the code, whichever is greater), plus one space per machine and one space per employee on the major shift, and
6. The required parking shall be provided on-site with no off-site substitutions and
7. The windows to the facility shall be clear to allow for visibility by Law Enforcement for security purposes.
8. No gaming machine shall allow for more than one player at a time, seated or standing. No multiple player machines shall be permitted.

The conditions are intended to alleviate the mentioned safety and welfare concerns. The conditions also ensure the business complies with all applicable zoning requirements.

City Planning Commission Options:

1. Recommend approval of Special Use Permit application PLSUP20190000320 as submitted.
2. Recommend approval of Special Use Permit application PLSUP20190000320 subject to conditions by staff.

3. Recommend approval of Special Use Permit application PLSUP20190000320 subject to conditions by the Planning Commission.
4. Recommend denial of Special Use Permit application PLSUP20190000320 as submitted.
5. Tabling of Special Use Permit application PLSUP20190000320 by Planning Commission only at the request of the applicant.

Attachments:

A. Application
B. Property Ownership/Zoning Map
C. Data Sheet
D. Existing Land Use Map (2019 Aerial)

CITY OF DANVILLE

SPECIAL USE PERMIT APPLICATION

TO THE CITY PLANNING COMMISSION AND THE HONORABLE CITY COUNCIL:
Application is hereby made for the Special Use Permit as described below:

INFORMATION TO BE PROVIDED BY THE PLANNING DIVISION

APPPLICATION IS HEREBY MADE FOR A SPECIAL USE PERMIT TO AUTHORIZE THE FOLLOWING USE:

Commercial recreation

CASE NUMBER: PLSUP20190000320

EXISTING ZONING: N-C, Neighborhood Commercial

PROPOSED ZONING: No change

TAX MAP NUMBER: PIN 59752

RECEIVED BY: Bryce Johnson

DATE FILED: Aug. 12, 2019

PLANNING COMMISSION DATE: # Sept. 9

CITY COUNCIL DATE: Oct. 1

INFORMATION TO BE PROVIDED BY THE APPLICANT
(PLEASE TYPE OR PRINT)

Exact legal description of property (Attach if insufficient space).

Gross Area/Net Area: 1700/1350 Property Address: 1225 Franklin Turnpike Danville Va.

Property Location: (N) S E W Side of: Danville Va.

Between: Medos and The Healing Ctr.

Proffered Conditions (if any, please attach):

EXPLANATION OF REQUEST:

1. **PROPOSED USE FOR THE SPECIAL USE PERMIT:**

Please provide a site plan with the following information:

- Proposed use of the land: size and location of structures with dimensions to lot lines.
- Vehicular circulation system with points of ingress and egress.
- Existing on-site buildings, separation dimensions and paved areas.
- Location and dimensions of all parking and loading areas, including the number of off-street parking and loading spaces provided.
- Net acreage.
- Gross and net square footage of building (s) (proposed and existing).
- Required landscaping and buffer areas.

Please provide a brief description of the proposed development:

4 machines

PRESENT OWNER (S) OF ALL PROPERTIES INCLUDED IN APPLICATION (PLEASE TYPE OR PRINT):

1. NAME: CatBird Properties LLC TELEPHONE: 434-836-2346

MAILING ADDRESS: 881 Afton Rd Danville VA 24540

SIGNATURE: Robin B Graves DATE: 8-12-19

SIGNATURE: _____ DATE: _____

EMAIL ADDRESS: robin.bird58@yahoo.com

APPLICANT (PLEASE TYPE OR PRINT):

If the applicant is not the property owner, written authorization from the property owner must accompany this application.

NAME: Abdul Wahid Khan TELEPHONE: 434-836-142

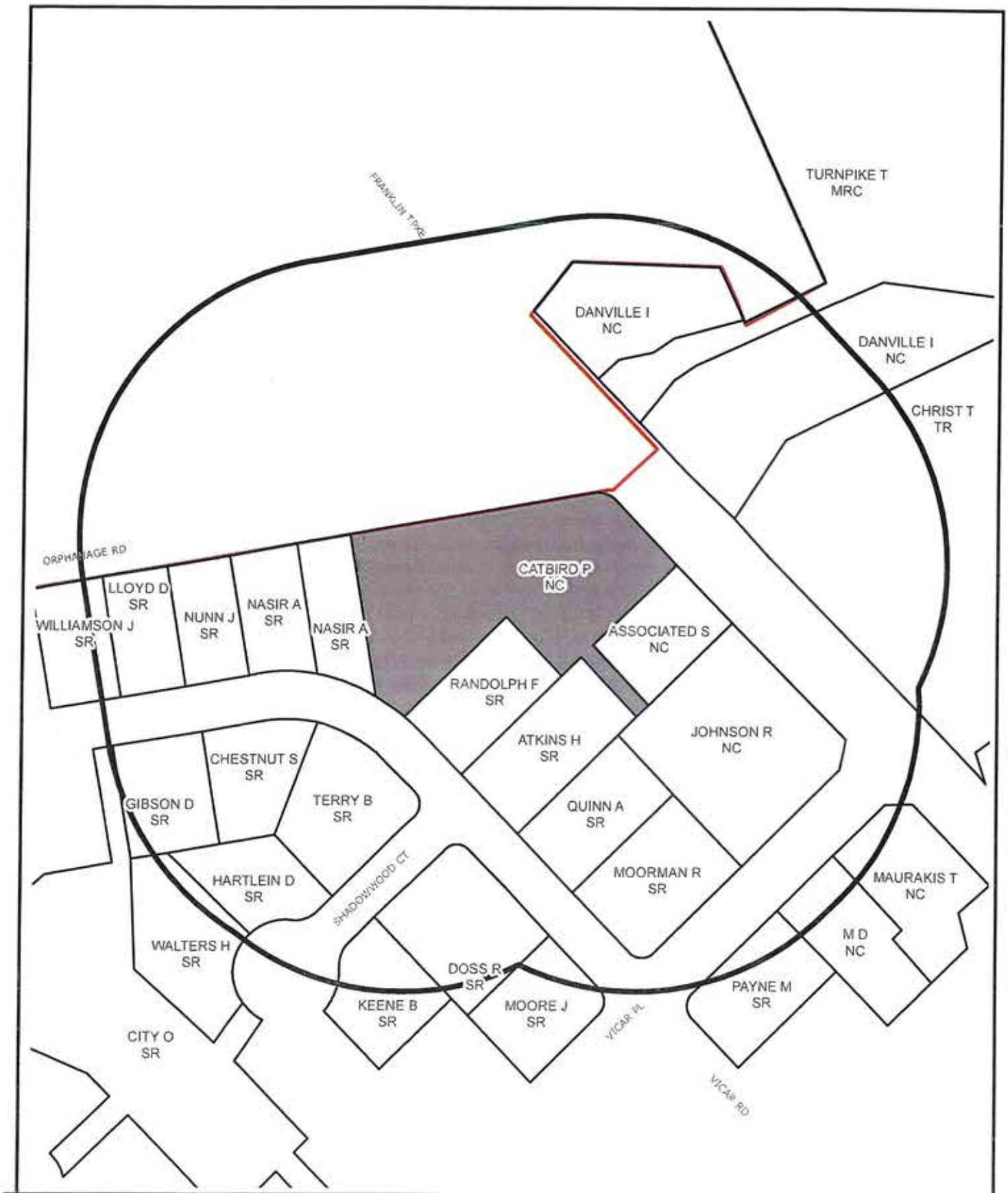
MAILING ADDRESS: 1225 Franklin TPKE Danville Va 24540

EMAIL ADDRESS: mfg1958@yahoo.com

SIGNATURE: _____ DATE: 8/12/18

SPECIAL USE PERMIT REQUEST
DATA SHEET

PUBLIC HEARING DATES:	Planning Commission at 3pm on September 9, 2019 City Council (tentative) at 7pm on October 1, 2019
LOCATION OF PROPERTY:	1225 Franklin Tpke
PRESENT ZONE:	N-C, Neighborhood Commercial
PROPOSED ZONE:	No change
ACTION REQUESTED:	Special Use Permit for commercial recreation
PRESENT USE OF PROPERTY:	Convenience store, restaurant
PROPOSED USE OF PROPERTY:	Existing uses, plus indoor gaming
FUTURE LAND USE DESIGNATION:	Neighborhood Commercial
PROPERTY OWNER (S):	Catbird Properties LLC
NAME OF APPLICANT (S):	Abdul Wahid Khan
PROPERTY BORDERED BY:	Some commercial to the southeast; residential on all other sides
ACREAGE:	1.27 acres (55,321.2 sq. ft.)
CHARACTER OF VICINITY:	Residential
INGRESS AND EGRESS:	Franklin Tpke and Orphanage Rd
TRAFFIC VOLUME:	Moderate on Franklin Tpke; moderate on Orphanage Rd



SURROUNDING PROPERTY OWNERS AND ZONING WITHIN 300 FEET OF SUBJECT PROPERTY

Prepared by:
Planning Division
8/20/2019

Disclaimer: Information contained on this map is to be used for reference purposes only. The City of Danville is not responsible for any inaccuracies herein contained. The City of Danville makes no representation of warranty as to this map's accuracy, and in particular, its accuracy in labeling, dimensions, contours, property boundaries, or placement or location of any map features thereon. No responsibility is assumed for damages or other liabilities due to the accuracy, availability, use or misuse of the information herein provided.

2019 AERIAL VIEW OF AREA SURROUNDING SUBJECT PROPERTY

Prepared by:
Planning Division
8/20/2019

Disclaimer: Information contained on this map is to be used for reference purposes only. The City of Danville is not responsible for any inaccuracies herein contained. The City of Danville makes no representation of warranty as to this map's accuracy, and in particular, its accuracy in labeling, dimensions, contours, property boundaries, or placement or location of any map features thereon. No responsibility is assumed or liability or other liabilities due to the accuracy, availability, use or misuse of the information herein provided.

I Robin Francis understand the meaning behind the zoning request for gamas and I authorize these in the location.

Robin B Francis 8/12/19

DEPARTMENT OF ENGINEERING AND PLANNING

CITY OF DANVILLE, VIRGINIA

CERTIFICATE OF USE AND OCCUPANCY

****

Pursuant to Section 119 of the Virginia Uniform Statewide Building Code, the application of Blair Enterprises, Inc. whose structure is located at 1225 Franklin Turnpike Danville, Virginia, is hereby certified to be in compliance with the Virginia Uniform Statewide Building Code, Section 34 of the Code of the City of Danville, Virginia, and/or other applicable codes.

This structure is in Use Group Mercantile

This structure has a Fire Grade of:

(Table 902, Building Code) Class M

Hours 3

The maximum live load on floors:

a. First floor _____

b. Second floor _____

c. Others _____

The occupancy loads on floors:

(Section 606, Building Code)

a. First floor 80

b. Second floor NA

c. Others NA

CODE						INSPECTOR	DATE	REMARKS
BUILDING	PLUMBING	ELECTRIC	HEALTH	FIRE	ZONING			
✓						Linda Nixon	5/15/92	
	✓					[illegible]	7-1-92	
		✓				[illegible]	6-9-92	
			✓			[illegible]	[illegible]	
				✓		[illegible]	7-7-92	
						[illegible]	[illegible]	

Certificate of Use and Occupancy No. 2-24-92-65

Building Official: _____ Date: _____

Council Letter
City of Danville, Virginia

CL-2240 **New Business C.**

City Council Regular Meeting

Meeting Date: 02/04/2020

Subject: Request for a Special Use Permit for Commercial Indoor Recreation at 1354 Westover Drive.

From: Kenneth C. Gillie, Jr., Community Development Director

COUNCIL ACTION

Business Meeting: 02/04/2020

SUMMARY

A request has been filed by Inam Qazi on behalf of UHA Inc., requesting a Special Use Permit for commercial recreation (indoor) in accordance with Article 3.M, Section C, Item 4 of the Zoning Ordinance of the Code of the City of Danville, Virginia 1986, as amended, at 1354 Westover Drive, otherwise known as Grid 0710, Block 001, Parcel 000006 of the City of Danville, Virginia, Zoning District Map. The applicant is proposing to have indoor gaming.

BACKGROUND

Inam Qazi, the applicant, is requesting a Special Use Permit for commercial recreation at 1354 Westover Drive. The applicant proposes to provide indoor gaming activities in addition to the existing on-site use. These gaming activities include an opportunity to obtain money.

Before the month of August, the applicant had already been operating a commercial recreation establishment, but without the required Special Use Permit or legal non-conforming status. To the best of staff's knowledge, operations ceased after the business was cited for a zoning violation in late July. General guidelines for recreational facilities include parking requirements, hours of operation, and other standards to ensure a safe environment. When a business offers the chance to earn money from gaming activities, there are additional safety concerns.

This item was tabled at the Planning Commission meeting on September 9, and October 7, to allow facilities to obtain Certificates of Occupancy, and to address the additional parking concerns. This facility does not have a Certificate of Occupancy. After meetings with both the Inspections Division of Community Development, as well as the City of Danville Fire Department, it has been determined that facilities with these machines should be listed as a B-Business Group. This requires public restrooms, handicapped accessible routes and parking spaces, exit lights, fire extinguishers, as well as other life safety items. This facility did not have a Certificate of Occupancy, but has been inspected to determine compliance with this change in use of the building. The list of necessary corrections is attached to the end of this report. As of this date, these items have not been addressed and a new Certificate of Occupancy has not been obtained. This facility has 23 conforming, marked parking spaces and 8 non-conforming spaces. The facility itself is 3,553 sq. ft. in total which includes multiple uses. The store would require 19 parking spaces as only a convenience store.

At their meeting of November 12, 2019, the Planning Commission voted 6-1 to recommend denial of the request.

RECOMMENDATION

The City Planning Commission recommends that City Council adopt a Resolution denying Special Use Permit application PLSUP20190000319, filed by Inam Qazi on behalf of UHA Inc, requesting a Special Use Permit for commercial recreation (indoor) in accordance with Article 3.M, Section C, Item 4 of the Zoning Ordinance of the Code of the City of Danville, Virginia 1986, as amended, at 1354 Westover Drive, otherwise known as Grid 0710, Block 001, Parcel 000006 of the City of Danville, Virginia, Zoning District Map. The applicant is proposing to have indoor gaming.

Attachments

Resolution

Planning Backup

PRESENTED: _____

ADOPTED: _____

RESOLUTION NO. 2019-____.____

A RESOLUTION DENYING SPECIAL USE PERMIT APPLICATION PLSUP20190000319, FILED BY INAM QAZI ON BEHALF OF UHA INC, REQUESTING A SPECIAL USE PERMIT FOR COMMERCIAL RECREATION (INDOOR) IN ACCORDANCE WITH ARTICLE 3.M, SECTION C, ITEM 4 OF THE ZONING ORDINANCE OF THE CODE OF CITY OF DANVILLE, VIRGINIA, 1986, AS AMENDED, AT 1354 WESTOVER DRIVE, OTHERWISE KNOWN AS GRID 0710, BLOCK 001, PARCEL 000006 OF THE CITY OF DANVILLE, VIRGINIA ZONING DISTRICT MAP.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Danville, Virginia, that the report of the Planning Commission recommending denial of Special Use Permit application PLSUP20190000319, filed by Inam Qazi on behalf of UHA Inc, requesting a Special Use Permit for commercial recreation (indoor) in accordance with Article 3.M, Section C, Item 4 of the Zoning Ordinance of the Code of City of Danville, Virginia, 1986, as amended, at 1354 Westover Drive, otherwise known as Grid 0710, Block 001, Parcel 000006 of the City of Danville, Virginia Zoning District Map, is hereby received; and

BE IT FURTHER RESOLVED that in consideration of said report and the public hearing this day held by Council, Special Use Permit application PLSUP20190000319, filed by Inam Qazi on behalf of UHA Inc, requesting a Special Use Permit for commercial recreation (indoor) in accordance with Article 3.M, Section C, Item 4 of the Zoning Ordinance of the Code of City of Danville, Virginia, 1986, as amended. at 1354 Westover Drive, otherwise known as Grid 0710, Block 001, Parcel 000006 of the City of Danville, Virginia Zoning District Map, is hereby denied.

APPROVED:

_____
MAYOR

ATTEST:

_____
CLERK

Approved as to
Form and Legal Sufficiency:

_____
Assistant City Attorney

City of Danville
427 Patton Street, Suite 208
Danville VA, 24541
Phone: (434) 799-5260

City Planning Commission

MEMORANDUM

DATE: NOVEMBER 12, 2019

TO: CITY COUNCIL

FROM: CITY PLANNING COMMISSION

SUBJECT: SPECIAL USE PERMIT REQUEST

REQUEST:

Special Use Permit application PLSUP20190000319, filed by Inam Qazi on behalf of UHA Inc, requesting a Special Use Permit for commercial recreation (indoor) in accordance with Article 3.M, Section C, Item 4 of the Zoning Ordinance of the Code of City of Danville, Virginia 1986, as amended at 1354 Westover Dr, otherwise known as Grid 0710, Block 001, Parcel 000006 of the City of Danville, Virginia Zoning District Map. The applicant is proposing to have indoor gaming.

RECOMMENDATION:

The Planning Commission voted 6-1 to recommend denial of the request.

Michael W. Scearce (6-1)
Mr. Michael Scearce, Chairman

RESPONSES:

Thirty (30) notices were sent to property owners within three hundred (300) feet of the property. Six (6) property owners returned statements. Zero (0) property owners are not opposed to the request (Names). Six(6) property owners are opposed to the request (Fields, Sutter, Gillispie, Ireson, Terry and Holley).

COMMENTS:

Please see the attached letters for additional comments.

NEIGHBORING PROPERTY OWNERS STATEMENT

According to the record of land ownership you own property that is located within 300 feet of property that is the subject of a public hearing. You are entitled to express an opinion as to whether you are opposed or not opposed to the request by completing the form below. Please check the appropriate box and return it by **September 6, 2019**, in the enclosed self-addressed, stamped envelope. You are not required to complete this form but may if you desire to express an opinion on this matter.

I (we) FIELDS KEITH A & KARRI L

as owner(s) of Lot(s) WENTZ CIR

X **AM OPPOSED**

_____ **AM NOT OPPOSED**

to the following request filed with the City of Danville:

Special Use Permit application PLSUP20190000319, filed by Inam Qazi on behalf of UHA Inc, requesting a Special Use Permit for commercial recreation (indoor) in accordance with Article 3.M, Section C, Item 4 of the Zoning Ordinance of the Code of City of Danville, Virginia 1986, as amended at 1354 Westover Dr, otherwise known as Grid 0710, Block 001, Parcel 000006 of the City of Danville, Virginia Zoning District Map. The applicant is proposing to have indoor gaming.

Signatures(s):

Keith A. Fields

Karri Fields

Comments: This area is already too congested. Traffic on Westover, including the gas station, convenience store and transition from 4 to 2 lane traffic is problematic. Side streets such as Capri Ct., Blair Loop and Wentz Circle all come into this general area. There is already too much traffic for ingress/egress from Bruxton automotive to the Dollar General.

Keith Fields

NEIGHBORING PROPERTY OWNERS STATEMENT

According to the record of land ownership you own property that is located within 300 feet of property that is the subject of a public hearing. You are entitled to express an opinion as to whether you are opposed or not opposed to the request by completing the form below. Please check the appropriate box and return it by **September 6, 2019**, in the enclosed self-addressed, stamped envelope. You are not required to complete this form but may if you desire to express an opinion on this matter.

I (we) GILLISPIE JAMES N & OAKES LINDA H

as owner(s) of Lot(s) 266 LOVELL DR

X **AM OPPOSED**

_____ **AM NOT OPPOSED**

to the following request filed with the City of Danville:

Special Use Permit application PLSUP20190000319, filed by Inam Qazi on behalf of UHA Inc, requesting a Special Use Permit for commercial recreation (indoor) in accordance with Article 3.M, Section C, Item 4 of the Zoning Ordinance of the Code of City of Danville, Virginia 1986, as amended at 1354 Westover Dr, otherwise known as Grid 0710, Block 001, Parcel 000006 of the City of Danville, Virginia Zoning District Map. The applicant is proposing to have indoor gaming.

Signatures(s):

James N. Gillispie

Linda H. Gillispie

Comments:

MOST OF THE BUILDINGS AROUND THIS PROPERTY ARE RESIDENTIAL AND HAVE BEEN SO FOR GENERATIONS. INTRODUCTION OF A GAMBLING FACILITY (AS OPPOSED TO AN ESTABLISHED NEIGHBORHOOD GROCERY STORE) WOULD BRING UNWANTED POTENTIAL FOR CRIME, PROPERTY DESTRUCTION AND PARKING PROBLEMS.

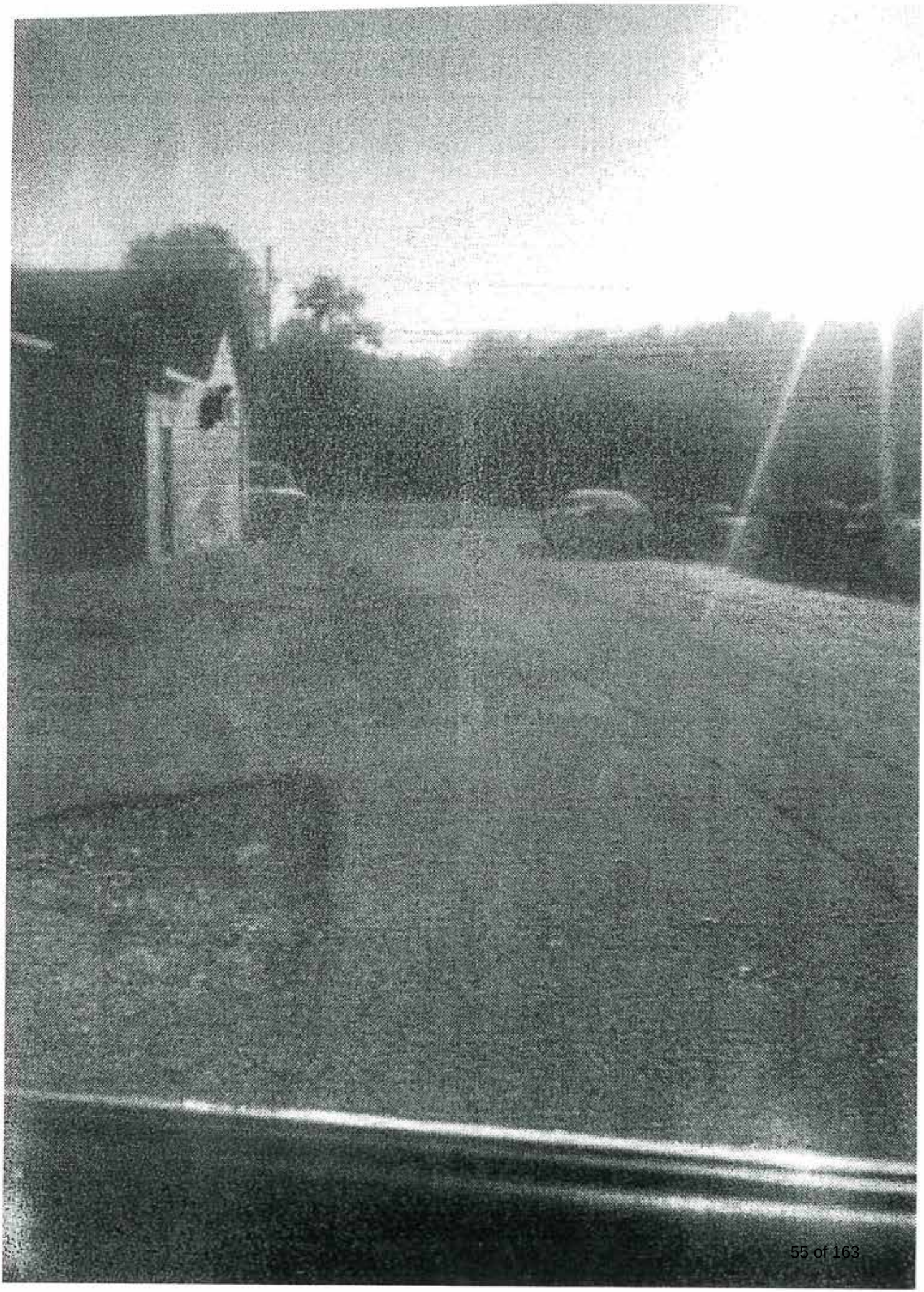
IN ADDITION, THE OWNERS OF SAID ~~RESIDENTS~~ PROPERTIES WILL SEE AND BE HARMED BY DECREASED PROPERTY VALUES. THERE ALSO WILL BE INCREASED POTENTIAL FOR HARM TO THE CHILDREN IN THIS AREA. NO TO THIS PERMIT.

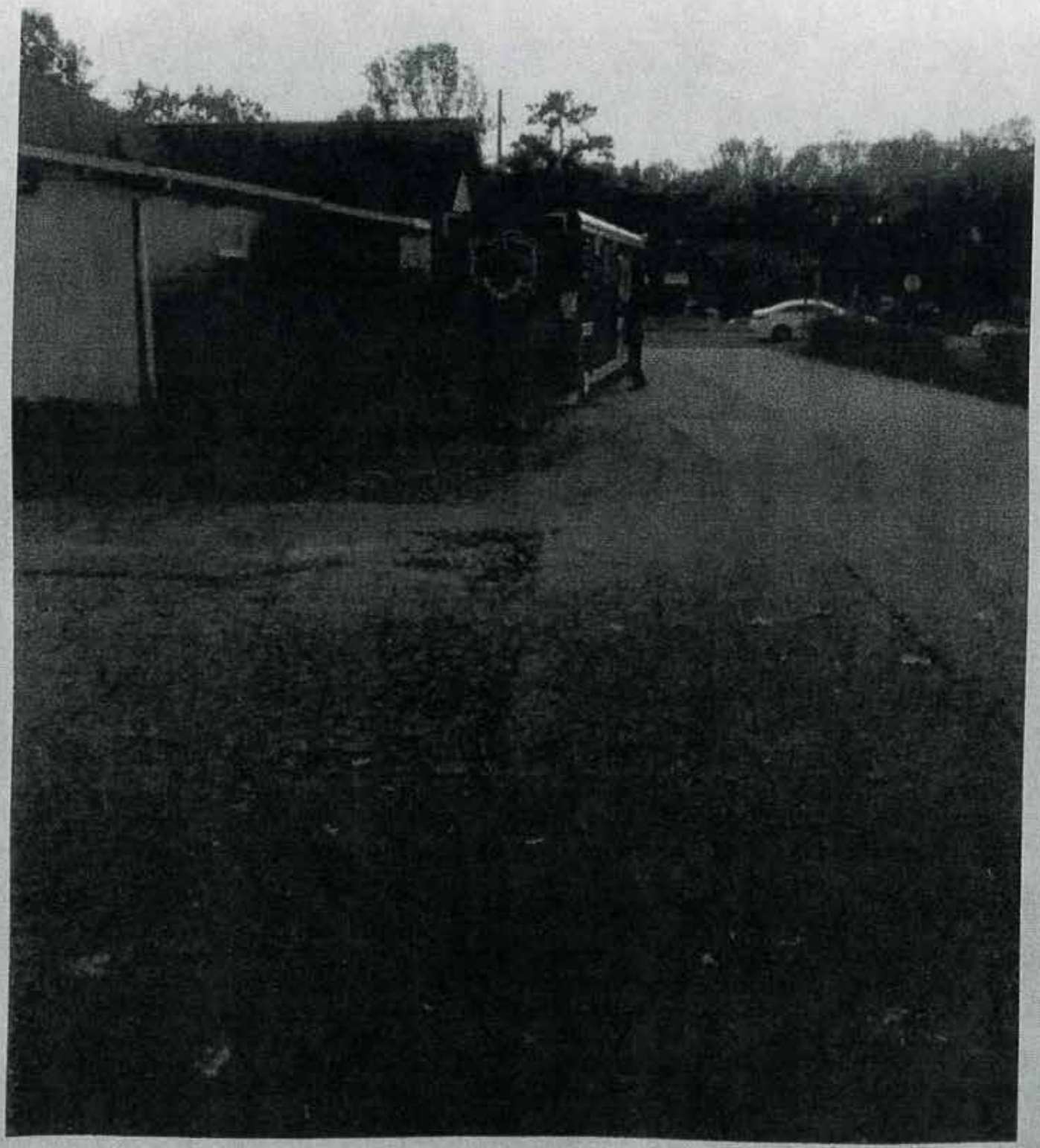
We, the undersigned residents, homeowners and property owners of Westover and surrounding area are opposed to the request for a special use permit application PLSUP20190000319 filed by Inam Qazi on behalf of UHA Inc. for commercial recreation (indoor) being proposed at 1354 Westover Drive, Danville, Virginia.

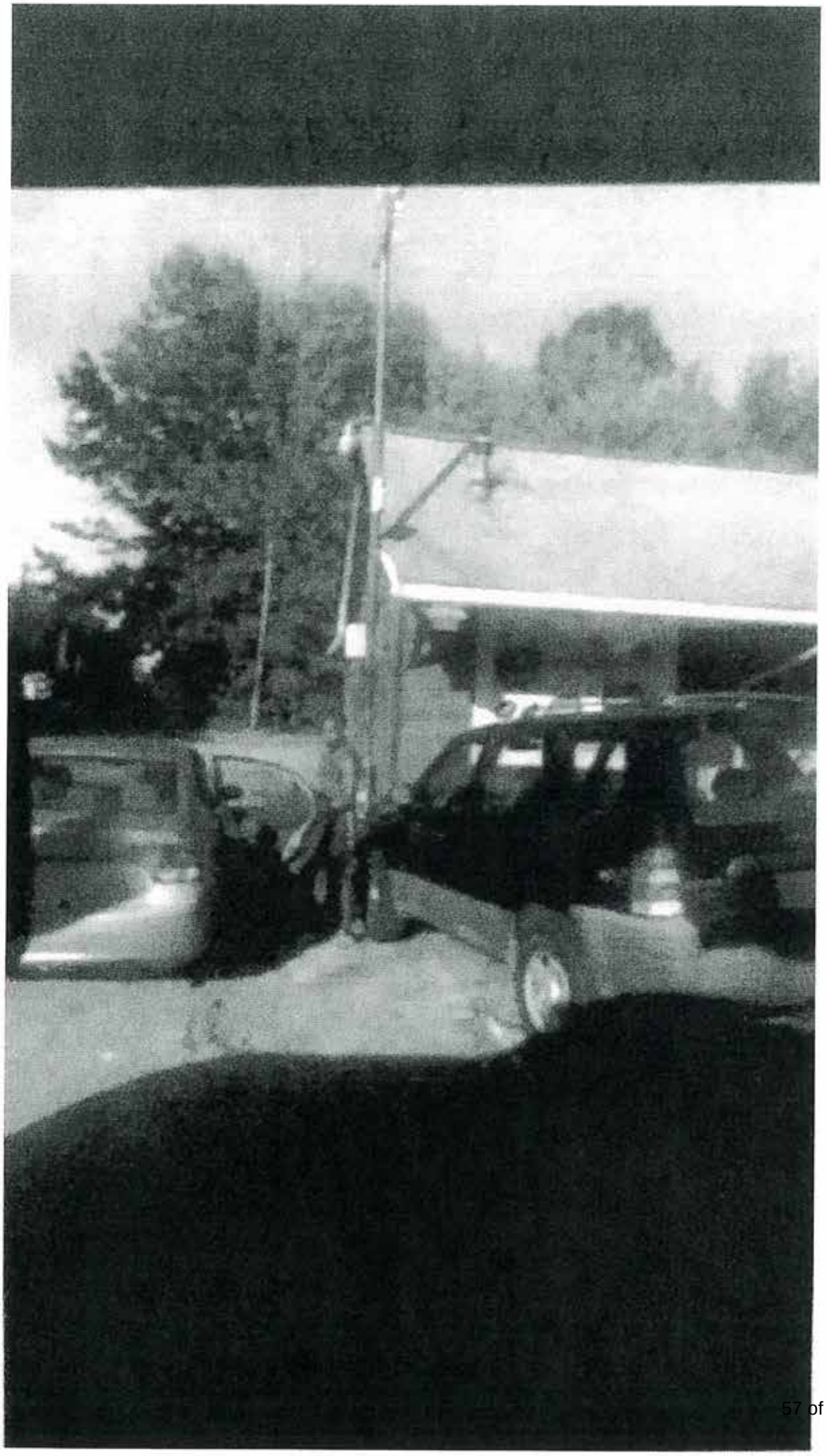
NAME	ADDRESS
Joshua Lavinder	142 Capri Ct. Danville VA.
JAMIE S. MITCHELL	135 CAPRI CT. DANVILLE, VA.
PAT HOLLEY	147 Capri Ct DANVILLE, VA
Jane R Clark	156 CAPRI CT DANVILLE VA
Patricia Tyree	153 Capri Ct. Danville, Va.
W. Alan Tyree	153 Capri ct. Danville Va.
Christine Spencer	163 Capri ct Danville, Va
Maisie Horsley	141 Capri Ct Danville VA.
JERRY NEWTON	1305 WESTOVER DR
Frances P. Baker	1409 Westover Dr City
Dawn Hines	1952 Blair Loop Rd.
Howard + Earlene Dodson	145 CAPRI ct. Danville, VA
LaDelle R. Moon	150 Capri Ct. Danville, Va
Jason Adkins	112 Barrett St
Judy Hall	109 Barrett St
Emily Hall Flynn	109 Barrett St.
Carrie L Hall	109 Barrett St
Jane Tenison	117 Capri Ct. Danville VA.
Harry Teague Jr	138 Wentz Circle
Anna Teague	138 Wentz Circle
Eva Smith	201 Wentz Circle
Edward Smith	201 Wentz Circle
Karri Fields	145 Wentz Circle
Kurt Fields	145 Wentz Circle
Coleman Fields	145 Wentz Circle
Bryson Finch	145 Wentz Circle
Henry Dyer	1406 Westover Dr.
Melissa Mercer	1406 Westover Dr.
Grace Buxton	1344 Westover drive Danville VA 24541
Brian Buxton	1344 Westover drive Danville VA 24541

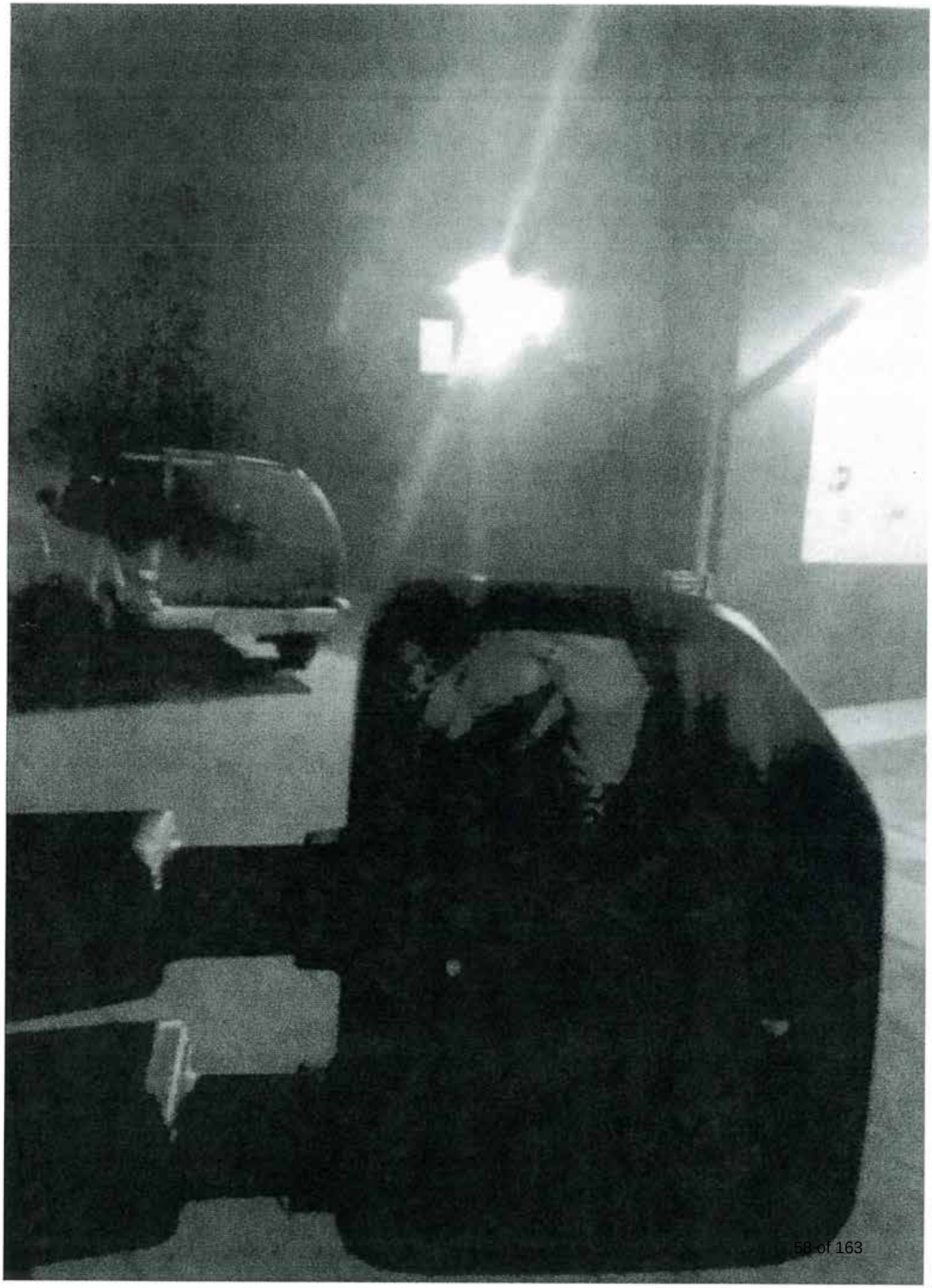
We, the undersigned residents, homeowners and property owners of Westover and surrounding area are opposed to the request for a special use permit application PLSUP20190000319 filed by Inam Qazi on behalf of UHA Inc. for commercial recreation (indoor) being proposed at 1354 Westover Drive, Danville, Virginia.

NAME	ADDRESS
Lydia Gillespie	266 Lovell Dr. Danville
James Gillespie	266 Lovell DR. DANVILLE, VA 24541
Brian Buxton * (on 1st sheet)	1344 Westover dr Danville VA 24541
Grace Buxton * (on 1st sheet)	1344 Westover drive Danville VA 24541
Russell Jeffrey	1402 Westover Dr. Danville 24541
Dennis Semones	281 Lovell Dr. Danville 24541
James Robertson	1324 Westover Dr. Danville 24541
Judy Barbam	255 Lovell Dr Danville VA 24541
Karen Stewart	259 Lovell Dr. Danville, VA 24541









City of Danville
427 Patton Street, Suite 208
Danville VA, 24541
Phone: (434) 799-5260

City Planning Commission

City Planning Commission
Meeting of November 12, 2019

Subject:

Special Use Permit application PLSUP20190000319, filed by Inam Qazi on behalf of UHA Inc, requesting a Special Use Permit for commercial recreation (indoor) in accordance with Article 3.M, Section C, Item 4 of the Zoning Ordinance of the Code of City of Danville, Virginia 1986, as amended at 1354 Westover Dr, otherwise known as Grid 0710, Block 001, Parcel 000006 of the City of Danville, Virginia Zoning District Map. The applicant is proposing to have indoor gaming.

Background:

Inam Qazi, the applicant, is requesting a Special Use Permit for commercial recreation at 1354 Westover Drive. The applicant proposes to provide indoor gaming activities in addition to the existing on-site use. These gaming activities include an opportunity to obtain money.

Before the month of August, the applicant had already been operating a commercial recreation establishment, but without the required Special Use Permit or legal non-conforming status. To the best of staff's knowledge, operations ceased after the business was cited for a zoning violation in late July.

General guidelines for recreational facilities include parking requirements, hours of operation, and other standards to ensure a safe environment. When a business offers the chance to earn money from gaming activities, there are additional safety concerns.

This item was tabled at the Planning Commission meeting on September 9 and October 7 to allow facilities to obtain Certificates of Occupancy, and to address the additional parking concerns. This facility does not have a Certificate of Occupancy. After meetings with both the Inspections Division of Community Development, as well as the City of Danville Fire Department, it has been determined that facilities with these machines should be listed as a B-Business Group. This requires public restrooms, handicapped accessible routes and parking spaces, exit lights, and fire extinguishers, as well as other life safety items. This facility did not have a Certificate of Occupancy but has been inspected to determine compliance with this change in use of the building. The list of necessary corrections is attached to the end of this report. As of this date, these items have not been addressed and a new Certificate of Occupancy has not been obtained. This facility has 23 conforming marked parking spaces and 8 non-conforming

spaces. The facility itself is 3,553 sq. ft. in total which includes multiple uses. The store would require which requires 19 parking spaces as only a convenience store.

Recommendation:

Staff listed a number of concerns at the September and October meetings, and still has these same concerns. Since the items listed in the Inspections Division and Fire Department report have not been addressed and a new Certificate of Occupancy hasn't been obtained, staff recommends **DENIAL of the request**.

If the Planning Commission chooses to recommend approval of Special Use Permit application PLSUP20190000319 staff recommend the following conditions:

1. The hours of operation for the machines shall be limited to between 8:00 a.m. and 10:00 p.m. Sunday through Friday and 8:00 a.m. and 11:00 p.m. on Saturday; and
2. There shall be no more than one (1) gaming machine per three (3) persons permitted under the maximum building occupancy specified on a Certificate of Occupancy for the building and its current on-site uses; if a current Certificate of Occupancy is not on file, a new inspection must be undertaken to determine the maximum number of machines permitted and
3. No person under the age of eighteen(18) years old shall be permitted to play any game which presents an opportunity to obtain monetary or cash prizes; and
4. All entrances/exits to the building are to be lit at night; and
5. In addition to the required parking for the existing business use, the business shall provide on-site parking no less than a combination of one space per three persons based on maximum occupancy (or per square footage calculations assigned in the code, whichever is greater), plus one space per machine and one space per employee on the major shift, and
6. The required parking shall be provided on-site with no off-site substitutions.
7. The windows to the facility shall be clear to allow for visibility by Law Enforcement for security purposes.
8. No gaming machine shall allow for more than one player at a time, seated or standing. No multiple player machines shall be permitted.

City Planning Commission Options:

1. Recommend approval of Special Use Permit application PLSUP20190000319 as submitted.
2. Recommend approval of Special Use Permit application PLSUP20190000319 subject to conditions by staff.
3. Recommend approval of Special Use Permit application PLSUP20190000319 subject to conditions by the Planning Commission.
4. Recommend denial of Special Use Permit application PLSUP20190000319 as submitted.
5. Tabling of Special Use Permit application PLSUP20190000319 by Planning Commission only at the request of the applicant.

Attachments:

A. Application
B. Property Ownership/Zoning Map
C. Data Sheet
D. Existing Land Use Map (2019 Aerial)
E. Change of Use Survey Information

CITY OF DANVILLE

SPECIAL USE PERMIT APPLICATION

TO THE CITY PLANNING COMMISSION AND THE HONORABLE CITY COUNCIL:
Application is hereby made for the Special Use Permit as described below:

INFORMATION TO BE PROVIDED BY THE PLANNING DIVISION

APPPLICATION IS HEREBY MADE FOR A SPECIAL USE PERMIT TO AUTHORIZE THE FOLLOWING USE:

Commercial recreation

CASE NUMBER: PLSOP20190000319

EXISTING ZONING: HR-C, Highway Retail

PROPOSED ZONING: No change

TAX MAP NUMBER: PID 57093

RECEIVED BY: Bryce Johnson

DATE FILED: Aug. 12, 2019

PLANNING COMMISSION DATE: Sept. 9

CITY COUNCIL DATE: Oct. 1

INFORMATION TO BE PROVIDED BY THE APPLICANT
(PLEASE TYPE OR PRINT)

Exact legal description of property (Attach if insufficient space).

Gross Area/Net Area: 3553 Property Address: 1354 Westover Dr.

Property Location: N S (E) W Side of: Danville

Between: The Gas House and Buckston Auto Shop

Proffered Conditions (if any, please attach):

EXPLANATION OF REQUEST:

1. PROPOSED USE FOR THE SPECIAL USE PERMIT:

Please provide a site plan with the following information:

- Proposed use of the land: size and location of structures with dimensions to lot lines.
- Vehicular circulation system with points of ingress and egress.
- Existing on-site buildings, separation dimensions and paved areas.
- Location and dimensions of all parking and loading areas, including the number of off-street parking and loading spaces provided.
- Net acreage.
- Gross and net square footage of building (s) (proposed and existing).
- Required landscaping and buffer areas.

Please provide a brief description of the proposed development:

Skill game Operation

15

PRESENT OWNER (S) OF ALL PROPERTIES INCLUDED IN APPLICATION (PLEASE TYPE OR PRINT):

1. NAME: UHA Inc. TELEPHONE: _____

MAILING ADDRESS: 2110 Pecan Court Danville VA. 24540

SIGNATURE: _____ DATE: 8/12/19

SIGNATURE: _____ DATE: _____

EMAIL ADDRESS: _____

APPLICANT (PLEASE TYPE OR PRINT):

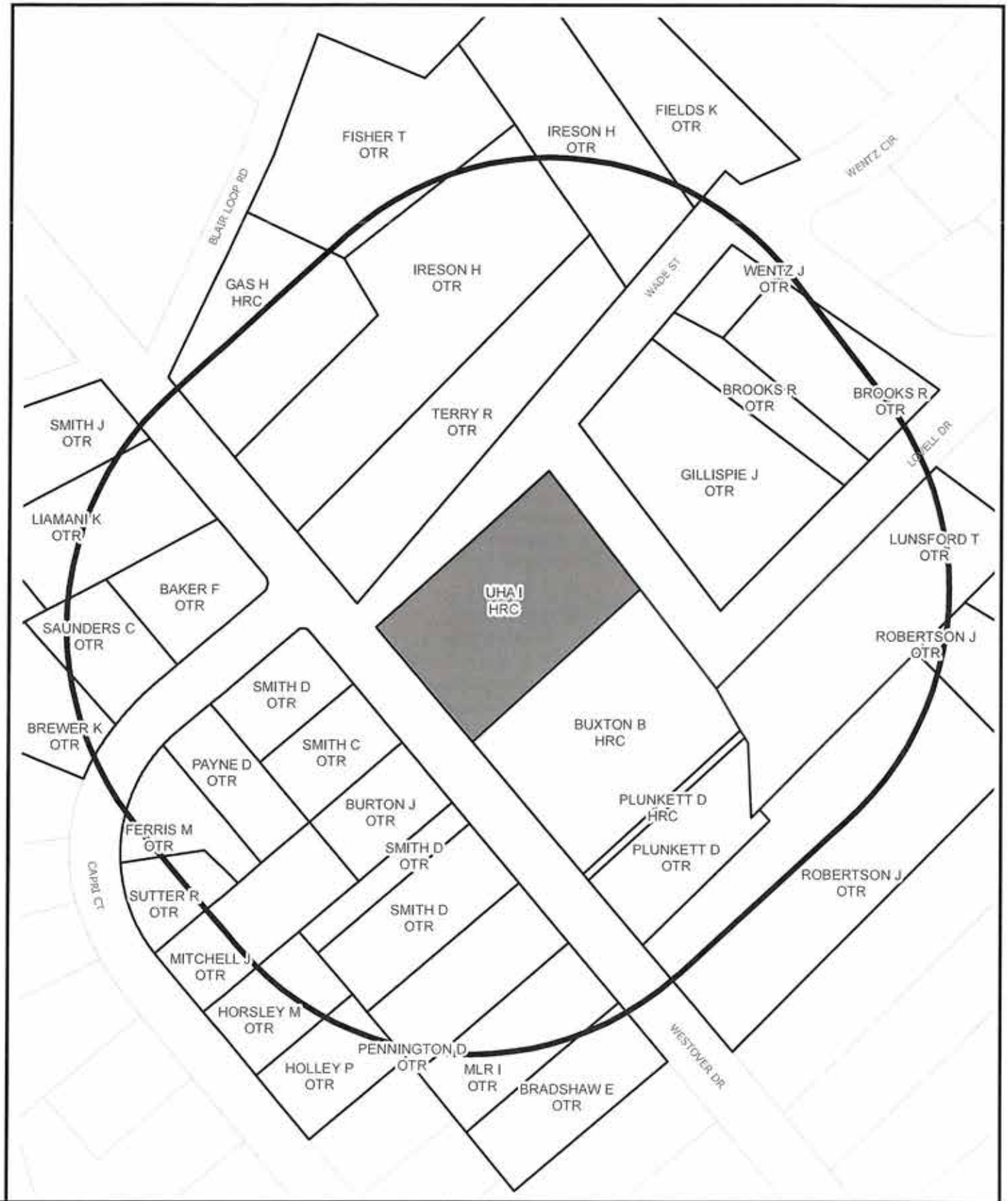
If the applicant is not the property owner, written authorization from the property owner must accompany this application.

NAME: INAM QAZI TELEPHONE: 732.423-8505

MAILING ADDRESS: 2110 Pecan Court Danville VA. 24540

EMAIL ADDRESS: _____

SIGNATURE: _____ DATE: 8/12/19



SURROUNDING PROPERTY OWNERS AND ZONING WITHIN 300 FEET OF SUBJECT PROPERTY

Prepared by:
Planning Division
8/20/2019

Disclaimer: Information contained on this map is to be used for reference purposes only. The City of Danville is not responsible for any inaccuracies herein contained. The City of Danville makes no representation of warranty as to this map's accuracy, and in particular, its accuracy in labeling, dimensions, contours, property boundaries, or placement or location of any map features thereon. No responsibility is assumed for damages or other liabilities due to the accuracy, availability, use or misuse of the information herein provided.

SPECIAL USE PERMIT REQUEST
DATA SHEET

PUBLIC HEARING DATES:	Planning Commission at 3pm on September 9, 2019 City Council (tentative) at 7pm on October 1, 2019
LOCATION OF PROPERTY:	1354 Westover Dr.
PRESENT ZONE:	HR-C, Highway Retail Commercial
PROPOSED ZONE:	No change
ACTION REQUESTED:	Special Use Permit for commercial recreation
PRESENT USE OF PROPERTY:	Convenience Store
PROPOSED USE OF PROPERTY:	Existing uses, plus indoor gaming
FUTURE LAND USE DESIGNATION:	Regional Commercial
PROPERTY OWNER (S):	UHA Inc
NAME OF APPLICANT (S):	Inam Qazi
PROPERTY BORDERED BY:	Some commercial to the northwest and southeast; residential on all sides
ACREAGE:	0.74 acres (32,234.4 sq. ft.)
CHARACTER OF VICINITY:	Residential
INGRESS AND EGRESS:	Westover Dr. and Wade St.
TRAFFIC VOLUME:	Moderate on Westover Dr; low on Wade St.

2019 AERIAL VIEW OF AREA SURROUNDING SUBJECT PROPERTY

Prepared by:
Planning Division
8/20/2019

Disclaimer: Information contained on this map is to be used for reference purposes only. The City of Danville is not responsible for any inaccuracies herein contained. The City of Danville makes no representation of warranty as to this map's accuracy, and in particular, its accuracy in labeling, dimensions, contours, property boundaries, or placement or location of any map features thereon. No responsibility is assumed for damages or other liabilities due to the accuracy, availability, use or misuse of the information herein provided.

Gillie, Kenny

From: Bisson, Dennis J.
Sent: Tuesday, October 01, 2019 9:35 AM
To: lnamqazi66@hotmail.com
Cc: Thornton, Gerald (Jay) G; Clark, Christopher W.; Willis, William C.; Gillie, Kenny; Fulcher, Charles
Subject: 1354 Westover Dr
Attachments: 1354 WESTOVER DR.pdf

Good morning Mr. Qazi

Attached is the notice from the fire department, and below are the building violations that will have to be corrected before a Certificate of Occupancy will be issued. The Code sections are from the Virginia Property Maintenance Code and are referenced before each violation.

#1- 304.2 Protective treatment: Multiple areas outside have paint chipping and flaking off. Eliminate all chipped and flaking paint.
#2-304.3 Premises identification: Missing address numbers. Install numbers per code.
#3-304.6 Exterior walls: Deteriorated siding on the back of the structure. Repair with new siding.
#4-304.7 Roofs and drainage: A shingle on the front part of the roof is damaged. Replace shingle so that it prevents water from entering the building.
#5-304.13 Window, skylight and door frames: On the back of the building the door frame is deteriorated. Replace all deteriorated wood.
#6-305.3 Interior surfaces: Multiple areas where there are holes, and chipping paint on the ceiling. Repair all holes and eliminate all chipping paint.
#7-305.4 Stairs and walking surfaces: multiple areas where the floor is missing covering and there are holes in the floor under the ice-cream machine. All flooring must be properly installed and floors repaired to code.
#8-305.6 Interior Doors: Bathroom door is not properly installed. Repair bathroom door so that it works as intended.
#9-504.2 Plumbing fixtures: The sink faucet behind the counter is rusty, deteriorated and unstable. Properly attach faucet.
#10-603.1 Mechanical equipment and appliances: Mechanical vent covers on attached in various location in the building. Properly install missing vent covers.
#11-604.1 Electrical system: No access to the electrical panel. Clear space must be made in front of the panel to code to be able to access it.
#12-604.3 Electrical system hazards: Multiple areas where there are open electrical taps and boxes that are open. All open electrical taps must be installed in junction boxes and all junction boxes must be properly .
#13-605.1 Electrical components: areas in the back where the is wire installed to lights that are not rated for exterior use, and the bathroom exhaust fan does not work. Replace wire to code, and repair fan in bathroom.
#14-605.3 Lighting distribution and luminaries: Outside flag pole light is broken and hanging by the wires, light is broken on left facing side of the building, emergency light at the exit does not work, and light in the walk in cooler doesn't work. All lights must be work as intended.
#15-702.3 Doors: Front exit door needs a key to unlock the door from the interior. Egress must be made without the use of keys, special knowledge or effort.

Please let me know if you have any questions and when everything is completed so that we can come back out and re-inspect the building.

Dennis J Bisson Jr., PMO
Property Maintenance Coordinator
www.danville-va.gov
434-799-5260 Ext 2497

Danville Fire Department Inspection Letter

Department Information

600 Lynn Street Danville, VA 24541

Fax: 434.797.8943

Phone: 434.799.5226

Email: FireMarshalsOffice@danvilleva.gov

Battalion Chief Shelby Irving, Fire Marshal

Jay Thornton, Fire Inspector

Lt. Richard Guill, Assistant Fire Marshal

Facility Information

Occupant Name: CHARLIE'S STOP AND SHOP #2
Street Number: 1354 **Street Name:** WESTOVER **Street Type:** Drive
24541

Inspection Information

Inspection Type: Inspection - General
Inspector: Thornton, Gerald; Guill, Richard
Date Completed: 9/30/2019

Violations

Violation Code	Description	Violation Location	Comments	Days to Correct
906.2	Portable fire extinguishers shall be selected, installed and maintained in accordance with this section and NFPA 10. Exceptions: 1.The distance of travel to reach an extinguisher shall not apply to the spectator seating portions of Group A-5 occupancies. 2.Thirty-day inspections shall not be required and maintenance shall be allowed to be once every 3 years for dry-chemical or halogenated agent portable fire extinguishers that are supervised by a listed and approved electronic monitoring device, provided that all of the following conditions are met: 2.1.Electronic monitoring shall confirm that extinguishers are properly positioned, properly charged and unobstructed. 2.2.Loss of power or circuit continuity to the electronic monitoring device shall initiate a trouble signal. 2.3.The extinguishers shall be installed inside of a building or cabinet in a noncorrosive environment. 2.4.Electronic monitoring devices and supervisory circuits shall be tested every 3 years when extinguisher maintenance is performed. 2.5.A written log of required hydrostatic test dates for extinguishers shall be maintained by the owner to verify that hydrostatic tests are conducted at the frequency required by NFPA 10. 3.In Group I-3, portable fire extinguishers shall be permitted to be located at staff locations.	FIRE EXTINGUISHERS	FIRE EXTINGUISHERS SHALL BE TESTED AND INSPECTED ANNUALLY BY A CERTIFIED COMPANY	30

605.5	Extension cords and flexible cords shall not be a substitute for permanent wiring. Extension cords and flexible cords shall not be affixed to structures, extended through walls, ceilings or floors, or under doors or floor coverings, nor shall such cords be subject to environmental damage or physical impact. Extension cords shall be used only with portable appliances.	THROUGH OUT STRUCTURE	ALL DROP CORDS BEING USED AS PERMANENT WIRING SHALL BE REMOVED. ADDITIONAL ELECTRICAL OUTLETS SHALL BE ADDED.	30
605.3	A working space of not less than 30 inches (762 mm) in width, 36 inches (914 mm) in depth and 78 inches (1981 mm) in height shall be provided in front of electrical service equipment. Where the electrical service equipment is wider than 30 inches (762 mm), the working space shall be not less than the width of the equipment. Storage of materials shall not be located within the designated working space. Exceptions: 1.Where other dimensions are required or allowed by NFPA 70. 2.Access openings into attics or under-floor areas which provide a minimum clear opening of 22 inches (559 mm) by 30 inches (762 mm).	BREAKER PANEL	BREAKER PANEL SHALL HAVE A CLEAR SPACE OF 30 INCHES	30
605.4.1	Relocatable power taps shall be of the polarized or grounded type, equipped with overcurrent protection, and shall be listed in accordance with UL 1363.	ALL POWER STRIPS	ALL POWER STRIPS BEING USED SHALL BE FUSIBLE, AND DIRECTLY PLUGGED INTO AN APPROVED OUTLET. POWER STRIPS SHALL NOT BE PLUGGED INTO EACH OTHER.	30

1008.3	The power supply for means of egress illumination shall be maintained in accordance with the applicable building code.	EMERGENCY LIGHTS	EMERGENCY LIGHTS SHALL BE CAPABLE OF OPERATING OFF OF BATTERY BACK UP FOR A PERIOD OF 90 MINUTES. EMERGENCY LIGHTS SHALL BE TESTED ONCE A MONTH	30
304.1.2	Weeds, grass, vines, or other growth that is capable of being ignited and endangering property shall be cut down and removed by the owner or occupant of the premises.	RIGHT SIDE OF STRUCTURE	VEGETATION ON THE RIGHT SIDE OF STRUCTURE, UNDER THE OVERHANG SHALL BE REMOVED	30
505.1	New and existing buildings shall be provided with approved address identification. The address identification shall be legible and placed in a position that is visible from the street or road fronting the property. Address identification characters shall contrast with their background. Address numbers shall be Arabic numbers or alphabetical letters. Numbers shall not be spelled out. Each character shall be not less than 4 inches (102 mm) high with a minimum stroke width of 1/2 inch (12.7 mm). Where required by the fire code official, address identification shall be provided in additional approved locations to facilitate emergency response. Where access is by means of a private road and the building cannot be viewed from the public way, a monument, pole or other sign or means shall be used to identify the structure. Address identification shall be maintained.	FRONT OF STRUCTURE	ADDRESS SHALL BE VISIBLE FROM THE STREET, LETTERS SHALL BE NO LESS THAT 4 INCHES TALL	30
313.1	Fueled equipment including, but not limited to, motorcycles, mopeds, lawn-care equipment, portable generators and portable cooking equipment, shall not be stored, operated or repaired within a building. Exceptions: 1.Buildings or rooms constructed for such use in accordance with the International Building Code. 2.Where allowed by Section 314. 3.Storage of equipment utilized for maintenance purposes is allowed in approved locations when the aggregate fuel capacity of the stored equipment does not exceed 10 gallons (38 L) and the building is equipped throughout with an automatic sprinkler system installed in accordance with Section 903.3.1.1.	BACK ROOM	GENERATOR AND PROPANE TANKS SHALL BE REMOVED FROM THE STRUCTURE	30

Violation Count: 8

Contact

First Name: INAM **Last Name:** QAZI
Email: INAMQAZI66@HOTMAIL.COM
Cell Phone: 732-423-8505

Signatures

Type	First Name	Last Name	Signature Date	Signature Graphic

Owner/Rep.	INAM	QAZI	9/30/2019	EMAILED
Inspector	Gerald	Thornton	9/30/2019	

Permit Conditions

NOTICE OF VIOLATION The items noted above are in violation of the Virginia Fire Prevention Code. This is an official notice of violation requiring immediate correction. Failure to comply with these requirements may lead to legal action. Violation of the Fire Prevention code is a Class 1 Misdemeanor punishable by a fine not to exceed twenty-five hundred dollars or imprisonment not exceeding 12 months or both.
If you have additional questions or concerns about this inspection, call or email the Fire Marshal's Office.
RIGHT OF APPEAL You have the right to appeal this decision of the Fire Official to the local Board of Building Code Appeals as provided for in Section 112 of the Virginia Fire Prevention Code and in Section 14-20 of the Code of the City of Danville, Virginia, 1986, as amended. A written request for appeal shall be made on forms provided by the Building Maintenance Official at the Inspections Office located in Room 208 of the Municipal Building at 427 Patton Street.
Completed appeal forms shall be filed with the Inspections Office within 14 calendar days from issuance of this notice. At the time of filing, an appeal request fee of two hundred dollars ($200.00) shall be paid. Office hours are Monday to Friday, 8AM to 5PM.

Council Letter
City of Danville, Virginia

CL-2244 **New Business D.**

City Council Regular Meeting

Meeting Date: 02/04/2020

Subject: Request for a Special Use Permit for Commercial Indoor Recreation at 1371 Piney Forest Road.

From: Kenneth C. Gillie, Jr., Community Development Director

COUNCIL ACTION

Business Meeting: 02/04/2020

SUMMARY

A request has been filed by Abdul Nasir on behalf of HRNA LLC, requesting a Special Use Permit for commercial recreation (indoor) in accordance with Article 3.M, Section C, Item 4 of the Zoning Ordinance of the Code of the City of Danville, Virginia 1986, as amended, at 1371 Piney Forest Road, otherwise known as Grid 1920, Block 013, Parcel 000092 of the City of Danville, Virginia Zoning District Map. The applicant is proposing to have indoor gaming.

BACKGROUND

Abdul Nasir, the applicant, is requesting a Special Use Permit for commercial recreation at 1371 Piney Forest Road. The applicant proposes to provide indoor gaming activities in addition to the existing on-site use. These gaming activities include an opportunity to obtain money. Before the month of August, the applicant had already been operating a commercial recreation establishment, but without the required Special Use Permit or legal non-conforming status. To the best of staff's knowledge, operations ceased after the business was cited for a zoning violation in late July.

General guidelines for recreational facilities include parking requirements, hours of operation, and other standards to ensure a safe environment. When a business offers the chance to earn money from gaming activities, there are additional safety concerns. This item was tabled at the Planning Commission meeting on September 9, and October 7, to allow facilities to obtain Certificates of Occupancy, and to address the additional parking concerns. This facility does have a Certificate of Occupancy. After meetings with both the Inspections Division of Community Development, as well as the City of Danville Fire Department, it has been determined that facilities with these machines should be listed as a B-Business Group. This requires public restrooms, handicapped accessible routes and parking spaces, exit lights, fire extinguishers, as well as other life safety items. This facility has not been inspected for an updated Certificate of Occupancy. This facility has 7 conforming, marked parking spaces with one handicapped accessible space. There is sufficient space to mark parking, but since none are striped except for those listed, staff cannot determine a calculation. A design professional should generate a parking plan.

Staff listed a number of concerns at the September and October meetings, and still has these same concerns. Since the Inspections Division or the Fire Department has not reviewed this facility for an updated Certificate of Occupancy, nor a parking plan generated, the Planning Commission voted 6-1 to

recommend Denial of the request.

RECOMMENDATION

The Planning Commission recommends that City Council adopt a Resolution denying a Special Use Permit for commercial recreation (indoor) in accordance with Article 3.M, Section C, Item 4 of the Zoning Ordinance of the Code of the City of Danville, Virginia 1986, as amended at 1371 Piney Forest Road, otherwise known as Grid 1920, Block 013, Parcel 000092 of the City of Danville, Virginia Zoning District Map.

Attachments

Resolution

Planning Backup

PRESENTED:_____

ADOPTED: _____

RESOLUTION NO. 2019-____.____

A RESOLUTION DENYING SPECIAL USE PERMIT APPLICATION PLSUP20190000317, FILED BY ABDUL NASIR ON BEHALF OF HRNA LLC, REQUESTING A SPECIAL USE PERMIT FOR COMMERCIAL RECREATION (INDOOR) IN ACCORDANCE WITH ARTICLE 3.M, SECTION C, ITEM 4 OF THE ZONING ORDINANCE OF THE CODE OF CITY OF DANVILLE, VIRGINIA, 1986, AS AMENDED, AT 1371 PINEY FOREST ROAD, OTHERWISE KNOWN AS GRID 1920, BLACK 013, PARCEL 000092 OF THE CITY OF DANVILLE, VIRGINIA ZONING DISTRICT MAP.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Danville, Virginia, that the report of the Planning Commission recommending denial of Special Use Permit application PLSUP20190000317, filed by Abdul Nasir on behalf of HRNA LLC, requesting a Special Use Permit for commercial recreation (indoor) in accordance with Article 3.M, Section C, Item 4 of the Zoning Ordinance of the Code of City of Danville, Virginia, 1986, as amended, at 1371 Piney Forest Road, otherwise known as Grid 1920, Black 013, Parcel 000092 of the City of Danville, Virginia Zoning District Map, is hereby received; and

BE IT FURTHER RESOLVED that in consideration of said report and the public hearing this day held by Council, Special Use Permit application PLSUP20190000317, filed by Abdul Nasir on behalf of HRNA LLC, requesting a Special Use Permit for commercial recreation (indoor) in accordance with Article 3.M, Section C, Item 4 of the Zoning Ordinance of the Code of City of Danville, Virginia, 1986, as amended, at 1371 Piney Forest Road, otherwise known as Grid 1920, Black 013, Parcel 000092 of the City of Danville, Virginia Zoning District Map, is hereby denied.

APPROVED:

_____
MAYOR

ATTEST:

_____
CLERK

Approved as to
Form and Legal Sufficiency:

_____
City Attorney

City of Danville
427 Patton Street, Suite 208
Danville VA, 24541
Phone: (434) 799-5260

City Planning Commission

MEMORANDUM

DATE: NOVEMBER 12, 2019

TO: CITY COUNCIL

FROM: CITY PLANNING COMMISSION

SUBJECT: SPECIAL USE PERMIT REQUEST

REQUEST:

Special Use Permit application PLSUP20190000317, filed by Abdul Nasir on behalf of HRNA LLC, requesting a Special Use Permit for commercial recreation (indoor) in accordance with Article 3.M, Section C, Item 4 of the Zoning Ordinance of the Code of City of Danville, Virginia 1986, as amended at 1371 Piney Forest Rd, otherwise known as Grid 1920, Black 013, Parcel 000092 of the City of Danville, Virginia Zoning District Map. The applicant is proposing to have indoor gaming.

RECOMMENDATION:

The Planning Commission voted 6-1 to recommend denial of the request.

Michael W. Scearce (KCG)
Mr. Michael Scearce, Chairman

RESPONSES:

Nineteen (19) notices were sent to property owners within three hundred (300) feet of the property. Two (2) property owners returned statements. One (1) property owners are not opposed to the request (Guill Investment Properties LLC). One (1) property owners are opposed to the request (Roe Enterprises LLC).

COMMENTS:

"This is not the type of business we need in this already troubled area. We also have a bus stop for elementary kids here on Maplewood." – Roe Enterprises LLC (stated opposed).

City of Danville
427 Patton Street, Suite 208
Danville VA, 24541
Phone: (434) 799-5260

City Planning Commission

City Planning Commission
Meeting of November 12, 2019

Subject:

Special Use Permit application PLSUP20190000317, filed by Abdul Nasir on behalf of HRNA LLC, requesting a Special Use Permit for commercial recreation (indoor) in accordance with Article 3.M, Section C, Item 4 of the Zoning Ordinance of the Code of City of Danville, Virginia 1986, as amended at 1371 Piney Forest Rd, otherwise known as Grid 1920, Black 013, Parcel 000092 of the City of Danville, Virginia Zoning District Map. The applicant is proposing to have indoor gaming.

Background:

Abdul Nasir, the applicant, is requesting a Special Use Permit for commercial recreation at 1371 Piney Forest Road. The applicant proposes to provide indoor gaming activities in addition to the existing on-site use. These gaming activities include an opportunity to obtain money.

Before the month of August, the applicant had already been operating a commercial recreation establishment, but without the required Special Use Permit or legal non-conforming status. To the best of staff's knowledge, operations ceased after the business was cited for a zoning violation in late July.

General guidelines for recreational facilities include parking requirements, hours of operation, and other standards to ensure a safe environment. When a business offers the chance to earn money from gaming activities, there are additional safety concerns.

This item was tabled at the Planning Commission meeting on September 9 and October 7 to allow facilities to obtain Certificates of Occupancy, and to address the additional parking concerns. This facility does have a Certificate of Occupancy. After meetings with both the Inspections Division of Community Development, as well as the City of Danville Fire Department, it has been determined that facilities with these machines should be listed as a B-Business Group. This requires public restrooms, handicapped accessible routes and parking spaces, exit lights, and fire extinguishers, as well as other life safety items. This facility has not been inspected for an updated Certificate of Occupancy.

This facility has 7 conforming marked parking spaces with one handicapped accessible space. There is sufficient space to mark parking, but since none are stripped except for

those listed, staff cannot determine a calculation. A design professional should generate a parking plan.

Recommendation:

Staff listed a number of concerns at the September and October meetings, and still has these same concerns. Since the Inspections Division nor Fire Department has not reviewed this facility for an updated Certificate of Occupancy nor a parking plan generated staff recommends **DENIAL of the request.**

If the Planning Commission chooses to recommend approval of Special Use Permit application PLSUP20190000317, staff recommends the following conditions:

1. The hours of operation for the machines shall be limited to between 8:00 a.m. and 10:00 p.m. Sunday through Friday and 8:00 a.m. and 11:00 p.m. on Saturday; and
2. There shall be no more than one (1) gaming machine per three (3) persons permitted under the maximum building occupancy specified on a Certificate of Occupancy for the building and its current on-site uses; if a current Certificate of Occupancy is not on file, a new inspection must be undertaken to determine the maximum number of machines permitted and
3. No person under the age of eighteen(18) years old shall be permitted to play any game which presents an opportunity to obtain monetary or cash prizes; and
4. All entrances/exits to the building are to be lit at night; and
5. In addition to the required parking for the existing business use, the business shall provide on-site parking no less than a combination of one space per three persons based on maximum occupancy (or per square footage calculations assigned in the code, whichever is greater), plus one space per machine and one space per employee on the major shift, and
6. The required parking shall be provided on-site with no off-site substitutions; and
7. There should be no gaming machines that allow for more than one user in stand up or sit down configuration (no multi-player games either standing or seated shall be permitted) and,
8. The windows to the facility shall be clear to allow for visibility by Law Enforcement for security purposes.

City Planning Commission Options:

1. Recommend approval of Special Use Permit application PLSUP20190000317 as submitted.
2. Recommend approval of Special Use Permit application PLSUP20190000317 subject to conditions by staff.
3. Recommend approval of Special Use Permit application PLSUP20190000317 subject to conditions by the Planning Commission.
4. Recommend denial of Special Use Permit application PLSUP20190000317 as submitted.

5. Tabling of Special Use Permit application PLSUP20190000317 by Planning Commission.

Attachments:

A. Application
B. Property Ownership/Zoning Map
C. Data Sheet
D. Existing Land Use Map (2019 Aerial)
E. Existing Certificate of Occupancy

CITY OF DANVILLE

SPECIAL USE PERMIT APPLICATION

TO THE CITY PLANNING COMMISSION AND THE HONORABLE CITY COUNCIL:
Application is hereby made for the Special Use Permit as described below:

INFORMATION TO BE PROVIDED BY THE PLANNING DIVISION

APPPLICATION IS HEREBY MADE FOR A SPECIAL USE PERMIT TO AUTHORIZE THE FOLLOWING USE:

Commercial recreation

CASE NUMBER: PLSUP20190000317

EXISTING ZONING: ~~PT.~~ HR-C, Highway Rd

PROPOSED ZONING: No change

TAX MAP NUMBER: PID 5143 5

RECEIVED BY: Bryce Johnson

DATE FILED: Aug. 12

PLANNING COMMISSION DATE: Sept. 9

CITY COUNCIL DATE: Oct. 1

INFORMATION TO BE PROVIDED BY THE APPLICANT
(PLEASE TYPE OR PRINT)

Exact legal description of property (Attach if insufficient space).

Gross Area/Net Area: 3844 ~~2000 / 1796~~ Property Address: 1371 Piney Forest Rd.

Property Location: (N) S E W Side of: Danville

Between: Master Gage + Tool and Arby's

Proffered Conditions (if any, please attach):

EXPLANATION OF REQUEST:

1. **PROPOSED USE FOR THE SPECIAL USE PERMIT:**

Please provide a site plan with the following information:

- Proposed use of the land: size and location of structures with dimensions to lot lines.
- Vehicular circulation system with points of ingress and egress.
- Existing on-site buildings, separation dimensions and paved areas.
- Location and dimensions of all parking and loading areas, including the number of off-street parking and loading spaces provided.
- Net acreage.
- Gross and net square footage of building (s) (proposed and existing).
- Required landscaping and buffer areas.

Please provide a brief description of the proposed development:

Special Permit Use for Gaming Machines
4 machines

PRESENT OWNER (S) OF ALL PROPERTIES INCLUDED IN APPLICATION (PLEASE TYPE OR PRINT):

HRNA LLC

1. NAME: ABDUL NASIR, FK International TELEPHONE: (434) 836-2142

MAILING ADDRESS: 1371 Piney Forest RD Danville, VA 24540

SIGNATURE: _____ DATE: 8/1/19

SIGNATURE: _____ DATE: _____

EMAIL ADDRESS: _____

APPLICANT (PLEASE TYPE OR PRINT):

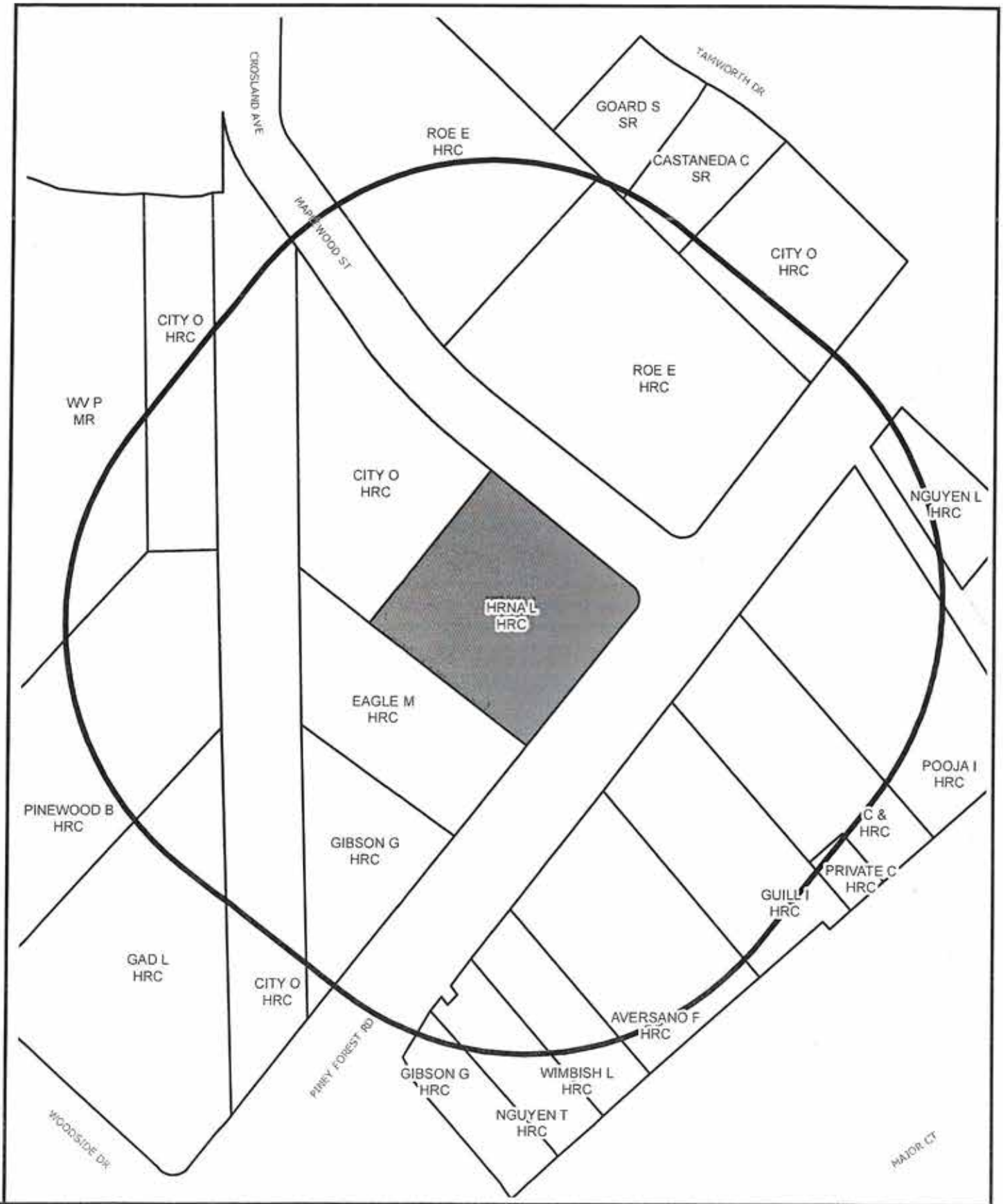
If the applicant is not the property owner, written authorization from the property owner must accompany this application.

NAME: _____ TELEPHONE: _____

MAILING ADDRESS: _____

EMAIL ADDRESS: _____

SIGNATURE: _____ DATE: _____



SURROUNDING PROPERTY OWNERS AND ZONING WITHIN 300 FEET OF SUBJECT PROPERTY

Prepared by:
Planning Division
8/14/2019

Disclaimer: Information contained on this map is to be used for reference purposes only. The City of Danville is not responsible for any inaccuracies herein contained. The City of Danville makes no representation of warranty as to this map's accuracy, and in particular, its accuracy in labeling, dimensions, contours, property boundaries, or placement or location of any map features thereon. No responsibility is assumed for damages or other liabilities due to the accuracy, availability, use or misuse of the information herein provided.

SPECIAL USE PERMIT REQUEST
DATA SHEET

PUBLIC HEARING DATES:	Planning Commission at 3pm on September 9, 2019 City Council (tentative) at 7pm on October 1, 2019
LOCATION OF PROPERTY:	1371 Piney Forest Rd.
PRESENT ZONE:	HR-C, Highway Retail Commercial
PROPOSED ZONE:	No change
ACTION REQUESTED:	Special Use Permit for commercial recreation
PRESENT USE OF PROPERTY:	Convenience store
PROPOSED USE OF PROPERTY:	Existing uses, plus indoor gaming
FUTURE LAND USE DESIGNATION:	Regional Commercial
PROPERTY OWNER (S):	HRNA LLC
NAME OF APPLICANT (S):	Abdul Nasir
PROPERTY BORDERED BY:	Commercial on all sides
ACREAGE:	0.87 acres (
CHARACTER OF VICINITY:	Commercial
INGRESS AND EGRESS:	Piney Forest Rd. and Maplewood Dr.
TRAFFIC VOLUME:	High on Piney Forest Rd., low on Maplewood Dr.

2019 AERIAL VIEW OF AREA SURROUNDING SUBJECT PROPERTY

Prepared by:
Planning Division
8/14/2019

Disclaimer: Information contained on this map is to be used for reference purposes only. The City of Danville is not responsible for any inaccuracies herein contained. The City of Danville makes no representation of warranty as to this map's accuracy, and in particular, its accuracy in labeling, dimensions, contours, property boundaries, or placement or location of any map features thereon. No responsibility is assumed for damages or other liabilities due to the accuracy, availability, use or misuse of the information herein provided.

DEPARTMENT OF COMMUNITY DEVELOPMENT AND ENGINEERING

CITY OF DANVILLE, VIRGINIA

CERTIFICATE OF USE AND OCCUPANCY

****

Pursuant to Section 117 of the Virginia Uniform Statewide Building Code, the application of W. Henry Hardy, Inc. whose structure is located at 1371 Piney Forest Rd. Danville, Virginia, is hereby certified to be in compliance with the Virginia Uniform Statewide Building Code, Section 34 of the Code of the City of Danville, Virginia, and/or other applicable codes.

This structure is in Use Group M

This structure has a Fire Grade of:
(Table 1402, Building Code) Class M
Hours 3

The maximum live load on floors:
a. First floor -
b. Second floor -
c. Others -

The occupancy loads on floors:
(Section 806, Building Code)
a. First floor 31
b. Second floor -
c. Others -

CODE							INSPECTOR	DATE	REMARKS
BUILDING	PLUMBING	ELECTRIC	HEALTH	FIRE	ZONING	MECHAN.			
✓							Phelps Nolen	1-13-87	
	✓						Inspector	1-14-87	
		✓					[illegible]	1-13-87	
			✓				W. Blankenship	10-30-86	
				✓			D. E. Edwards	11-1-86	
					✓		Phelps Nolen	1-13-87	
									N/A

Certificate of Use and Occupancy No. 7-10-86-862
Building Official: Donald F. Carter Date: 1/14/87

Council Letter
City of Danville, Virginia

CL-2277 **New Business E.**

City Council Regular Meeting

Meeting Date: 02/04/2020

Subject: Request for a Special Use Permit for Indoor Commercial Recreation at 688 Mount Cross Road.

From: Kenneth C. Gillie, Jr., Community Development Director

COUNCIL ACTION

Business Meeting: 02/04/2020

SUMMARY

A request has been filed by Uwashi Patel on behalf of Larry Soyars, requesting a Special Use Permit for commercial recreation (indoor) in accordance with Article 3.M, Section C, Item 4 of the Zoning Ordinance of the Code of the City of Danville, Virginia 1986, as amended at 688 Mount Cross Road, otherwise known as Grid 0708, Block 001, Parcel 000012 of the City of Danville, Virginia Zoning District Map. The applicant is proposing to have indoor gaming.

BACKGROUND

Uwashi Patel, the applicant, is requesting a Special Use Permit for commercial recreation at 688 Mount Cross Road. The applicant proposes to provide indoor gaming activities in addition to the existing on-site use of a convenience store. These gaming activities include an opportunity to obtain money. General guidelines for recreational facilities include parking requirements, hours of operation, and other standards to ensure a safe environment. When a business offers the chance to earn money from gaming activities, there are additional safety concerns.

This facility has 11 conforming marked parking spaces with one handicapped accessible space on site, both upper and lower. There are six spaces that are non-conforming as they use an adjacent property for access. A consolidation plat would be required to consider these parking spaces for this project, bringing the total to 17 at this facility, and 16 additional on the adjacent property, if consolidated. The facility itself is 2,400 sq. ft. This area is the upper portion of the building and is used as a convenience store; this required 13 spaces for the store. A consolidation plat has not been provided.

City records indicate that this property is subdivided into two lots; a deed provided by the owner refers to it as two properties and a consolidation plat has not been provided. Thus, there is insufficient parking on site to support the proposed use. Due to this staff recommended Denial of the request **.**

At their meeting of January 13, 2020, the Planning Commission voted 6-0-1 (Commissioner Craft abstained) to recommend denial of the request.

RECOMMENDATION

It is recommended that City Council adopt a resolution denying Special Use Permit Application PLSUP20190000330, filed by Uwashi Patel on behalf of Larry Soyars, requesting a Special Use Permit for commercial recreation (indoor) in accordance with Article 3.M, Section C, Item 4 of the Zoning Ordinance of the Code of the City of Danville, Virginia 1986, as amended at 688 Mount Cross Road, otherwise known as Grid 0708, Block 001, Parcel 000012 of the City of Danville, Virginia Zoning District Map.

Attachments

Resolution

Planning Backup

PRESENTED:_____

ADOPTED: _____

RESOLUTION NO. 2020-____.____

A RESOLUTION DENYING A SPECIAL USE PERMIT FOR COMMERCIAL RECREATION (INDOOR) IN ACCORDANCE WITH ARTICLE 3.M, SECTION C, ITEM 4 OF THE ZONING ORDINANCE OF THE CODE OF CITY OF DANVILLE, VIRGINIA, 1986, AS AMENDED, AT 688 MOUNT CROSS ROAD, OTHERWISE KNOWN AS GRID 0708, BLOCK 001, PARCEL 000012 OF THE CITY OF DANVILLE, VIRGINIA ZONING DISTRICT MAP.

NOW THEREFORE, BE IT RESOLVED, by the Council of the City of Danville, Virginia, that the report of the Planning Commission recommending denial of Special Use Permit Application PLSUP20190000330, filed by Uwashi Patel on behalf of Larry Soyers, requesting a Special Use Permit for commercial recreation (indoor) in accordance with Article 3.M, Section C, Item 4 of the Zoning Ordinance of the Code of City of Danville, Virginia, 1986, as amended, at 688 Mount Cross Road, otherwise known as Grid 0708, Block 001, Parcel 000012 of the City of Danville, Virginia Zoning District Map; and

BE IT FURTHER RESOLVED, that in consideration of said report and the public hearing this day held by Council, Special Use Permit Application PLSUP20190000330, filed by Uwashi Patel on behalf of Larry Soyers, requesting a Special Use Permit for commercial recreation (indoor) in accordance with Article 3.M, Section C, Item 4 of the Zoning Ordinance of the Code of City of Danville, Virginia, 1986, as amended, at 688 Mount Cross Road, otherwise known as Grid 0708, Block 001, Parcel 000012 of the City of Danville, Virginia Zoning District Map is hereby denied.

APPROVED:

_____
MAYOR

ATTEST:

_____
CLERK

Approved as to
Form and Legal Sufficiency:

_____
City Attorney

City of Danville
427 Patton Street, Suite 208
Danville VA, 24541
Phone: (434) 799-5260

City Planning Commission

MEMORANDUM

DATE: JANUARY 13, 2020

TO: CITY COUNCIL

FROM: CITY PLANNING COMMISSION

SUBJECT: SPECIAL USE PERMIT REQUEST

REQUEST:

Special Use Permit application PLSUP20190000330, filed by Uwashi Patel on behalf of Larry Soyers, requesting a Special Use Permit for commercial recreation (indoor) in accordance with Article 3.M, Section C, Item 4 of the Zoning Ordinance of the Code of City of Danville, Virginia 1986, as amended at 688 Mt Cross Rd, otherwise known as Grid 0708, Block 001, Parcel 000012 of the City of Danville, Virginia Zoning District Map. The applicant is proposing to have indoor gaming.

RECOMMENDATION:

The Planning Commission voted 6-0-1 (Commissioner Craft abstained) to recommend denial of the request.

Harold E. Garrison (KCG)

Mr. Harold E. Garrison, Chairman

RESPONSES

Fifteen (15) notices were sent to property owners within three hundred (300) feet of the property. Six (6) property owners returned statements. Four (4) property owners are not opposed to the request (Hiatt Terri L et al, Soyars Larry et al, Soyars Lisa Farthing, AC Contractors of VA LLC). Two (2) property owners are opposed to the request (Tucker Gregory Scott & Tucker, Karen M and Mitchell Hugh I Jr. & Faye M).

COMMENTS:

We despertally need a stop light at Mt. Cross between Averett and Parker Rd. West (Tucker stated opposed).

City of Danville
427 Patton Street, Suite 208
Danville VA, 24541
Phone: (434) 799-5260

City Planning Commission

City Planning Commission
Meeting of January 13, 2020

Subject:

Special Use Permit application PLSUP20190000330, filed by Uwashi Patel on behalf of Larry Soyers, requesting a Special Use Permit for commercial recreation (indoor) in accordance with Article 3.M, Section C, Item 4 of the Zoning Ordinance of the Code of City of Danville, Virginia 1986, as amended at 688 Mt Cross Rd, otherwise known as Grid 0708, Block 001, Parcel 000012 of the City of Danville, Virginia Zoning District Map. The applicant is proposing to have indoor gaming.

Background:

Uwashi Patel, the applicant, is requesting a Special Use Permit for commercial recreation at 688 Mt. Cross Rd.. The applicant proposes to provide indoor gaming activities in addition to the existing on-site use of a convenience store. These gaming activities include an opportunity to obtain money.

General guidelines for recreational facilities include parking requirements, hours of operation, and other standards to ensure a safe environment. When a business offers the chance to earn money from gaming activities, there are additional safety concerns.

This facility has 11 conforming marked parking spaces with one handicapped accessible space on site both upper and lower. There are six spaces that are non-conforming as they use an adjacent property for access. A consolidation plat would be required to consider these parking spaces for this project bringing the total to 17 at this facility, and 16 additional on the adjacent property if consolidated. The facility itself is 2,400 sq. ft. This area is the upper portion of the building and is used as a convenience store. This required 13 spaces for the store. A consolidation plat has not been provided.

Recommendation:

City records indicate that this property is subdivided into two lots, and a deed provided by the owner refers to it as two properties and a consolidation plat has not been provided. Thus there is insufficient parking on site to support the proposed use. Due to this staff recommends **DENIAL of the request.**

If the Planning Commission chooses to recommend approval of Special Use Permit application PLSUP20190000330, staff recommends the following conditions:

1. The hours of operation for the machines shall be limited to between 8:00 a.m. and 10:00 p.m. Sunday through Friday and 8:00 a.m. and 11:00 p.m. on Saturday; and
2. There shall be no more than one (1) gaming machine per three (3) persons permitted under the maximum building occupancy specified on a Certificate of Occupancy for the

building and its current on-site uses; if a current Certificate of Occupancy is not on file, a new inspection must be undertaken to determine the maximum number of machines permitted and

3. No person under the age of eighteen(18) years old shall be permitted to play any game which presents an opportunity to obtain monetary or cash prizes; and
4. All entrances/exits to the building are to be lit at night; and
5. In addition to the required parking for the existing business use, the business shall provide on-site parking no less than a combination of one space per three persons based on maximum occupancy (or per square footage calculations assigned in the code, whichever is greater), plus one space per machine and one space per employee on the major shift, and
6. The required parking shall be provided on-site with no off-site substitutions, and
7. There should be no gaming machines that allow for more than one user in stand up or sit down configuration (no multi-player games either standing or seated shall be permitted), and
8. The windows to the facility shall be clear to allow for visibility by Law Enforcement for security purposes.

City Planning Commission Options:

1. Recommend approval of Special Use Permit application PLSUP20190000330 as submitted.
2. Recommend approval of Special Use Permit application PLSUP20190000330 subject to conditions by staff.
3. Recommend approval of Special Use Permit application PLSUP20190000330 subject to conditions by the Planning Commission.
4. Recommend denial of Special Use Permit application PLSUP20190000330 as submitted.
5. Tabling of Special Use Permit application PLSUP20190000330 by Planning Commission only at the request of the applicant.

Attachments:

A. Application
B. Property Ownership/Zoning Map
C. Data Sheet
D. Existing Land Use Map (2019 Aerial)

CITY OF DANVILLE

SPECIAL USE PERMIT APPLICATION

TO THE CITY PLANNING COMMISSION AND THE HONORABLE CITY COUNCIL:
Application is hereby made for the Special Use Permit as described below:

INFORMATION TO BE PROVIDED BY THE PLANNING DIVISION

APPPLICATION IS HEREBY MADE FOR A SPECIAL USE PERMIT TO AUTHORIZE THE FOLLOWING

USE: Indoor commercial recreation
Virginia compliant skill games

CASE NUMBER:_____ EXISTING ZONING: _____

PROPOSED ZONING:_____ TAX MAP NUMBER:_____

RECEIVED BY: _____ DATE FILED: _____

PLANNING COMMISSION DATE:_____ CITY COUNCIL DATE:_____

INFORMATION TO BE PROVIDED BY THE APPLICANT
(PLEASE TYPE OR PRINT)

Exact legal description of property (Attach if insufficient space).

Gross Area/Net Area:_____ Property Address: 688 Mountcross Rd Danville VA 24540

Property Location: N S (E) W Side of: Mountcross Road

Between: ~~Womack Drive~~ Parker Road and Old Mountcross Road

Proffered Conditions (if any, please attach): _____

_____

EXPLANATION OF REQUEST:

1. PROPOSED USE FOR THE SPECIAL USE PERMIT:

Please provide a site plan with the following information:

- Proposed use of the land: size and location of structures with dimensions to lot lines.
- Vehicular circulation system with points of ingress and egress.
- Existing on-site buildings, separation dimensions and paved areas.
- Location and dimensions of all parking and loading areas, including the number of off-street parking and loading spaces provided.
- Net acreage.
- Gross and net square footage of building (s) (proposed and existing).
- Required landscaping and buffer areas.

Please provide a brief description of the proposed development:

I wish to have 13 machines

PRESENT OWNER (S) OF ALL PROPERTIES INCLUDED IN APPLICATION (PLEASE TYPE OR PRINT):

1. NAME: LARRY J. SOYARS TELEPHONE: 434-250-7600

MAILING ADDRESS: 105 HEMLOCK DR. DANVILLE, VA. 24540

SIGNATURE: Larry J. Soyars DATE: 8-13-19

SIGNATURE: _____ DATE: _____

EMAIL ADDRESS: _____

APPLICANT (PLEASE TYPE OR PRINT):

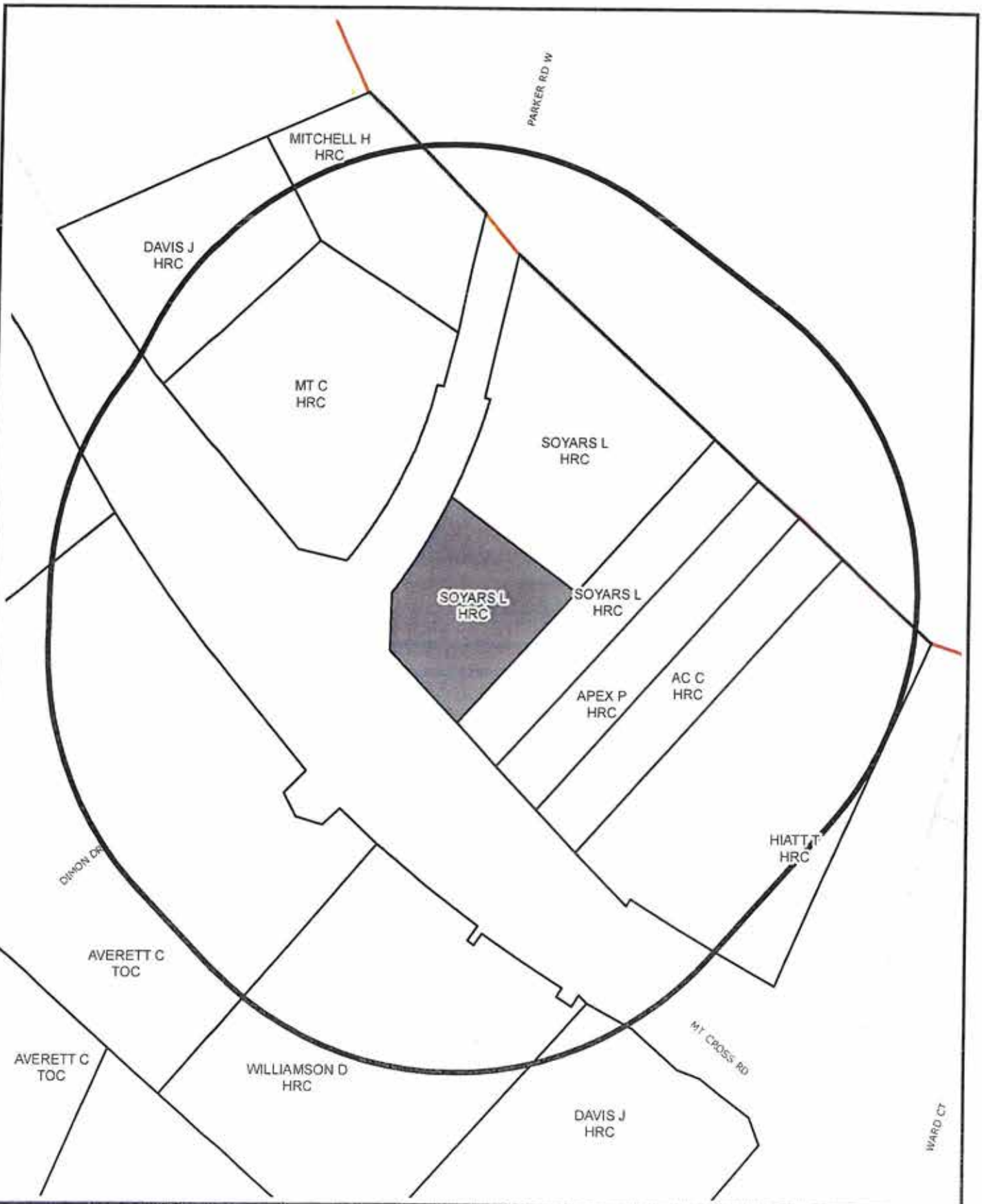
If the applicant is not the property owner, written authorization from the property owner must accompany this application.

NAME: Urvashi Patel TELEPHONE: 434 421 4477

MAILING ADDRESS: 688 mountcross Rd Danville VA 24540

EMAIL ADDRESS: Urvashi.patel77@yahoo.com

SIGNATURE: _____ DATE: 8.15.19



SURROUNDING PROPERTY OWNERS AND ZONING WITHIN 300 FEET OF SUBJECT PROPERTY

Prepared by:
Planning Division
8/8/2019

Disclaimer: Information contained on this map is to be used for reference purposes only. The City of Danville is not responsible for any inaccuracies herein contained. The City of Danville makes no representation of warranty as to this map's accuracy, and in particular, its accuracy in labeling, dimensions, contours, property boundaries, or placement or location of any map features thereon. No responsibility is assumed for damages or other liabilities due to the accuracy, availability, use or misuse of the information herein provided.

SPECIAL USE PERMIT REQUEST
DATA SHEET

PUBLIC HEARING DATES:	Planning Commission at 3pm on October 7, 2019
LOCATION OF PROPERTY:	688 Mt. Cross Rd. (Upstairs)
PRESENT ZONE:	HR-C, Highway Retail Commercial
PROPOSED ZONE:	No change
ACTION REQUESTED:	Special Use Permit for commercial recreation
PRESENT USE OF PROPERTY:	Convenience store and auto services
PROPOSED USE OF PROPERTY:	Convenience store, auto services, and indoor gaming
FUTURE LAND USE DESIGNATION:	Regional Commercial
PROPERTY OWNER (S):	Larry Soyars
NAME OF APPLICANT (S):	Uwashi Patel
PROPERTY BORDERED BY:	Residential to the north and east; commercial to the south; education and open space to the west
ACREAGE:	0.47 acres (20,473 sq. ft.)
CHARACTER OF VICINITY:	Transition between commercial and residential
INGRESS AND EGRESS:	Mt. Cross Rd.
TRAFFIC VOLUME:	Moderate

2019 AERIAL VIEW OF AREA SURROUNDING SUBJECT PROPERTY

Prepared by:
Planning Division
8/8/2019

Disclaimer: Information contained on this map is to be used for reference purposes only. The City of Danville is not responsible for any inaccuracies herein contained. The City of Danville makes no representation of warranty as to this map's accuracy, and in particular, its accuracy in labeling, dimensions, contours, property boundaries, or placement or location of any map features thereon. No responsibility is assumed for damages or other liabilities due to the accuracy, availability, use or misuse of the information herein provided.

City of Danville, Inspections Division
427 Patton Street, Suite 208
Danville VA, 24541
Phone: (434) 799-5260

Inspection Field Report
Corrective notice

Property address: 688 Mt Cross Rd Unit A
Property owner: Soyers Larry J T/U/T & Lisa F T/U/T
Owner's address: 105 Hemlock Dr
Danville, VA 24540

Date inspected: 10/9/2019
Phone: 434-792-0100
Case #: PRCOUO201901929

Initial inspection Re-inspection Complaint Other

Reason for inspection Certificate of Occupancy/Change of Use

APPROVED REJECTED

CALL FOR RE-INSPECTION BY THIS DATE: _____

Violations:

#1-604.3 Electrical system hazards: Outside electrical cover is not rated for its current use. Install proper weathertight cover on outside receptacle.

#2-702.3 Doors: Front exit door needs a key to unlock the door from the interior. Egress must be made without the use of keys, special knowledge or effort.

Failure to list any violation shall not be deemed a waiver of such violation. Please call the inspections office between the hours of 8:00am-5:00pm Monday-Friday to schedule a re-inspection.

Sincerely,

Dennis J. Bisson Jr. PMO
Property Maintenance Coordinator
www.danville-va.gov
Bissodj@danvilleva.gov
434-799-5260 Ext 2497

Council Letter
City of Danville, Virginia

CL-2267 **New Business F.**

City Council Regular Meeting

Meeting Date: 02/04/2020

Subject: Vacate Right-of-Way Request on Preston Place

From: Brian Dunevant, Assistant Public Works Director & City Engineer

COUNCIL ACTION

Business Meeting: 02/04/2020

SUMMARY

The property owner at 231 Preston Place is requesting that City Council vacate 0.05 acres of the City right-of-way on Preston Place.

BACKGROUND

The house located at 231 Preston Place was constructed around 1985. The driveway for the property is currently located within the City right-of-way. It appears that prior to the construction of the house, this right-of-way was being used as a turn around for the dead-end street. In exchange for vacating this right-of-way, the property owner has agreed to donate right-of-way to the City at the end of the street. This donation will help the City construct a turn-around that is not located in a residential driveway.

RECOMMENDATION

It is recommended that City Council adopt the accompanying Ordinance vacating approximately 0.05 acres of right-of-way on Preston Place to the property owner at 231 Preston Place.

Attachments

Ordinance

Exhibit A

PRESENTED:

ADOPTED:

ORDINANCE NO. 2020-____.____

AN ORDINANCE VACATING APPROXIMATELY 0.05 ACRES OF PUBLIC RIGHT-OF-WAY ON PRESTON PLACE.

WHEREAS, pursuant to Sections 15.2-2006 and 15.2-2008 of the Code of Virginia, 1950, as amended, the governing body intends to move to vacate a portion of the public right-of-way containing 0.05 acres, more or less, to the property owner at 231 Preston Place, as shown on Exhibit A, a copy of which is attached hereto, and made a part hereof, for a more particular description of said right of way; and

WHEREAS, the property owner at 231 Preston Place has requested that a portion of the right-of-way on Preston Place be vacated; and

WHEREAS, the property owner at 231 Preston Place has agreed to donate property for future right-of-way in exchange for the aforementioned right-of-way vacation; and

WHEREAS, the City has agreed to vacate the aforementioned right-of-way at no cost; and

WHEREAS, it appears to the City Council that due notice of the aforesaid vacation has been given as required by law, and that such vacation would be in the best public interest.

NOW THEREFORE, BE IT ORDAINED, by the Council of the City of Danville, Virginia, that a portion of the public right-of-way located on Preston Place containing 0.05 acres, more or less, as shown on Exhibit A, a copy of which is attached hereto, and made a part hereof, for a more particular description of said right-of-way, is hereby vacated and abandoned to the property owner at 231 Preston Place at no cost; and

BE IT FURTHER ORDAINED, that the Council of the City of Danville, Virginia, hereby authorizes and directs the City Manager to execute on behalf of the City any required deeds and agreements related thereto; and

BE IT FINALLY ORDAINED, that a certified copy of this Ordinance be recorded and indexed in the Deed book at the Clerk's Office of the Circuit Court of the City of Danville, Virginia.

APPROVED:

_____
MAYOR

ATTEST:

_____
CLERK

Approved as to
Form and Legal Sufficiency:

_____
City Attorney

Preston Place - Exhibit A

December 26, 2019

1:500

0 0.005 0.01 0.02 mi

0 0.0075 0.015 0.03 km

Danville GIS
VGIN, City of Danville

Council Letter
City of Danville, Virginia

CL-2265 **New Business G.**

City Council Regular Meeting

Meeting Date: 02/04/2020

Subject: Strategically Targeted Affordable Roadway Solutions (STARS) Study Endorsement

From: Brian Dunevant, Assistant Public Works Director & City Engineer

COUNCIL ACTION

Business Meeting: 02/04/2020

SUMMARY

The Virginia Department of Transportation recently completed a Strategically Targeted Affordable Roadway Solutions (STARS) study along Riverside Drive. The study identified potential safety improvements that could be implemented along the corridor. The attached resolution is an endorsement of the study.

BACKGROUND

Riverside Drive is a significant corridor for the City. The Virginia Department of Transportation funded a STARS study along Riverside Drive from Piedmont Drive to Main Street. The objective of the STARS Program is to develop comprehensive, innovative transportation solutions to solve critical traffic congestion and safety challenges. This study did not identify significant congestion issues but it did identify potential safety improvements for both motorists and pedestrians. A public meeting was held on September 25, 2019, to provide information and to solicit public comments. This completed study can be used as supporting documentation in future transportation funding applications.The study was conducted by EPR, P.C.

RECOMMENDATION

It is recommended that City Council adopt the accompanying resolution endorsing the Riverside Drive STARS study.

Attachments

Resolution

Riverside STARS Study

PRESENTED: _____

ADOPTED: _____

RESOLUTION NO. 2020-____.____

A RESOLUTION ENDORSING THE STRATEGIC TARGETED AFFORDABLE ROADWAY SOLUTIONS (STARS) STUDY ON RIVERSIDE DRIVE INITIATED AND FUNDED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION.

WHEREAS, Business Route 58, also known as Riverside Drive, is a significant corridor for the city; and

WHEREAS, the efficiency and safety of the corridor is of concern to Danville City Council; and

WHEREAS, the Virginia Department of Transportation utilized funding to implement a STARS study along the corridor from Piedmont Drive to Main Street; and

WHEREAS, a public meeting was held on September 25, 2019 to provide information and to solicit public comments; and

WHEREAS, Danville City Council finds the completed study informative and a useful tool for the city's future consideration of corridor safety and efficiency improvements.

NOW THEREFORE, BE IT RESOLVED, that the Danville City Council does hereby accept and endorse the completed Riverside Drive STARS study; and

BE IT FURTHER RESOLVED, that the Danville City Council does hereby convey its collective gratitude to the Virginia Department of Transportation and its consultant, EPR, P.C., for the efforts in developing the study and the resulting, proposed solutions.

APPROVED:

_____
MAYOR

ATTEST:

_____
CLERK

Approved as to
Form and Legal Sufficiency:

_____
City Attorney

RIVERSIDE DRIVE (US 58 BUSINESS)

CORRIDOR IMPROVEMENT STUDY

City of Danville, Virginia

FINAL REPORT

December 20, 2019

RIVERSIDE DRIVE CORRIDOR IMPROVEMENT STUDY

City of Danville, Virginia

December 2019 | Final Report

Prepared for

VDOT

1401 East Broad Street, Richmond, VA 23219

Prepared by

EPRPC

902 East Jefferson Street, Suite 101, Charlottesville, VA 22901

Kimley»Horn

1700 Willow Lawn Drive, Suite 200, Richmond, VA 23230

List of Acronyms

AADT: Average Annual Daily Traffic

AASHTO: American Association of State Highway and Transportation Officials

CLRP: Constrained Long-Range Transportation Plan

CMF: Crash Modification Factor

DGP: District Grants Program

EPDO: Equivalent Property Damage Only

HPPP: High-Priority Projects Program

HSIP: Highway Safety Improvement Program

LOS: Level of Service

MUTCD: Manual on Uniform Traffic Control Devices

PDO: Property Damage Only Crash

PSAP: Pedestrian Safety Action Plan

PSI: Potential for Safety Improvement

RCUT: Restricted Crossing U-Turn

SPS: Statewide Planning System

STARS: Strategically Targeted Affordable Roadway Solutions

TA: Transportation Alternatives

TOSAM: Traffic Operations and Safety Analysis Manual

VDOT: Virginia Department of Transportation

TABLE OF CONTENTS

1 Introduction 1

1.1 Background 1
1.2 Purpose of Study 1
1.3 Study Work Group 1
1.4 Study Area 1
1.5 Study Area Characteristics 1

2 Data Collection and Inventory 3

2.1 Existing Roadway Geometry 3
2.2 Land Use 3
2.3 Local and Regional Planning Context 5
2.3.1 Entrance Corridors 5
2.3.2 Existing and Planned Trails 5
2.3.3 Southern Virginia Megasite at Berry Hill 5
2.3.4 Pedestrian Safety 5
2.3.5 Arterial Preservation 6
2.4 Traffic Volume Data 6
2.4.1 Daily Traffic Volumes 6
2.4.2 Peak Hour Determination 6
2.4.3 Heavy Vehicle Percentages and Peak Hour Factors 6
2.4.4 Traffic Volume Balancing 6
2.5 Crash Data 6
2.6 Access Spacing 12

3 Existing Conditions Analysis 13

3.1 Peak Hour Traffic Operations Analysis 13
3.1.1 Measures of Effectiveness 13
3.1.2 Level of Service Criteria 13
3.1.3 Traffic Operations Analysis Results 13
3.2 Crash Analysis and Identified Deficiencies 17
3.2.1 Segment 1: Mileposts 6.5 to 6.75 17
3.2.2 Segment 2: Mileposts 6.75 to 7.0 17
3.2.3 Segment 3: Mileposts 7.0 to 7.25 17
3.2.4 Segment 4: Mileposts 7.25 to 7.5 17
3.2.5 Segment 5: Mileposts 7.5 to 7.75 17
3.2.6 Segment 6: Mileposts 7.75 to 8.0 17
3.2.7 Segment 7: Mileposts 8.0 to 8.25 17
3.2.8 Segment 8: Mileposts 8.25 to 8.50 18
3.2.9 Segment 9: Mileposts 8.50 to 8.75 18
3.2.10 Segment 10: Mileposts 8.75 to 9.0 18
3.2.11 Segment 11: Mileposts 9.0 to 9.25 18
3.2.12 Segment 12: Mileposts 9.25 to 9.5 18
3.2.13 Segment 13: Mileposts 9.5 to 9.75 18

4 Future Traffic Forecasting 20

4.1 Future Traffic Growth Rates 20
4.2 Projected 2035 Traffic Volumes 20

5 Future No-Build Conditions Analysis 22

5.1 Traffic Analysis Assumptions 22
5.2 Traffic Analysis Results 22

6 Developing and Screening the Potential Improvements 25

6.1 Developing the Potential Improvements 25
6.2 Screening the Potential Improvements 25

7 Recommended Improvements 28

7.1 Recommended Projects 28
7.2 Safety Benefits 28
7.3 Improvements to Access Spacing 29
7.4 Impacts to Traffic Operations 30
7.4.1 Control Delays and Levels of Service 30
7.4.2 Maximum Queue Lengths 30
7.5 Entrance Spacing 36
7.6 Policy Recommendations 36

8 Conceptual Design, Costs, and Schedules 37

8.1 Conceptual Design 37
8.2 Planning-Level Cost Estimates 37
8.3 Schedule Estimates 37

9 Project Advancement 38

Table of Figures

Figure 1: Project Study Area Map 2
Figure 2: Existing Lane Configurations 4
Figure 3: Riverwalk Trail Map 5
Figure 4: Photo of Zagster Bike Share Station at Biscuitville 5
Figure 5: Southern Virginia Megasite at Berry Hill Map 6
Figure 6: 2017 Bidirectional Average Annual Daily Traffic Volumes from VDOT Traffic Data 7
Figure 7: 24-Hour Daily Traffic Counts Collected in December 2018 8
Figure 8: 2018 Existing Midday and PM Peak Hour Turning Movement Volumes 9
Figure 9: Eastbound Crash Histogram 10
Figure 10: Westbound Crash Histogram 11
Figure 11: 2018 Existing Peak Hour Traffic Operating Conditions – Control Delays and Levels of Service 15
Figure 12: 2018 Existing Peak Hour Traffic Operating Conditions – Maximum Queue Lengths 16
Figure 13: 2035 Future No-Build Peak Hour Turning Movement Volumes 21
Figure 14: 2035 Future No-Build Peak Hour Traffic Operating Conditions – Control Delays and Levels of Service 23
Figure 15: 2035 Future No-Build Peak Hour Traffic Operating Conditions – Maximum Queue Lengths 24
Figure 16: Conflict Point Diagrams by Type of Median Opening 25
Figure 17: Pedestrian Movements at a "Z" Crossing in a RCUT Intersection 27
Figure 18: Lane Configurations with Recommended Improvements 32
Figure 19: 2035 Future Peak Hour Turning Movement Volumes with Recommended Improvements 33
Figure 20: 2035 Future Peak Hour Traffic Operating Conditions with Recommended Improvements – Control Delays and Levels of Service 34
Figure 21: 2035 Future Peak Hour Traffic Operating Conditions with Recommended Improvements – Maximum Queue Lengths 35
Figure 22: Example of Entrance Consolidations to Improve Access Spacing 36

Table of Tables

Table 1: VDOT Access Spacing Standards 12
Table 2: Level of Service Criteria for Signalized and Unsignalized Intersections 13
Table 3: Potential Improvements and Study Recommendations 26
Table 4: Equivalent Property Damage Only Crash Value Scale 28
Table 5: Expected Crash Reductions 29
Table 6: Improvements to Access Spacing 29
Table 7: Planning-Level Cost Estimates 37
Table 8: Schedule Estimates 37

Appendices

Appendix A: Existing and Future Land Use Maps, City of Danville 2030 Comprehensive Plan

Appendix B: Turning Movement and Tube Count Raw Data

- Appendix B-1: Turning Movement Count Data
- Appendix B-2: 48-Hour Tube Count Data – Riverside Drive
- Appendix B-3: 48-Hour Tube Count Data – Selected Ramps with Vehicle Classification Data

Appendix C: Peak Hour Determination Tables

Appendix D: Access Spacing Graphics

Appendix E: Crash Maps

Appendix F: Developing and Screening the Potential Improvements

Appendix G: Project Summary Sheets

Appendix H: Synchro and SimTraffic Output Reports

- Appendix H-1: 2018 Existing Conditions – Midday Peak Hour Synchro and SimTraffic Output Reports
- Appendix H-2: 2018 Existing Conditions – PM Peak Hour Synchro and SimTraffic Output Reports
- Appendix H-3: 2035 Future No-Build Conditions - Midday Peak Hour Synchro and SimTraffic Output Reports
- Appendix H-4: 2035 Future No-Build Conditions - PM Peak Hour Synchro and SimTraffic Output Reports
- Appendix H-5: 2035 Future Conditions with Recommended Improvements - Midday Peak Hour Synchro and SimTraffic Output Reports
- Appendix H-6: 2035 Future Conditions with Recommended Improvements - PM Peak Hour Synchro and SimTraffic Output Reports

Appendix I: Planning Level Cost Estimates

Appendix J: Yellow and All-Red Signal Timing Adjustments

1 INTRODUCTION

1.1 Background

Through the Strategically Targeted Affordable Roadway Solutions (STARS) program, the Virginia Department of Transportation (VDOT) identifies corridors with safety and congestion challenges and develops solutions that can be programmed into VDOT's Six-Year Improvement Program or funded through other federal and state programs.

VDOT identified Riverside Drive (US Route 58 Business) in the City of Danville as a STARS corridor because of safety and access concerns. The corridor has a high density of signalized intersections, unsignalized median openings, and driveways. Five of the 11 signalized intersections and most of the corridor segments are included in VDOT's lists of intersections and segments with potential for safety improvements, based on crash data from 2013 to 2017.

1.2 Purpose of Study

The Riverside Drive Corridor Improvement Study ("the study") conducted safety and operational analyses and developed recommendations to better manage access, improve safety, and address operational issues in the study area.

1.3 Study Work Group

A study work group guided the study and shaped the development of improvement concepts. The group provided input reflecting local and institutional knowledge through meetings throughout the study timeline. The group reviewed the analysis methodologies, assumptions, and results, and reviewed and approved the recommendations. Study work group members included representatives from multiple agencies with a variety of expertise areas, including traffic engineering, transit operations, regional and local multimodal transportation planning, roadway design, local land use, and community development.

Study work group members represented:

- City of Danville Community Development
- City of Danville Public Works
- City of Danville Parks & Recreation
- Danville Transit
- West Piedmont Planning District Commission
- VDOT Lynchburg District
- VDOT Central Office

A consultant team of EPR, P.C. and Kimley-Horn and Associates led the study and facilitated the study work group meetings.

1.4 Study Area

US Route 58 is a 508-mile long east-west highway that runs from Virginia Beach, VA to Harrogate, TN. Within the Danville city limits, Riverside Drive is designated as US Route 58 Business and is a key corridor for moving traffic between the eastern and western sides of the City. It also provides access to commercial properties. The Riverside Drive Corridor Improvement Study focused on the 3.2-mile section of Riverside Drive between (and including) the intersection with North Main Street to the east and the unsignalized intersection at the Honda dealership entrance and Riverview Dental Care west of Piedmont Drive. **Figure 1** shows the limits of the study area.

The 11 signalized intersections in the study area (listed below from west to east) are shown in **Figure 1**.

1. Park Ave
2. Riverview Dr/ Wild Wings Ln
3. Riverside Center entrance/ K-mart entrance
4. Westover Dr/ Exchange St
5. Old Riverside Dr/ Barter St
6. Mt Cross Rd
7. Piney Forest Rd
8. Audubon Dr
9. Arnett Blvd/ Union St
10. Locust Ln/ Henry Rd
11. Main St

Figure 1 also shows the locations of 14 unsignalized intersections and/or median openings. The study area also includes two grade-separated interchanges – at Piedmont Drive and Central Boulevard.

1.5 Study Area Characteristics

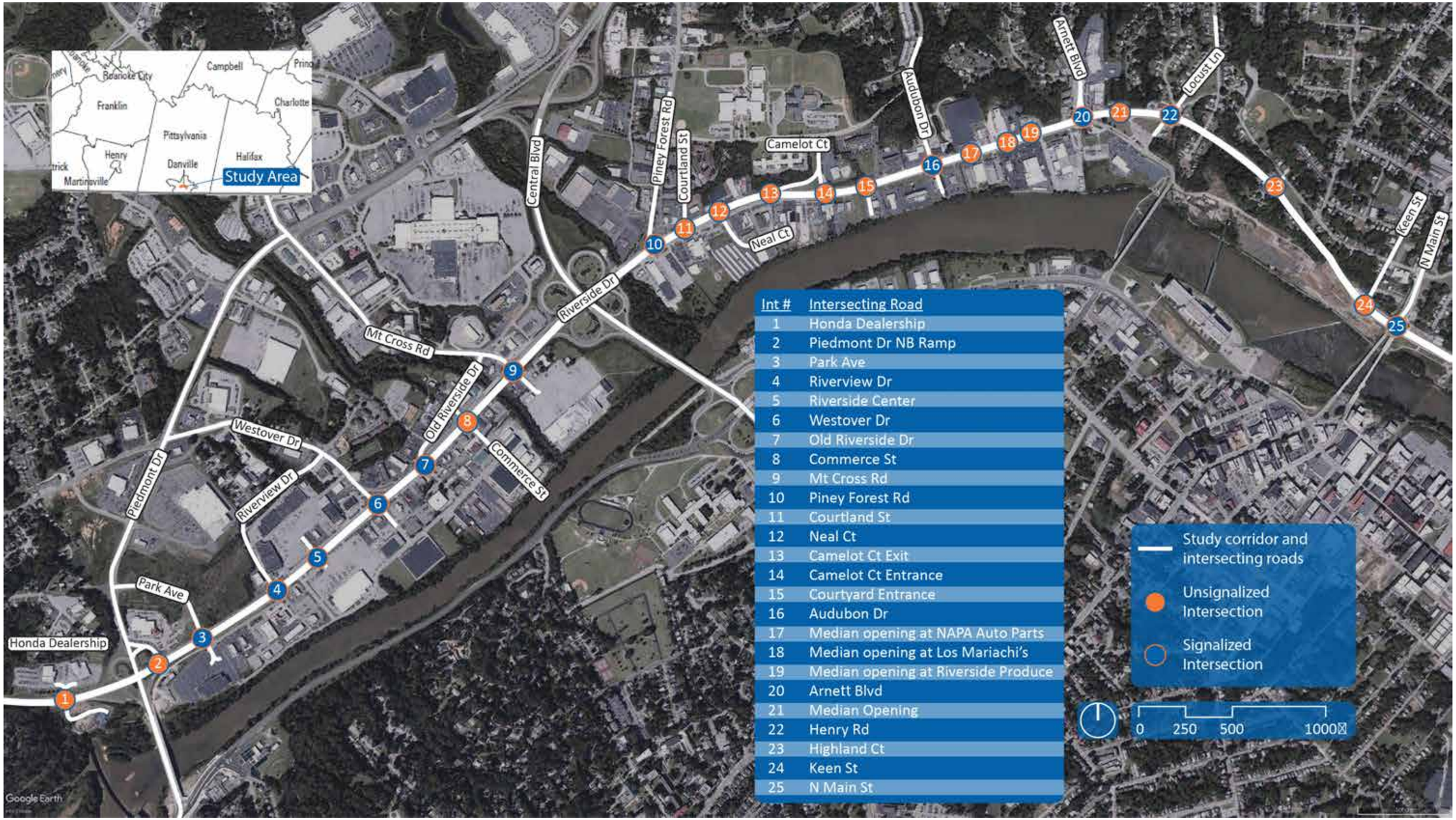
Suburban strip development characterizes the majority of the study corridor. The section between Piedmont Drive and Arnett Boulevard has grassy medians, frequent signalized intersections and median openings, and a high density of driveways. The eastbound direction has three travel lanes throughout this section. The westbound direction has two travel lanes east of Central Boulevard and three travel lanes between Piedmont Drive and Central Boulevard. Adjacent land uses are primarily single-use retail stores and restaurants with large parking lots between the right-of-way and the buildings. This section of the study area is within the City's Piedmont Drive/Mt. Cross Road Planning Area. Many businesses along Riverside Drive have closed or turned over to different uses, including the K-Mart across from Riverside Center, and shops and restaurants within the Danville Plaza shopping center across from Mount Cross Road, which is now used by Dan River Church. According to the study work group, growth in retail, services, and other businesses in the River District and in the shopping centers near Holt Garrison Parkway and Old Mount Cross Road have pulled business activity away from Riverside Drive.

In the eastern section between Arnett Boulevard and Main Street, adjacent development is limited. Access points are limited to a few signalized intersections with roads that provide access to residential neighborhoods. East of Locust Lane, Riverside Drive has two travel lanes in each direction with no median separation. This section of Riverside Drive forms the boundary between the City's North Main Planning Area to the north and the River District Planning Area to the south. The North Main area is largely residential in nature. The City has identified the land on the south side formerly used for the textile mill as an area for redevelopment opportunities and recently constructed a YMCA with access to the Riverwalk Trail.

West of Piedmont Drive, the typical section of Riverside Drive changes to wider shoulders and setbacks. Adjacent development in this section is also limited. This small westernmost section of the study area is within the City's Westover Planning Area. The posted speed limit is 40 miles per hour in the western portion of the corridor and decreases to 35 miles per hour just east of Audubon Drive. VDOT classifies Riverside Drive as an *Other Principal Arterial* (i.e. a principal arterial that is not an interstate, freeway, or expressway) through the entire study area.

Much of the area along the southern side of the roadway is within the 100-year floodplain. In 2018, the City experienced several major storm events and several properties along Riverside Drive flooded.

FIGURE 1: PROJECT STUDY AREA MAP



2 Data Collection and Inventory

The project team collected traffic volume data from a combination of peak hour intersection turning movement counts and 48-hour tube counts. The project team also collected historical traffic volume information and crash data from VDOT, bus stop passenger counts from Danville Transit, and existing traffic signal timing plans from the City. The City also provided project sketches for upcoming road improvements and trail extension projects and GIS shapefiles of bus routes and stops, buildings, parcels, parks, and utilities.

The project team conducted a field review on February 26-27, 2019 to gather additional geometric and operational data, observe traffic patterns, and identify areas with potential operational or safety issues.

The following sections summarize the collected data. Observations from the field review are presented with the discussion of safety deficiencies later in *Section 3.2*.

2.1 Existing Roadway Geometry

The horizontal and vertical alignment of Riverside Drive is generally straight. There are no sharp or steep curves. The terrain is generally flat, except east of Highland Ct, where portions of the road contain guardrails or fences along the back edge of the sidewalk.

Figure 2 shows the existing lane configurations, effective storage lengths for left- and right-turn storage bays, and posted speed limits for the 25 at-grade intersections within the study area. The project team assumed a 25 mile per hour speed limit for roads without a posted speed limit.

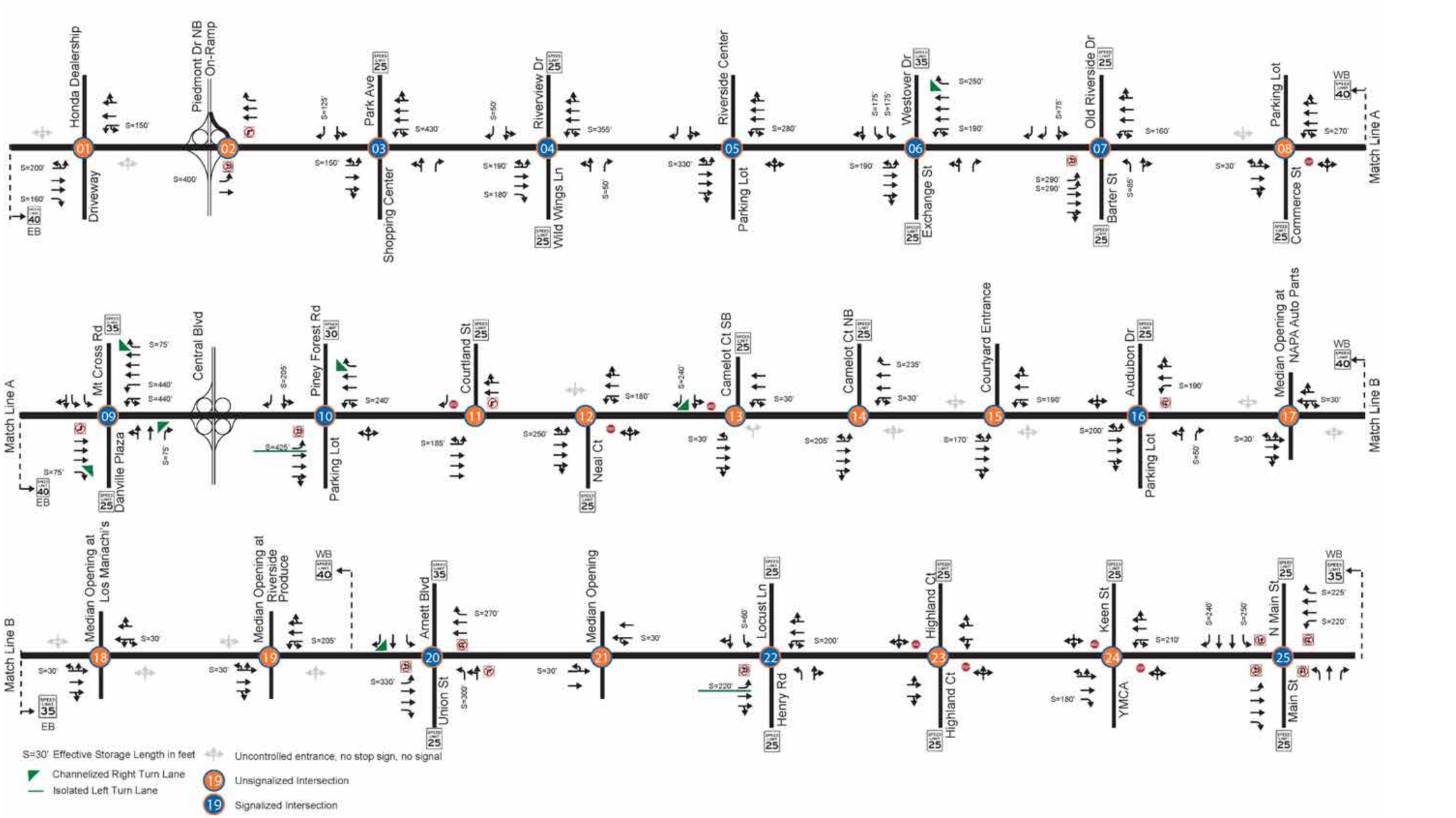
2.2 Land Use

The Existing Land Use map from the City's 2030 Comprehensive Plan shows a mixture of General Commercial, Retail & Service, Office/Professional, and Light Industry along Riverside Drive west of Arnett Blvd. East of Arnett Blvd, the existing land use is generally Single Family Residential to the north and Heavy Industry to the south. The Heavy Industry land was used for the textile mill.

The City's 2030 Comprehensive Plan shows the adjacent properties along Riverside Drive west of Arnett Blvd as Regional Commercial future land use. East of Arnett Blvd, the future land use is Medium Density Residential, and the site formerly used for the textile mill has Light Industrial future land use.

The Existing and Future Land Use maps from the City's 2030 Comprehensive Plan are provided in **Appendix A.**

FIGURE 2: EXISTING LANE CONFIGURATIONS



2.3 Local and Regional Planning Context

2.3.1 Entrance Corridors

The City's 2030 Comprehensive Plan contains a goal to enhance the major transportation corridors and entrance gateways. Riverside Drive, Westover Drive, Mt. Cross Road, and Piney Forest Road are identified as principal entrance corridors.

2.3.2 Existing and Planned Trails

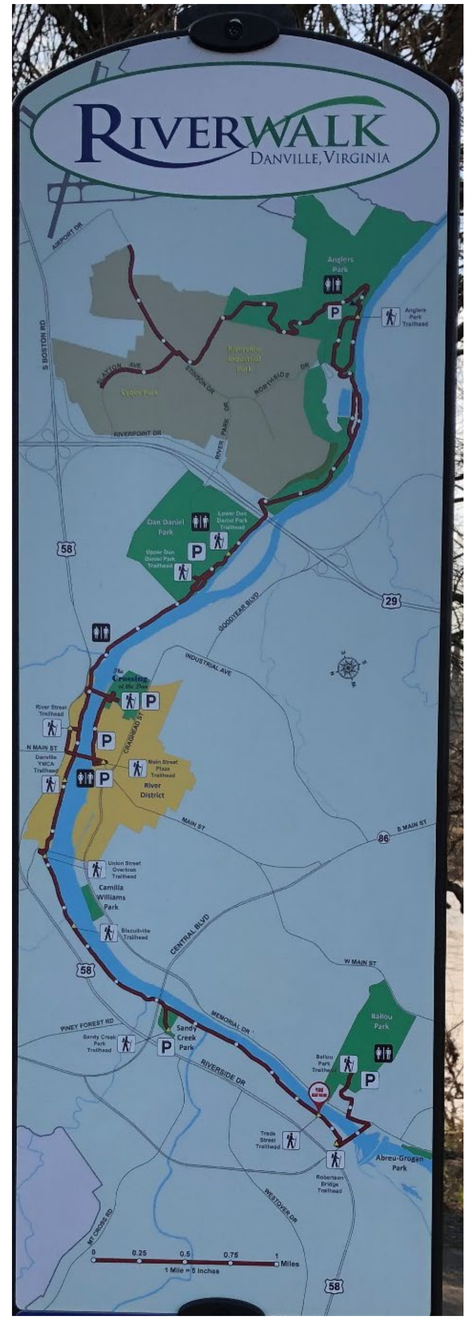
The Riverwalk Trail runs along the northern bank of the Dan River, south of the Riverside Drive corridor. **Figure 3** shows a map of the Riverwalk Trail. Trailheads close to the Riverside Drive study corridor include:

- Robertson Bridge trailhead
- Trade Street trailhead
- Sandy Creek Park trailhead
- Biscuitville trailhead
- Union Street Overlook trailhead
- Danville YMCA trailhead

The Biscuitville trailhead is also a Zagster bike share station, shown in the photo in **Figure 4**.

The City's Riverwalk Trail is part of a much larger Beaches-to-Bluegrass Trail envisioned to connect several existing trails and parks throughout Southside Virginia from Virginia Beach to Cumberland Gap. In 2015, the Virginia Department of Conservation and Recreation and VDOT developed the Beaches-to-Bluegrass Trail Master Plan. While a specific alignment for an off-road trail connection from the Riverwalk Trail west to Martinsville has yet to be identified, the Beaches-to-Bluegrass Trail Master Plan recommends an interim on-road route on Westover Drive, where shared lane markings currently exist.[1]

FIGURE 3: RIVERWALK TRAIL MAP



2.3.3 Southern Virginia Megasite at Berry Hill

The 3,528-acre publicly-owned Southern Virginia Megasite at Berry Hill is located about 10 miles west of the Riverside Drive study corridor as shown in **Figure 5**. The Megasite is owned by Pittsylvania County, the City of Danville, and the Southern Virginia Regional Alliance, who are readying and marketing it to industrial businesses interested in locating on the east coast. The public entities have invested over $100 million in infrastructure, including water, sewer, electric, broadband, natural gas pipeline, and rail access. The entities have also ensured that permitting and zoning is ready for industrial users.[2]

Prior transportation analyses projected 2,500 employees by 2018 (Megasite projected start year) and 11,500 employees by 2040 (Megasite design year).[3] In March 2017, the City and County broke ground at Berry Hill for Phase I,[4] and the Southern Power natural gas electric plant was planned to occupy a portion of the site. In January 2019, Southern Power backed out of the deal, but other prospects have shown interest in the property.[5] Dominion Energy is currently planning to construct a power plant here by April 2022 and is projected to be the first tenant at the Megasite.[6]

In 2018, the Danville Metropolitan Planning Organization submitted a SMART SCALE application for a connector road extending from the existing interchange of Oak Ridge Farms Road and the Danville Expressway west to tie in with Berry Hill Road to serve the Megasite. This project scored extremely well in the economic development factors and is expected to be funded with the High Priority Projects Program in Fiscal Year 2020.[7]

FIGURE 4: PHOTO OF ZAGSTER BIKE SHARE STATION AT BISCUITVILLE

2.3.4 Pedestrian Safety

VDOT identified Riverside Drive as a Pedestrian Safety Priority Corridor in the statewide Pedestrian Safety Action Plan (PSAP). The PSAP recommends installing pedestrian signal heads and countdown signals, high

[1] The City is currently studying the feasibility of striping on-road bicycle lanes on Westover Drive to strengthen this connection.
[2] https://sovamegasite.org/mega-site-overview
[3] VDOT (2015). *US 58 Bypass/ Route 311 Interchange Justification Report*.
[4] Crane (2017). "A Milestone: With Berry Hill Industrial Park groundbreaking, hopes to attract thousands of jobs." Accessed 20 Dec 2019 from https://www.godanriver.com/business/with-berry-hill-industrial-park-groundbreaking-hopes-to-attract-thousands/article_d1a77766-1023-11e7-a3e3-031d07047fe7.html.
[5] McMiller (2019). "$250 million Berry Hill Industrial Park Project canceled." Accessed 6 Feb 2019 from https://wset.com/news/local/250-million-berry-hill-industrial-park-project-canceled.
[6] Ayers (2019). "Dominion looks to invest $330 million in Pittsylvania County with power plant, solar farm." Accessed 20 Dec 2019 from https://www.newsadvance.com/business/dominion-looks-to-invest-million-in-pittsylvania-county-with-power/article_4622913f-148f-5d9f-9726-08d879f80e47.html.
[7] VDOT (2019). *SMART SCALE Project Scores: Fiscal Year 2020 Cohort*. Accessed 6 Feb 2019 from http://vasmartscale.org/documents/20190115/7scorebook2020p.pdf.

visibility crosswalk materials and patterns, modification of medians to median islands, and Pedestrian Hybrid Beacons at midblock crossings. The PSAP highlights the area between Central Blvd and Audubon Dr as an area of emphasis.

2.3.5 Arterial Preservation

VDOT has designated Riverside Drive as a *Mobility Preservation Segment* in its *Arterial Preservation Program*. VDOT's focus on these segments is to preserve mobility by minimizing delays for through traffic whenever access changes are proposed.

FIGURE 5: SOUTHERN VIRGINIA MEGASITE AT BERRY HILL MAP

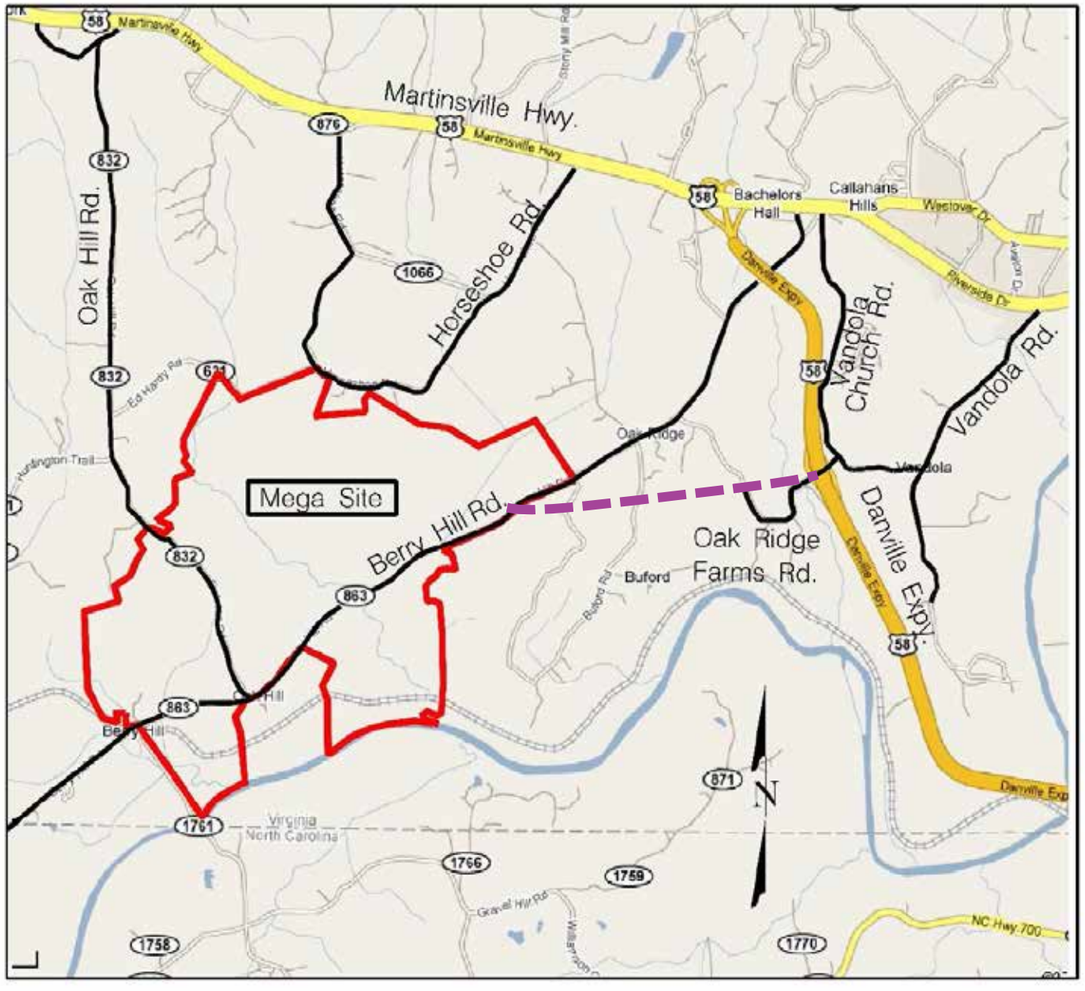


Image Source: Southern Virginia Mega Site at Berry Hill Transportation Update (Dewberry, 2018). Connector road added for illustrative purposes.

2.4 Traffic Volume Data

The project team collected historical traffic volumes through Year 2017 (latest available at time of data collection) from VDOT's traffic data. The project team collected 48-hour tube counts at five locations and midday (11:00 AM to 1:00 PM) and PM (4:00 PM to 6:00 PM) peak period intersection turning movement counts at the 25 intersections within the study area. Data was collected on December 4-6, 2018 and is reported in 15-minute increments. **Appendix B** contains the traffic count data.

2.4.1 Daily Traffic Volumes

Figure 6 shows the 2017 average annual daily traffic (AADT) volumes ((vehicles per day) from VDOT traffic data. **Figure 7** shows the 24-hour daily traffic collected in December 2018 at the five tube count locations. The daily traffic shown in **Figure 7** is an average of the 48-hour raw counts. The section of Riverside Drive between Mount Cross Road and the Central Boulevard ramps has the highest traffic volumes, carrying almost 34,000 vehicle per day and roughly 1,400 vehicles in each direction in the PM peak hour. Traffic volumes drop off to less than 15,000 vehicles per day east of Arnett Blvd and west of Westover Drive.

2.4.2 Peak Hour Determination

The 48-hour tube counts confirmed traffic volumes prior to 11:00 AM are not as heavy as the midday and PM periods. As a result, the study work group suggested the project team analyze a midday instead of an AM peak hour.

The project team examined the turning movement counts to identify the midday and PM peak hours of each intersection and for the network as a whole. The network-wide peak hour considers the tube counts and intersection turning movement counts.

The project team identified 12:00 to 1:00 PM as the midday peak hour and 4:30 to 5:30 PM as the PM peak hour. Peak hour determination tables are provided in **Appendix C.**

2.4.3 Heavy Vehicle Percentages and Peak Hour Factors

The project team calculated heavy vehicle percentages for each movement and intersection-wide peak hour factors at all study intersections during the midday and PM peak hours based on raw traffic data.

2.4.4 Traffic Volume Balancing

The project team examined the differences in turning movement volumes between intersections and balanced the volumes to reflect reasonable differences based on the number of driveways and adjacent land uses. **Figure** 8 presents the balanced 2018 midday and PM peak hour turning movement volumes at all 25 intersections within the study area.

2.5 Crash Data

The project team collected crash data from VDOT's "Crashtools8_2" Tableau workbook. At the time of the data download (February 2019), six years of crash data were available: January 1, 2013 through December 31, 2018. **Figures 9** and **10** show the number of crashes by crash type for each quarter-mile segment within the Riverside Drive study corridor within this six year time frame. **Figure 9** displays this information for the eastbound direction and **Figure 10** displays the information for the westbound direction. A closer examination of the crashes at each intersection and segment is documented in Section 3: Existing Conditions Analysis.

FIGURE 6: 2017 BIDIRECTIONAL AVERAGE ANNUAL DAILY TRAFFIC VOLUMES FROM VDOT TRAFFIC DATA

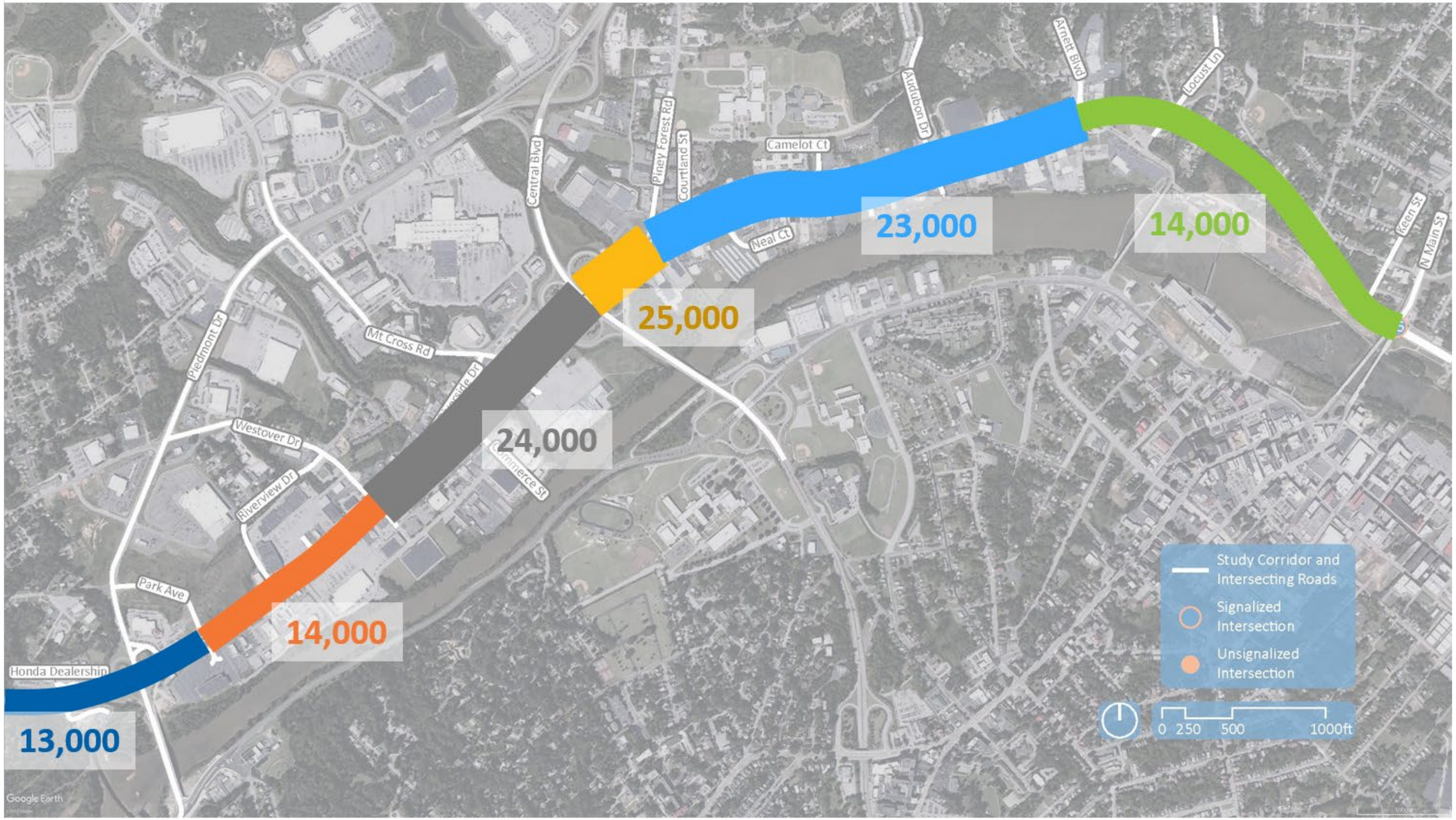


FIGURE 7: 24-HOUR DAILY TRAFFIC COUNTS COLLECTED IN DECEMBER 2018 (AVERAGED FROM 48-HOUR DATA COLLECTION)

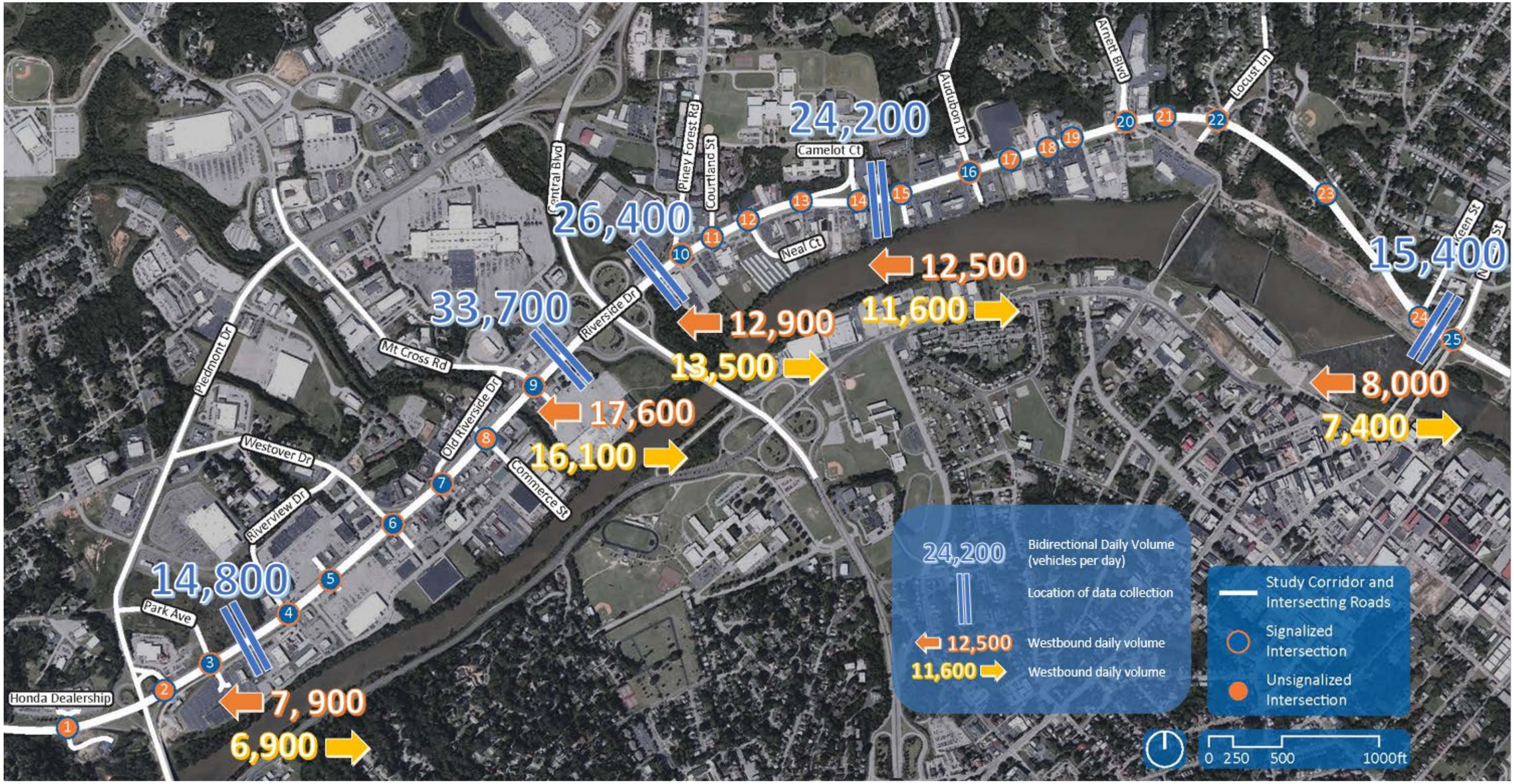


FIGURE 8: 2018 EXISTING MIDDAY AND PM PEAK HOUR TURNING MOVEMENT VOLUMES

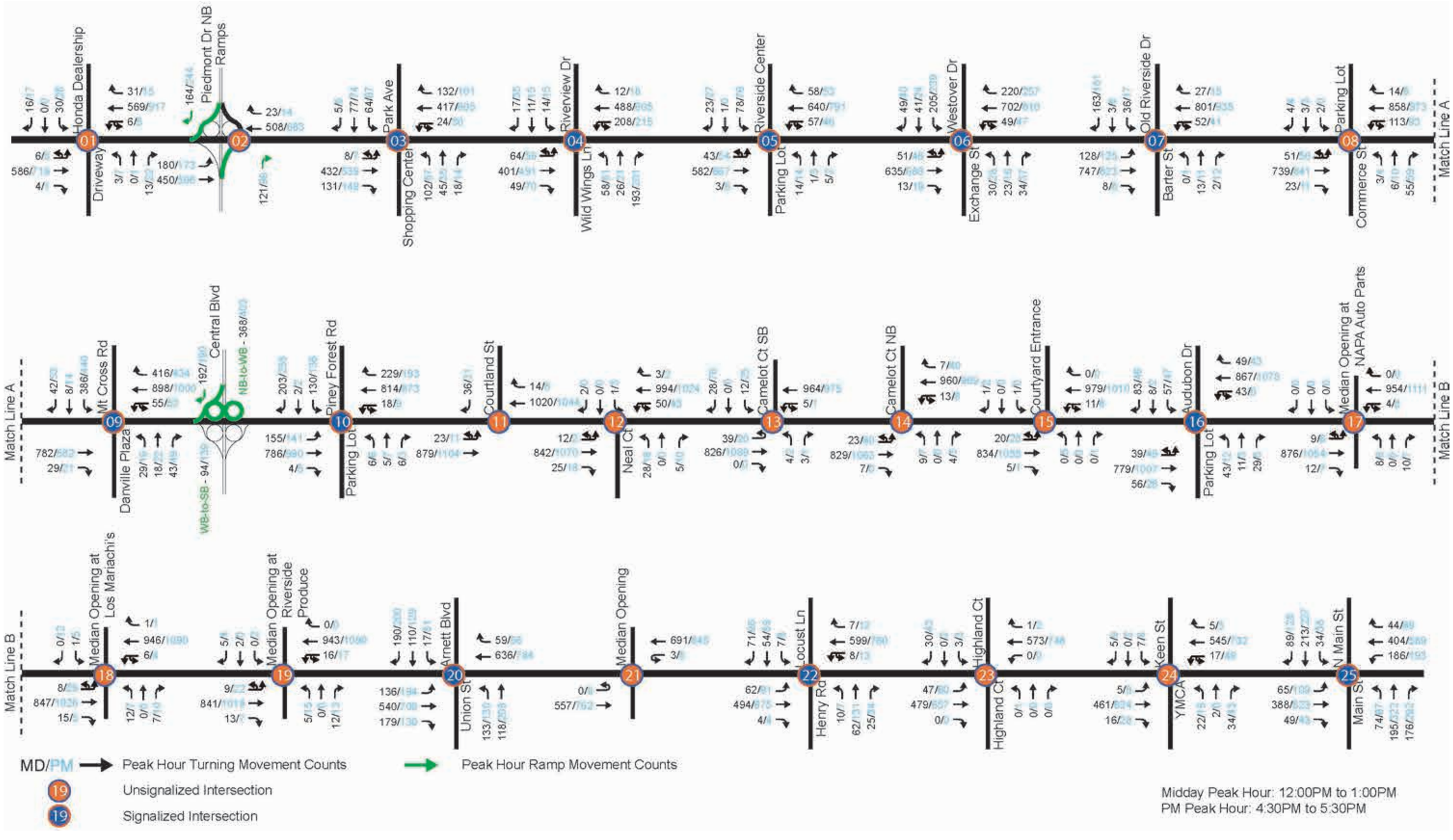


FIGURE 9: EASTBOUND CRASH HISTOGRAM

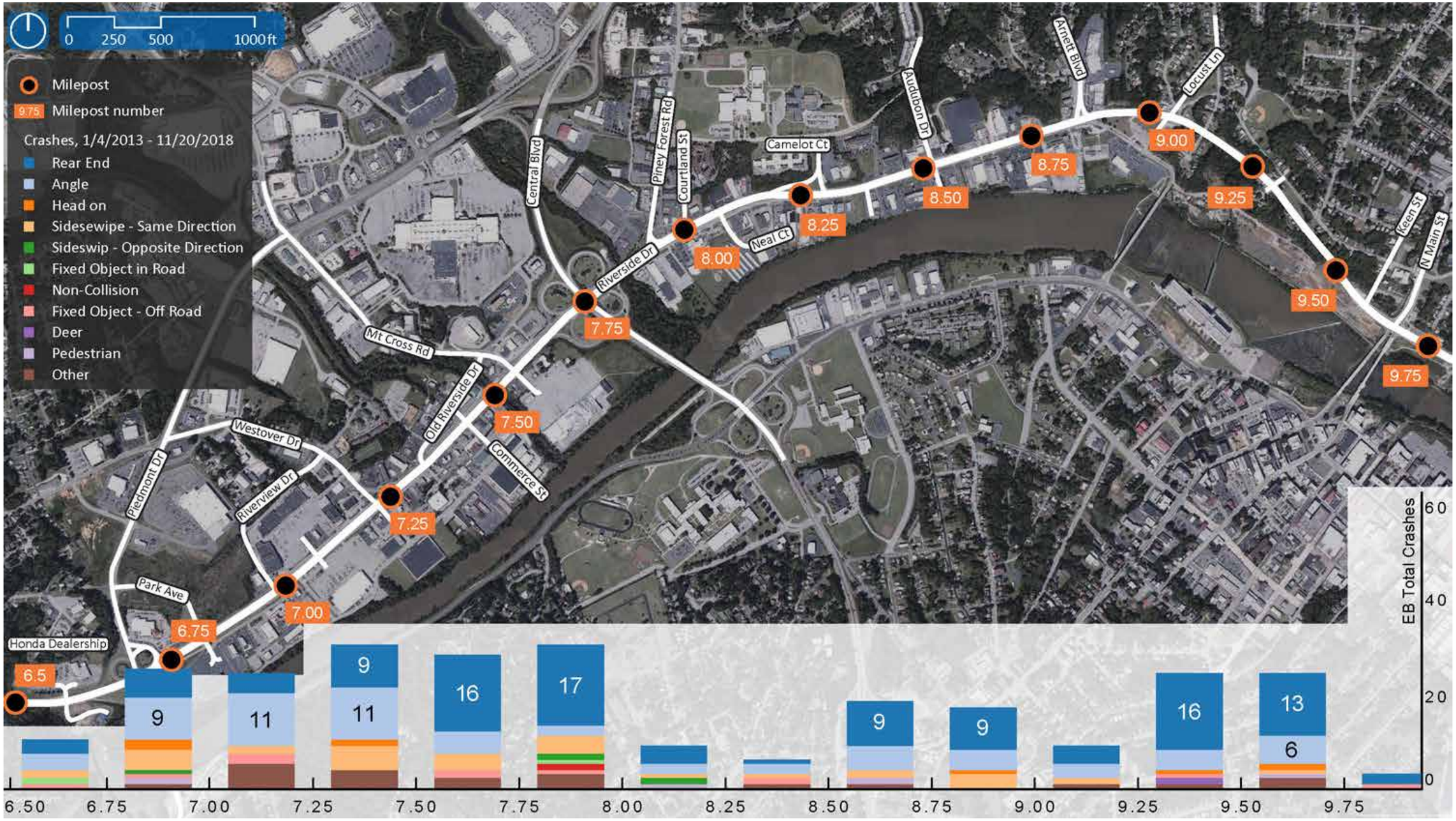
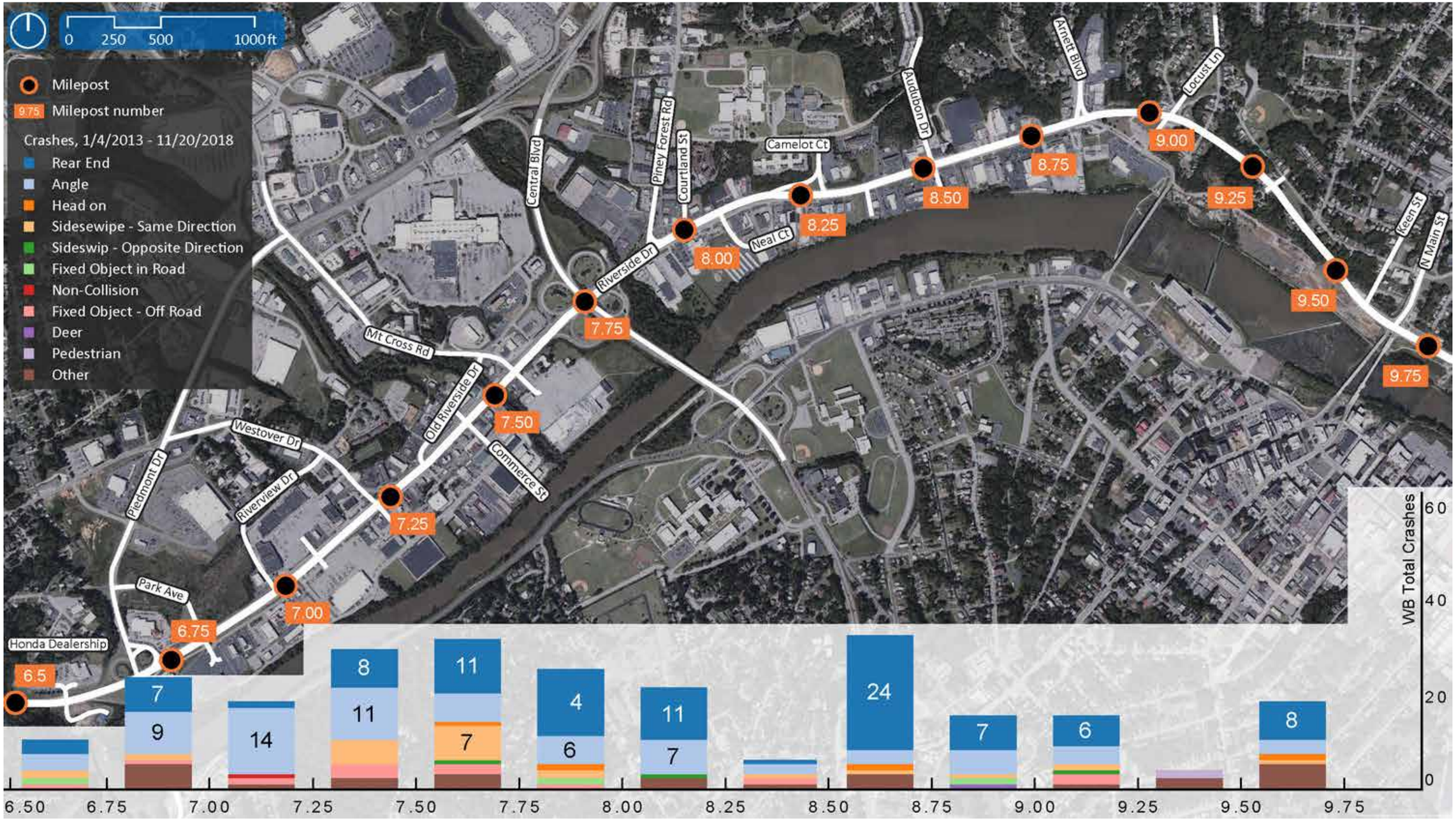


FIGURE 10: WESTBOUND CRASH HISTOGRAM



2.6 Access Spacing

Most of the Riverside Drive corridor is characterized by closely spaced intersections, frequent median openings, and continuous commercial entrances. The VDOT Road Design Manual provides spacing standards for different types of intersections and access points, which ensure an appropriate balance of providing access to adjacent land uses and maintaining the flow of traffic, based on a roadway's functional classification and posted speed limit. By managing the location, spacing, and design of entrances and intersections, planners and designers can reduce the number of conflict points, traffic congestion, and crashes. Businesses benefit from access management because more efficient traffic flow expands their market area.

VDOT classifies Riverside Drive as an *Other Principal Arterial* throughout the study area. VDOT's Access Management Design Standards indicate Principal and Minor Arterials should have "limited or partial" access control because the functional purpose of these roads is "high mobility, low to moderate access."[8]

The access management standards applicable to Riverside Drive are listed in **Table 1**. The project team documented the existing access spacing throughout the study area and identified areas where the current access spacing does not meet the standards outlined in **Table 1**. These figures are provided in **Appendix D**.

The spacing of commercial entrances along most of the Riverside Drive study corridor does not meet the access spacing standards. In many areas, especially along the south side of the road, commercial entrances are spaced less than 200 feet apart, sometimes less than 100 feet apart, while 305 feet is the minimum allowable spacing.

TABLE 1: VDOT ACCESS SPACING STANDARDS

Description of Type of Access Points				Minimum Spacing Distance (feet)
From	**Signalized Intersections**	To	**Other Signalized Intersections**	**1,320**
From	**Unsignalized Intersections & Full Median Crossovers**	To	**Signalized or Unsignalized Intersections & Full Median Crossovers**	**1,050**
From	**Full Access Entrances or Directional Median Crossovers**	To	**Other Full Access Entrances and Any Intersection or Median Crossover**	**565**
From	**Partial Access One- or Two-Way Entrances**	To	**Any Type of Entrance, Intersection, or Median Crossover**	**305**
From	**Start/End of Ramp Terminal**	To	**Any Intersection, Full Access Entrance, or Full Median Crossover**	**1,320**
From	**Start/End of Ramp Terminal**	To	**Directional Median Crossover**	**990**
From	**Start/End of Ramp Terminal**	To	**Right-in/Right-Out Partial Access Entrance**	**750**

Source: VDOT Road Design Manual, Appendix F: Access Management Design Standards for Entrances and Intersections, Table 2.2: Minimum Spacing Standards for Commercial Entrances, Intersections, and Median Crossovers, and Table 2-3: Minimum Spacing Standards for Intersections and Commercial Entrances Near Interchange Areas on Multilane Crossroads. Spacing above based on Principal Arterial with 35 to 45 mph legal speed limit.

[8] VDOT Road Design Manual Appendix F. Pg. F-11.

3 Existing Conditions Analysis

Two types of analysis were conducted to assess the existing conditions of the Riverside Drive corridor:

1. Peak Hour Traffic Operations Analysis: identifies locations where peak hour congestion is occurring and serves as a baseline for conducting an analysis of future conditions
2. Crash Analysis: identifies locations of crash clusters and fatal crashes and possible causal factors

The results of the analyses reveal that safety issues are currently more pressing than congestion issues. In general, most of the Riverside Drive corridor does not experience significant congestion (i.e. none of the intersections operate at LOS E or D overall) during the peak hours, but crash clusters, including crashes resulting in injuries occur at various locations throughout the corridor. Multiple pedestrian fatalities have occurred within the study corridor, in addition to motorist fatalities. The following sections describe the peak hour traffic operations and crash analyses and results in more detail.

3.1 Peak Hour Traffic Operations Analysis

The project team analyzed traffic operations during the midday and PM peak hours to understand where congestion is currently occurring and identify locations where demand is close to exceeding capacity. This analysis provides a baseline for conducting the analysis of future conditions. The operations analysis was conducted using Synchro and SimTraffic, Version 9.

3.1.1 Measures of Effectiveness

The traffic operations analysis produced two measures of effectiveness for evaluating operating conditions in the peak hours:

1. Control Delay: the delay drivers experience at a traffic control device (e.g. traffic signal or stop sign) – reported for each individual turning or through movement and for each intersection overall.
2. Maximum Queue Lengths: the maximum length of the queue for each turning or through movement recorded during the 10 simulation runs.

Control Delay is an output from Synchro using the HCM 2000 reports, since the HCM 2010 methodology cannot report results for U-turns. Maximum Queue Lengths are reported from SimTraffic. 95th percentile queue lengths from SimTraffic were also considered in some instances, as discussed in the analysis results. All outputs from Synchro and SimTraffic are provided in **Appendix H.**

Figures 11 and **12** provide the results of the analysis of existing peak hour traffic conditions. **Figure 11** shows the average control delays (in seconds per vehicle). The delays correspond to levels of service, represented with letter grades A through F, as further explained in the following section. **Figure 12** provides the maximum queue lengths (in feet) for each intersection movement and indicates movements where the maximum queue length exceeds the existing (i.e. full-width) and effective (full-width plus half of the taper[9]) storage bay lengths.

3.1.2 Level of Service Criteria

Level of Service (LOS) is a concept that describes how well a transportation facility operates from the traveler's perspective. The *Highway Capacity Manual 6th Edition* defines six levels of service, ranging from A to F. LOS A represents the best operating conditions from the traveler's perspective, and LOS F the worst. For cost, environmental impact, and other reasons, roadways are typically designed not to provide LOS A conditions during peak periods, but instead to provide some lower LOS that balances individual travelers' desires against society's desires and financial resources.[10]

Control delay is the service measure that defines LOS for motorized vehicles at intersections. **Table 2** lists the LOS thresholds for motorized vehicles at signalized and unsignalized intersections.

Table 2: Level of Service Criteria for Signalized and Unsignalized Intersections

LOS	Control Delay (seconds per vehicle) at **Signalized Intersections**	Control Delay (seconds per vehicle) at **Unsignalized Intersections**
A	≤ 10	≤ 10
B	> 10 – 20	> 10 – 15
C	> 20 – 35	> 15 – 25
D	> 35 – 55	> 25 – 35
E	> 55 – 80	> 35 – 50
F*	> 80	> 50

*If the volume-to-capacity ratio is greater than 1.0, the LOS is F, even if delay is less than 80 seconds at signalized intersections or 50 seconds at unsignalized intersections.

3.1.3 Traffic Operations Analysis Results

3.1.3.1 Control Delay and Level of Service Results

Overall, there are no significant congestion issues within the study corridor limits. All 25 intersections operate at LOS D or better in both peak hours. Most (23 of the 25) intersections operate at LOS C or better in both peak hours. The two intersections that operate at LOS D in the PM peak hour are at:

- Arnett Boulevard/Union Street
- North Main Street

North Main Street is the only intersection where the eastbound and westbound through movements operate at LOS D in the PM peak hour. At all other intersections, the mainline through movements operate at LOS C or better in both peak hours. The traffic signals along Riverside Drive are coordinated with 120-second cycle lengths, providing long green bands for mainline through movements to progress through the corridor. The project team confirmed the progression quality during the field review. During the travel time runs, the test car hit an average of three red lights over the entire corridor in each direction during peak and non-peak periods.

Vehicles at most of the signalized side streets experience LOS D or E in the peak hours because of the long cycle lengths and long green bands. Vehicles waiting at signalized intersections to turn left from the mainline also experience LOS D or E. The westbound left turn movements at Westover Drive and at Piney Forest Road are the only signalized movements that experience LOS F. Even with these high delays, the queues cleared within one cycle during peak hour field observations. Most movements at unsignalized intersections operate at LOS C or better, except the southbound approach from the Honda Dealership at Intersection #1, which operates at LOS F in the PM peak hour.

[9] Existing and effective storage lengths on commercial entrances are equal (i.e. taper lengths on these types of approaches were assumed to be zero).

[10] Transportation Research Board, 2016. *Highway Capacity Manual, 6th Edition: A Guide for Multimodal Mobility Analysis*. Washington, D.C.

3.1.3.2 Maximum Queue Length Results

The maximum queue lengths exceed the effective storage length in several locations, as indicated in red in **Figure 12**. At many of these locations, there is only a small amount (less than 50 feet) of storage available, and a queue of only three cars will exceed the available storage length.

At some intersections, the storage length on the side-street approach is limited because there is another intersection within 100 feet of the intersection with Riverside Drive. This occurs at many intersections along the study corridor. The queue lengths that exceed the effective storage length at the following locations are a result of this situation:

- Northbound approach of Park Avenue (Intersection #3)
- Northbound approach of Wild Wings Lane (Intersection #4)
- Northbound approach of the Kmart entrance (Intersection #5)
- Southbound approach of Old Riverside Drive (Intersection #7)
- Southbound approach at Commerce Street (Intersection #8)
- Northbound approach at Piney Forest Road (Intersection #10)
- Northbound approach at Audubon Drive (Intersection #16)
- Northbound approach at the NAPA Auto Parts entrance (Intersection #17)
- Southbound approach at the Los Mariachi's entrance (Intersection #18)
- Northbound and southbound approaches at the Riverside Produce entrance (Intersection #19)
- Southbound approach of Arnett Boulevard (Intersection #20)
- Southbound approach of Locust Lane (Intersection #22)

Most of these locations are commercial entrances with approaches or storage bays less than 50 feet long. Here, the queue lengths represent 3-4 vehicles waiting to exit commercial businesses, where the entrance throat distance only provides for 1-2 vehicles to queue back. **These queuing issues are not a result of congestion; they are a result of inadequate access spacing.**

Placing an entrance or intersection on a side-street too close to an intersection with major roadway presents safety and operational issues. Vehicles can back up onto the major roadway or block entrances, and drivers must watch for turning vehicles at more than one location simultaneously. VDOT requires a minimum of 225 feet between the edge of pavement of a major roadway and the nearest edge of an entrance on the minor side-street to prevent blocking entrances and causing backups.[11]

Additionally, some of the median openings do not have storage lanes, and only 25 feet within the median opening is available for vehicles to wait to turn left or make a U-turn. When more than one vehicle is waiting to turn at these locations, the queue length exceeds the available storage length. The queue lengths that exceed the effective storage length at the following locations are a result of this situation:

- Eastbound and westbound left turns at the Camelot Court exit (Intersection #13)
- Westbound left turns at the Camelot Court entrance (Intersection #14)
- Eastbound left turns at the median opening at NAPA Auto Parts (Intersection #17)
- Eastbound and westbound left turns at the median opening at Los Mariachi's (Intersection #18)
- Eastbound left turns at the median opening at Riverside Produce (Intersection #19)
- Eastbound and westbound left turns at the median opening at Intersection #21 (between Arnett Boulevard and Locust Lane

These queuing issues are not a result of congestion; they are a result of the lack of left turn lanes at median openings.

The locations where peak hour queues most exceed the available storage length are:

- Northbound Wild Wings Lane at Intersection #4: The shared left turn and through lane queue is over 300 feet long (roughly 13 vehicles long) in both midday and PM peak hours. There is only 50 feet of storage before the intersection with the frontage road, and vehicles consistently block the frontage road and Sheetz entrance.
- Southbound Locust Lane at Intersection #22: There is only 60 feet along Locust Lane between the intersection with Riverside Drive and Alpine Drive. The queue of vehicles going straight or turning right is over three times as long as the available storage in both midday and PM peak hours.
- Southbound Mount Cross Road at Intersection #9: Despite having two left turn lanes, the 440 vehicles turning left in the PM peak hour queue back and block the upstream intersection with Old Riverside Drive. This blockage occurs in the midday peak hour too.
- Southbound Arnett Boulevard at Intersection #20: Southbound vehicles on Arnett Blvd access the Auto Villa car dealership on the northeast corner through a median opening only 100 feet north of Riverside Drive. Southbound vehicles at the Riverside Drive intersection consistently queue back past this median opening.

[11] VDOT Road Design Manual Appendix F: Access Management Design Standards for Entrances and Intersections.

FIGURE 11: 2018 EXISTING PEAK HOUR TRAFFIC OPERATING CONDITIONS – CONTROL DELAYS (SECONDS PER VEHICLE) AND LEVELS OF SERVICE

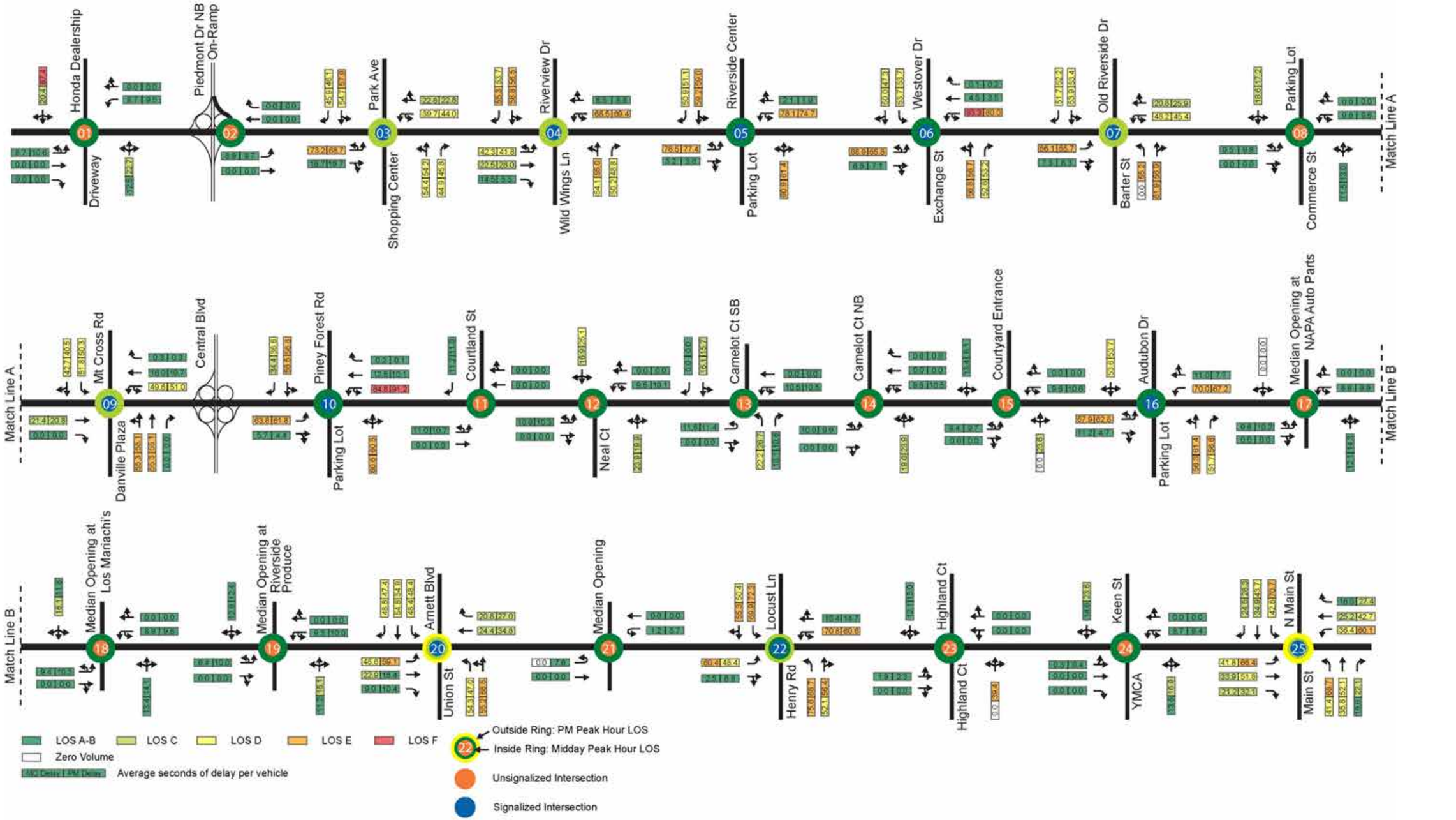
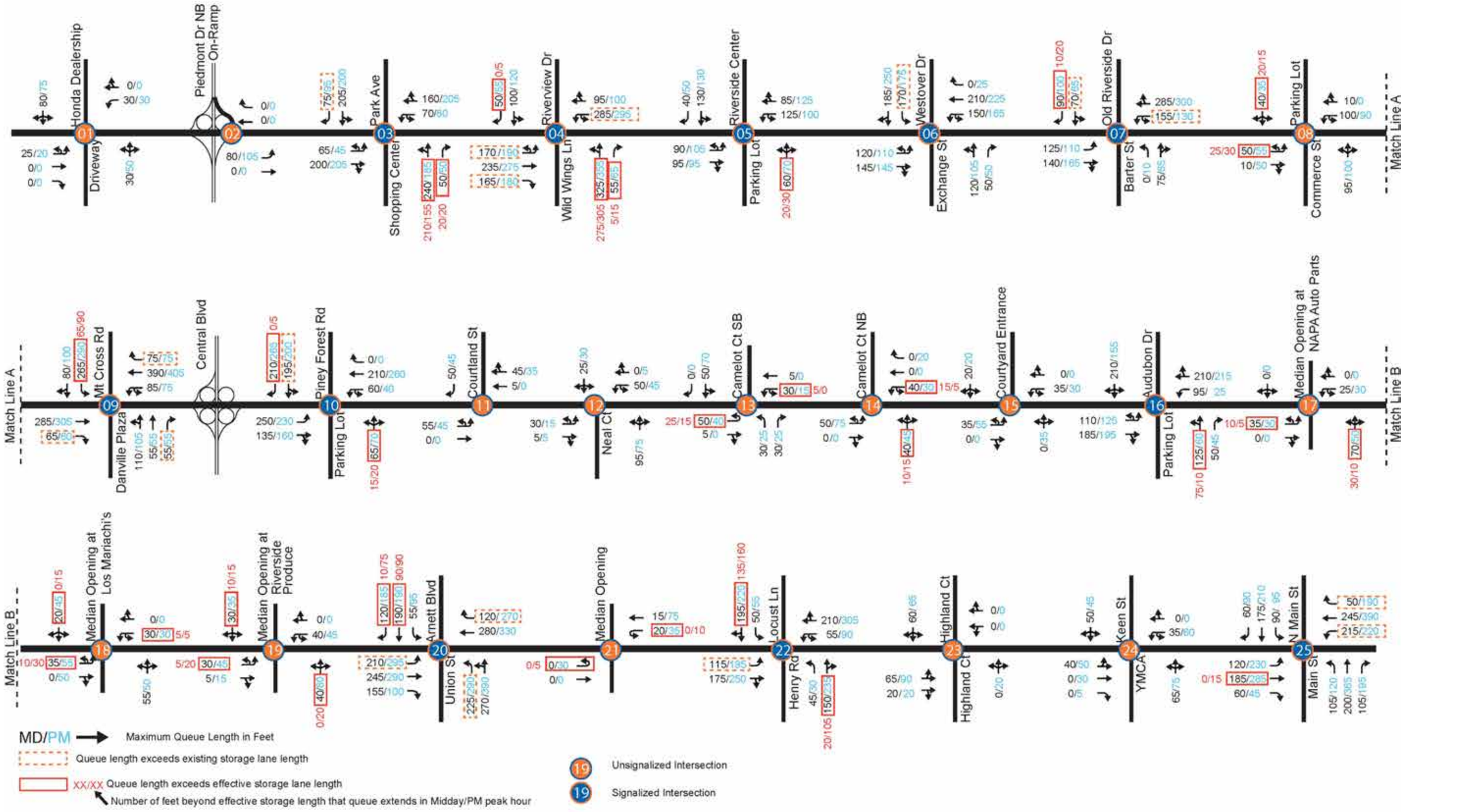


FIGURE 12: 2018 EXISTING PEAK HOUR TRAFFIC OPERATING CONDITIONS – MAXIMUM QUEUE LENGTHS (FEET)



3.2 Crash Analysis and Identified Deficiencies

The project team prepared a series of crash maps showing the location, crash type (e.g. rear-end, angle, etc), and severity of crashes from 2013 through 2018[12] for each quarter-mile segment of the study corridor. These maps are provided in **Appendix E**. The project team examined the crash maps and identified safety deficiencies based on crash patterns and field observations. The following sections describe the deficiencies for each segment. Each quarter-mile segment is defined by the mileposts from VDOT's Tableau crash data.

3.2.1 Segment 1: Mileposts 6.5 to 6.75

Despite the deficient spacing between the off-ramp from Piedmont Dr and the Honda Dealership entrance, few crashes occurred at the merge point. A few mostly property-damage only (PDO) angle crashes occurred at the Honda Dealership entrance.

One fatal crash occurred, where an eastbound vehicle ran off-road, hit the curb, traveled over the grass, and into the retaining pond. One of the passengers died two weeks after the crash occurred. The crash occurred at 11:30 am on a dry, clear Friday in March 2013. The crash data indicate no evidence of driver distraction or alcohol intoxication, but the occupants were not wearing seat belts. One other fixed object crash occurred in this segment, resulting in an injury, when the driver hit the light pole in the road median.

The crash data does not indicate a crash cluster within this segment, and no safety deficiencies were identified.

3.2.2 Segment 2: Mileposts 6.75 to 7.0

At the Park Avenue intersection (Intersection #3), there is a cluster of angle crashes. Six of the nine angle crashes resulted from vehicles running red lights. The most severe injuries occurred from angle crashes involving the northbound approach. The frontage road on the south side of the road is only 30 feet from the Riverside Drive entrance, providing space for only 1-2 vehicles to queue. The queue then wraps around the frontage road stop sign. The project team observed the queues clearing at this location in one cycle.

There is a cluster of angle crashes on the south side of the Riverview Drive/Wild Wings Lane intersection (Intersection #4). Many of these crashes involve running red lights. There are several conflicting movements occurring at this location that could contribute to crash potential:

- Northbound right turns, especially when turning right on red
- Eastbound throughs
- Westbound-to-eastbound U-turns
- Eastbound vehicles turning into the Cook-Out entrance, which is only 110 feet from the intersection
- People waiting at the bus stop in front of the Cook-Out

The project team observed a pedestrian crossing Riverside Drive at this location at 10:15 am.

3.2.3 Segment 3: Mileposts 7.0 to 7.25

A fatal crash occurred at Intersection #5. At 11:00 am on Sunday June 14, 2015, the driver of a westbound vehicle disobeyed the traffic signal and turned left into the K-Mart shopping center, colliding with an eastbound vehicle coming through the intersection.

There is a cluster of angle crashes at the Westover Drive intersection (Intersection #6), many of which involve failing to obey red lights. The Hardee's on the south side of the road has two access points, one only 75 feet from the Westover Drive intersection. The project team observed a pedestrian attempting to cross Riverside Drive in front of the Pizza Hut at 12:30 pm.

3.2.4 Segment 4: Mileposts 7.25 to 7.5

The intersection of Old Riverside Drive (Intersection #7) has the highest potential for safety improvement (PSI) in the study corridor and is #6 in the VDOT Lynchburg District. There are clusters of crashes occurring here, including angle, rear-end, sideswipe, and other.

The dual-lane southbound right turn does not have a sign prohibiting right turns on red. When allowed at all, right turns are typically only allowed from the right-most right turn lane. The skew angle of this approach makes it difficult to see oncoming westbound vehicles. The project team observed several instances where vehicles from both southbound right turn lanes made a right turn on red in front of oncoming westbound vehicles. The frequent driveway spacing on the south side of the road increases the potential conflict points in advance of and after this intersection.

3.2.5 Segment 5: Mileposts 7.5 to 7.75

The Mount Cross Road intersection (Intersection #8) also has a high PSI ranking. The crash map shows clusters of rear-end, angle, and sideswipe crashes. The segment between Mount Cross Road and Central Boulevard has the highest traffic volumes in the study corridor. The westbound right turn and southbound left turn are heavy movements, each serving over 400 vehicles in the PM peak hour.

The access spacing on the north side of Riverside Drive between the Central Blvd and Mt Cross Rd is grossly deficient. The lack of spacing between the Central Blvd off-ramp and the access road to Tower Dr does not provide enough distance for vehicles to change lanes and slow down. Multiple driveway cuts to the businesses on the northeast quadrant create additional conflict points within the weave area. The short westbound right turn lane serves a very heavy movement. When a vehicle in the right-most through lane blocks this turn lane, vehicles stack back to the off-ramp.

3.2.6 Segment 6: Mileposts 7.75 to 8.0

The Piney Forest Road intersection (Intersection #9) is included in the top 100 PSI intersections in the VDOT Lynchburg District. It contains clusters of rear-end crashes on both approaches. These crashes are not concentrated during the peak hours; they are distributed throughout the day between 10 am and 5 pm. Like other intersections, there are entrances to businesses within the functional area of the intersection. At the Piney Forest Road intersection, the entrance to the Highlander Restaurant Lodge and Pub on the north side of the road is 250 feet away from the intersection, and the entrance to the Mr. Tire Auto Service Center on the south side of the road is 150 feet away. The project team did not identify any other observable safety issues at this intersection, despite the clusters of rear-end crashes.

The project team observed a pedestrian crossing Riverside Drive east of Piney Forest Road, near the location of a pedestrian crash at the eastbound approach to the Courtland Street intersection.

3.2.7 Segment 7: Mileposts 8.0 to 8.25

This segment, including the intersections of Courtland Street and Neal Court, is part of the emphasis area for the Pedestrian Safety Priority Corridor identified in the PSAP. Multiple pedestrian crashes have occurred here. A fatal

[12] Crash data from VDOT's *Crash Tools 8.2* Tableau Dataset, accessed on 2/18/2019.

crash involving a pedestrian occurred at Neal Court. A vehicle turning left from Neal Court struck a pedestrian that was trying to cross Riverside Drive.

The unsignalized intersection at Neal Court is a complicated intersection. Drivers attempting to turn left from Neal Court must look for a gap in three lanes of traffic in each direction. The median width allows storage for one vehicle in each direction. If there is more than one vehicle waiting to turn across the median, they must wait in the turn lane or they will block the paths of other vehicles. A driver waiting in the median for a gap in oncoming traffic must pull forward to allow a driver from the opposite direction to wait without blocking their view, and there are no pavement markings to distinguish the space for vehicles in each direction.

Westbound traffic at the height of the PM peak hour can be a constant flow, and eastbound vehicles waiting to make a left turn or a U-turn can have difficulty finding a gap at multiple median openings in this section. The frequent driveway openings require drivers waiting to turn to look multiple places (at oncoming through traffic and driveways across the street) to avoid potential collisions.

3.2.8 Segment 8: Mileposts 8.25 to 8.50

This segment, including the intersections of Camelot Court and the Courtyard entrance, is also part of the emphasis area for the Pedestrian Safety Priority Corridor identified in the PSAP. A fatal pedestrian crash occurred at the Career Development Center entrance, across from the western (westbound) Camelot Court exit. An eastbound vehicle struck and killed a pedestrian attempting to cross Riverside Drive.

The same complexities of the Neal Court intersection are present at the Camelot Court median breaks, including median width storage, potential for vehicles to block other drivers' views, difficulty finding gaps in westbound traffic during the height of the PM peak hour, and high driveway density requiring drivers to look multiple places to avoid potential collisions.

3.2.9 Segment 9: Mileposts 8.50 to 8.75

The Audubon Drive intersection (Intersection #16) has the largest cluster of rear-end crashes in the corridor, which occur primarily along the westbound approach. The westbound rear-end crashes occur throughout the day and are not concentrated during the PM peak period when westbound approach volumes are heaviest. The 10:00 am to 11:00 am hour contained the most crashes, and the project team observed a pedestrian crossing Riverside Drive just to the east (in front of Nikki's Restaurant) at 10:15 am. The north side of the westbound approach has wide swaths of open access right up to the intersection, which create conflict points within the functional area of the intersection and could be a contributing factor to the crash cluster. City staff indicated westbound drivers will use the open access area as a right turn lane to go around vehicles waiting to go through. This may also be a contributing factor to the crash cluster. VDOT awarded Revenue Sharing funds to the City for a project to pave and stripe this area as a right turn lane and to mark pedestrian crosswalks. The City is waiting to perform project design to incorporate relevant recommendations from this Corridor Improvement Study.

During the site visit, the project team observed stop-and-go westbound traffic for 20 minutes in the PM peak hour during which vehicles waiting in the median to turn could not find a gap in oncoming traffic.

A hotel is currently being constructed on the site of an old warehouse on the north side of the road. The hotel site plans show one access point on Riverside Drive at the existing median break. The site plans do not show access along Audubon Drive.

Flooding, while an issue throughout the study corridor, is particularly problematic at the Audubon Drive intersection. The Apple Branch flows from north to south, crosses Riverside Drive about 250 feet east of Audubon Drive, and empties into the Dan River. In 2018, Hurricane Michael and other flash flood events caused the Apple Branch to overflow its banks and flood the surrounding area, including several buildings. The City is pursuing several funding opportunities to create a new system that would prevent future flooding by intercepting surcharge and pulling some of the load from Apple Branch. The City is currently conceptualizing this idea and identifying opportunities.

The three median breaks between Audubon Drive and Arnett Boulevard have generally low side-street and turning volumes. The same median storage issues exist here as at the other unsignalized median openings. Additionally, the median openings lack left turn lanes. Drivers in the left turn lane slow down to make a left turn through the median, which can create a potential rear-end conflict with a through vehicle from behind if the driver of the rear vehicle does not expect the front vehicle to turn.

3.2.10 Segment 10: Mileposts 8.75 to 9.0

Despite the unusual geometry of the Arnett Blvd/ Union St intersection (Intersection #20), most of the crashes at this intersection are mostly property damage only, less severe than the crashes at other intersections. The median break on the northern leg is less than 100 feet from the intersection. Entrances on all approaches the are very close to the intersection. The median break to the east is only 360 feet from the Arnett Blvd intersection.

3.2.11 Segment 11: Mileposts 9.0 to 9.25

There is a cluster of injury angle crashes at the southbound approach of the Locust Lane intersection (Intersection #22). Parked vehicles at Riverside Motors on the northeast corner block the southbound approach sight line to the left, which makes it difficult for southbound right turn vehicles to see oncoming westbound vehicles when trying to turn right on red. Drivers must pull up beyond the stop bar very close to the intersection to see oncoming vehicles.

At the height of the PM peak hour, westbound vehicles queue back more than 300 feet to the Farrar Street bridge. The project team experienced stop-and-go westbound traffic at the height of the PM peak hour during field observations.

3.2.12 Segment 12: Mileposts 9.25 to 9.5

Highland Court (Intersection #23) provides access to a residential neighborhood. The eastbound left turn volume is high relative to the residential land uses. The project team observed eastbound left turning vehicles using Highland Court as a cut-through route to areas to the north along Arnett Blvd and Main Street. There is a cluster of injury rear-end crashes in the eastbound direction; almost all involved eastbound left turns. As eastbound vehicles approach this intersection, they crest a hill, which shortens the sight distance. There is no eastbound left turn lane for vehicles to wait in. Drivers may not expect to encounter stopped vehicles in the left lane as they crest the hill, and this may be a contributing factor to the rear-end crash cluster. Additionally, a pedestrian crash occurred at this intersection, resulting in an injury.

3.2.13 Segment 13: Mileposts 9.5 to 9.75

At the unsignalized Keen Street intersection (Intersection #24), several injury crashes resulted from vehicles attempting to turn left from the YMCA. Several factors may be contributing to crash potential at this location including a steep northbound approach grade increases the effort and time for vehicles to accelerate from a stop, and northbound left turning vehicles must find gaps between eastbound through vehicles coming down the hill, westbound through vehicles coming up the hill, and pedestrians crossing in the marked crosswalks.

This intersection has marked crosswalks with pedestrian warning signs, but the wide cross-section, topography, and proximity of the Main Street intersection do not create an environment where drivers expect to encounter and stop for pedestrians. The downslope along Riverside Drive and the multiple car threat situation make driver compliance to stop for pedestrians difficult. The long crosswalks without median refuge are intimidating for pedestrians to cross without signal control or flashing beacons.

At the Main Street intersection (Intersection #25), a fatal bicycle crash occurred when a southbound bicyclist collided with an eastbound vehicle. The southbound approach has a downgrade. However, the project team did not identify any observable safety issues at this location.

4 Future Traffic Forecasting

To understand future traffic conditions in the study area and assess the long-term benefits of proposed improvements, traffic volumes were forecasted for 2035 traffic conditions. The following sections describe the methodology for developing traffic growth rates and projecting future traffic volumes for the study area.

4.1 Future Traffic Growth Rates

Average annual daily traffic (AADT) volumes have steadily decreased on the corridor since 2001. It is uncertain if the historical trend of decline will continue or the City will experience economic growth which could fuel traffic volume growth. The project team reviewed several sources of historical and projected traffic growth:

- VDOT's historical average annual traffic volumes (2001 through 2017)
- VDOT's Statewide Planning System (SPS) existing (2017) and future (2045) traffic volume projections
- Danville Regional Travel Demand Model outputs[13] and calculated annual growth rates for each segment of the study corridor and intersecting roads

The historical AADT volumes show negative or very small (less than 0.5 percent per year) growth rates. The VDOT SPS projections show annual rates of change of 0.5 percent or less for the Riverside Drive study segment. Intersecting roads for which SPS projections are available range from 0.19 percent (Central Blvd) to 1.12 percent (Piedmont Dr) per year. The regional travel demand model shows average annual growth rates of less than 0.5 percent per year for all study segments of Riverside Drive and the intersecting roads that are included in the model.

The project team and study work group reviewed the available growth rates and considered the impacts of several other historical and future factors including:

- Timing of construction and opening of the Danville Expressway
- The winding down and shut down of the Dan River Mill
- Kmart and other business closings in the Riverside Drive corridor
- The Great Recession's impacts on travel patterns and traffic volumes
- Future employment levels at the Southern Virginia Mega Site at Berry Hill and new connector road included in FY 2020 SMART SCALE funding scenario
- Averett University North Campus expansion plans
- Prior studies along Mount Cross Road north of Riverside Drive
- Possibility of a casino being built within the City of Danville

Based on the information and considerations listed above, the study work group agreed the following linear growth rates are acceptable:

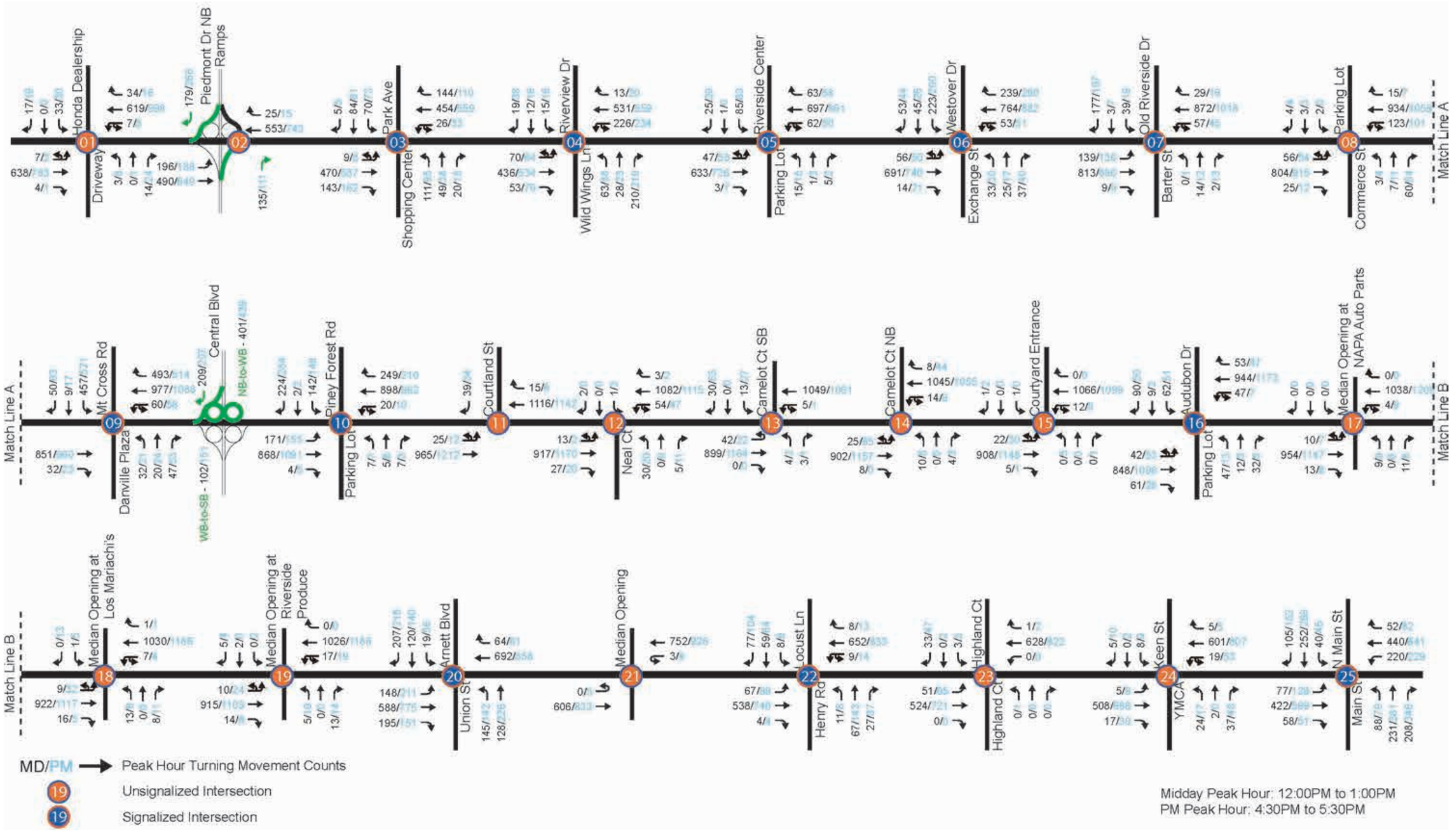
- 0.5 percent per year for the Riverside Drive corridor
- 1.0 percent per year for Mount Cross Road and Main Street
- 0.5 percent per year for all other intersecting streets

4.2 Projected 2035 Traffic Volumes

The project team applied the linear traffic growth rates to the 2018 existing midday and PM peak hour turning movement volumes to generate projected 2035 traffic volumes. **Figure 13** shows the 2035 peak hour turning movement volumes for the Future No-Build analysis.

[13] The latest version of the Danville Regional Travel Demand Model was released in March 2019 and includes existing Year 2016 and future Year 2045.

FIGURE 13: 2035 FUTURE NO-BUILD MIDDAY AND PM PEAK HOUR TURNING MOVEMENT VOLUMES



5 Future No-Build Conditions Analysis

Traffic operational analyses were conducted to evaluate the overall performance of the study corridor under No-Build (2035) midday and PM peak hour conditions and identify any significant differences from the existing conditions. The No-Build conditions analyses provide a general understanding of baseline future traffic conditions as a starting point for comparing against future improvement strategies. No-Build conditions were modeled using Synchro and SimTraffic, Version 9.

5.1 Traffic Analysis Assumptions

The existing conditions Synchro models were used as a basis to develop the No-Build models for the AM and PM peak hour conditions. No geometric or traffic signal timing changes were made to the existing Synchro models. The models were updated with projected 2035 No-Build traffic volumes. No background improvements were modeled as part of the No-Build analysis. Inputs, analysis methodologies, and calibration approaches were consistent with the TOSAM.

5.2 Traffic Analysis Results

Figures 14 and **15** provide the results of the analysis of future No-Build peak hour traffic conditions. **Figure 14** shows the average control delays and corresponding levels of service. **Figure 15** provides the maximum queue lengths and indicates movements where the maximum queue length exceeds the existing and effective storage bay lengths.

Similar to the existing conditions analysis, the future No-Build analysis reveals no significant congestion issues within the study corridor limits. All 25 intersections operate at LOS D or better in both peak hours. The same 23 of the 25 intersections operate at LOS C or better in both peak hours. The same three intersections operate at LOS D in the PM peak hour. East-west through movements experience excellent progression because of long green bands. Vehicles waiting at side-streets or waiting to turn left from Riverside Drive experience LOS D, E, or F due to the 120-second cycle lengths. The same queuing issues from existing conditions exist, which are primarily a result of inadequate access spacing and the lack of left turn lanes at median openings. The specific conditions described in Section 3.1.3 are also true in the No-Build conditions, with slightly longer delays and queue lengths.

FIGURE 14: 2035 FUTURE NO-BUILD PEAK HOUR TRAFFIC OPERATING CONDITIONS – CONTROL DELAYS (SECONDS PER VEHICLE) AND LEVELS OF SERVICE

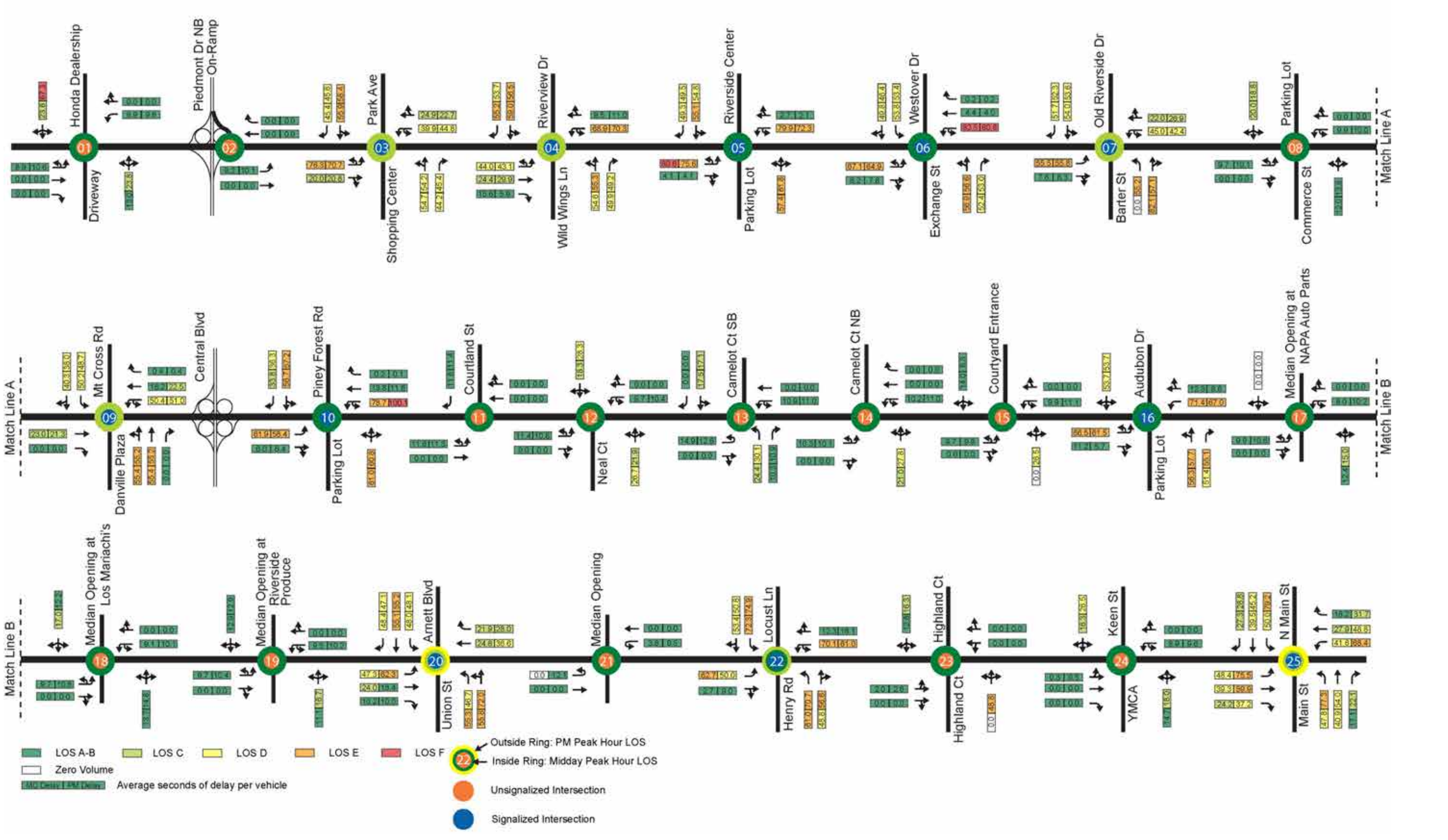
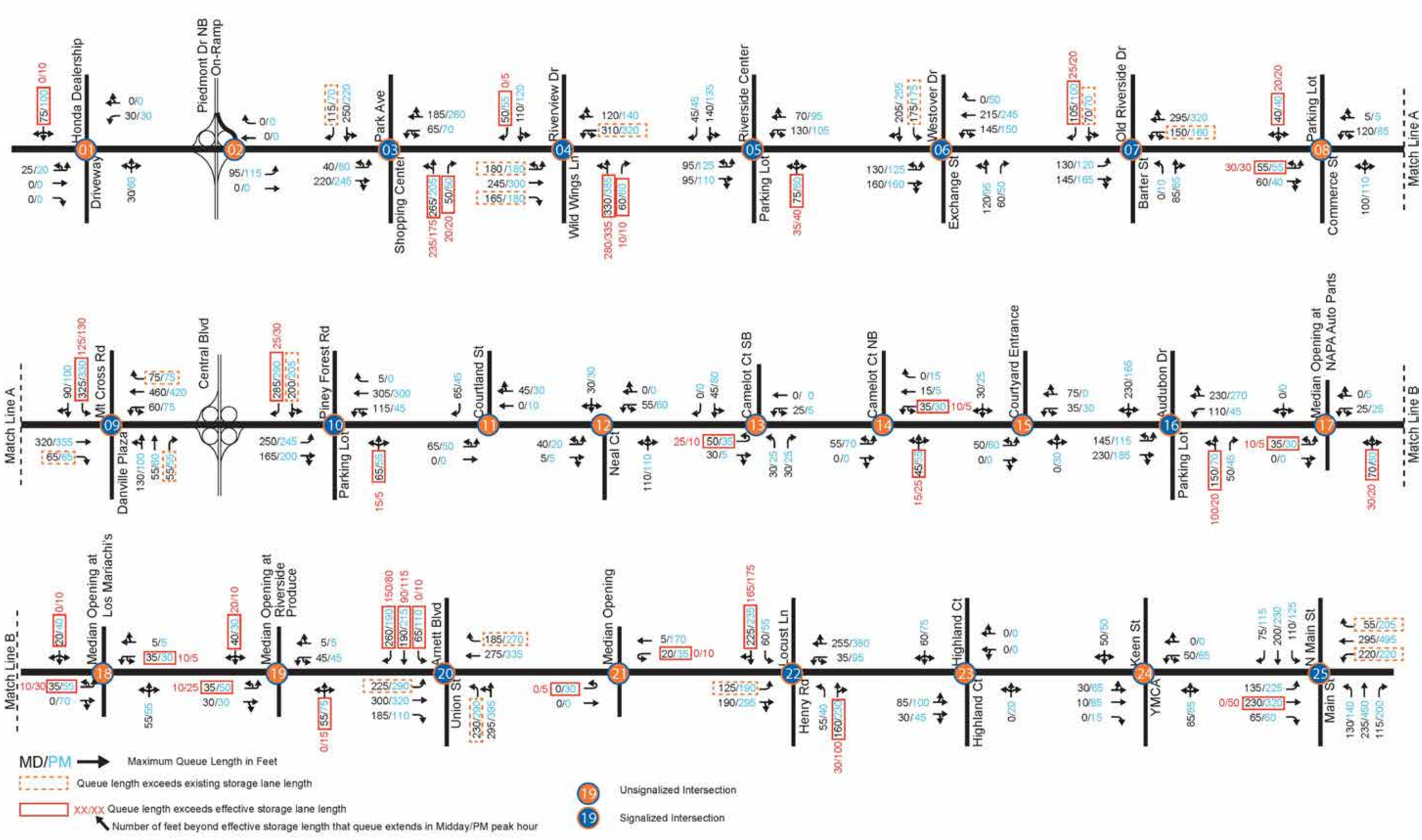


FIGURE 15: 2035 FUTURE NO-BUILD PEAK HOUR TRAFFIC OPERATING CONDITIONS – MAXIMUM QUEUE LENGTHS (FEET)



6 Developing and Screening the Potential Improvements

The analysis of existing and future No-Build conditions confirmed the deficiencies in Riverside Drive corridor are primarily related to pedestrian and motorist safety and access spacing. Since there are no significant congestion issues within the study corridor limits (as explained in Sections 3.1.3 and 5.2), the project team and study work group developed a range of potential improvements to address the safety and access spacing deficiencies. The study work group discussed the benefits and feasibility of the potential improvements and selected the improvements to be included in the study recommendations.

6.1 Developing the Potential Improvements

The project team and study work group developed a range of potential improvements to improve deficiencies based on three major themes:

1. Improving safety
2. Improving access spacing
3. Accommodating pedestrian and transit activity

The three major themes are interrelated, and many of the potential improvements address more than one theme. For example, converting a full median crossover to a directional median opening would both improve access spacing and decrease the number of conflict points (as illustrated in **Figure 16**), which decreases the potential for crashes and improves safety. Similarly, constructing sidewalks and installing crosswalks and pedestrian countdown signals would both accommodate pedestrian activity and address the history of pedestrian fatalities.

Table 3 lists the potential improvements that were identified and considered at each location. In general, the potential improvements included:

- Constructing sidewalks along Riverside Drive
- Installing crosswalks and pedestrian countdown signals at signalized intersections
- Modifying intersection and median opening to improve access spacing and address safety deficiencies
- Installing pedestrian hybrid beacons at select unsignalized intersections
- Modifying off-ramps to improve access spacing, minimize conflicts, and improve sight distance

6.2 Screening the Potential Improvements

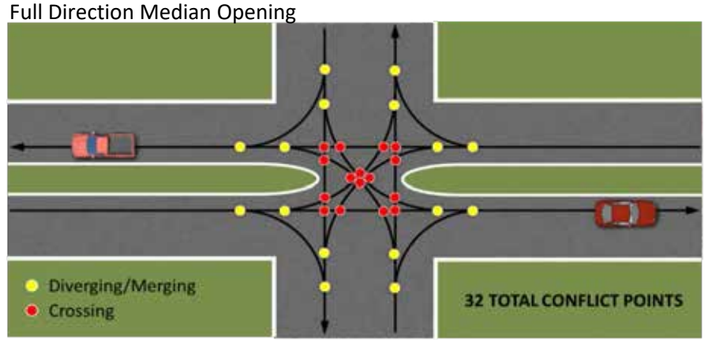
The study work group considered and discussed the potential improvements at several meetings to determine the improvements that should be included in the study recommendations. The group considered several factors including:

- Crash history, including crash type, crash severity, and location of crash clusters
- Reduction of conflict points
- Crash modification factors and other potential qualitative safety benefits
- Improvements to access spacing consistent with the VDOT access spacing standards
- Improvements to meet VDOT geometric design criteria (e.g. turn lane length)
- Feasibility of implementation and construction
- Magnitude of cost

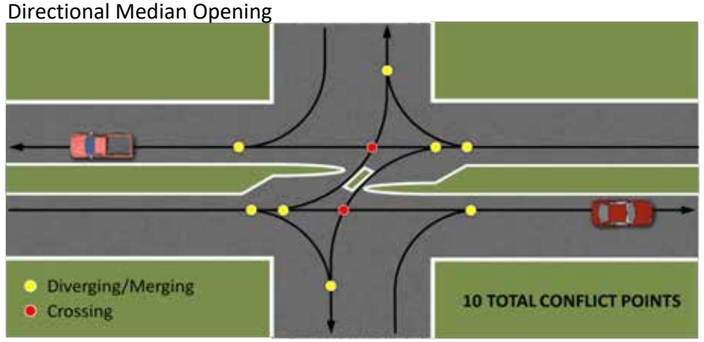
The presentations from these meetings incorporated the initial improvement sketches, safety benefits, and other information, and are provided in **Appendix F**.

Figure 16: Conflict Point Diagrams by Type of Median Opening

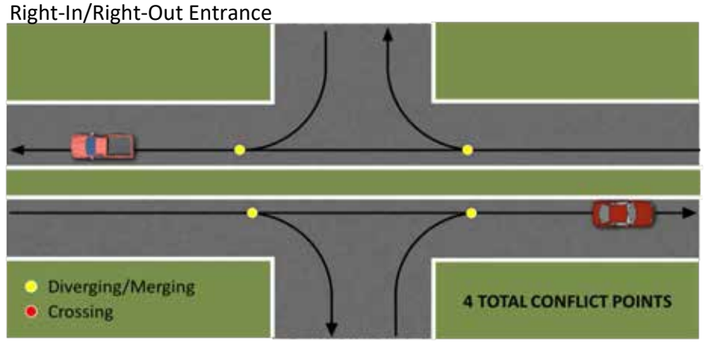
Full Direction Median Opening



Directional Median Opening



Right-In/Right-Out Entrance



Improving traffic operations was not a key focus of the potential improvements. The project team analyzed the potential improvements in Synchro and SimTraffic to determine the operational impacts of the potential improvements and made adjustments, if necessary, so that the potential improvements would not result in operational issues. The analysis of traffic operations is described in more detail in Section 7.4.

Table 3 identifies the improvements the study work group selected as recommendations. Table endnotes provide additional explanations of the improvements.

TABLE 3: POTENTIAL IMPROVEMENTS AND STUDY RECOMMENDATIONS

Location or Nearest Intersection	Potential Improvement	Study Recommendation?
Corridor-wide	Construct sidewalk or multi-use path between edge of traveled way and edge of right-of-way	Yes (1),(2)
	Add marked crosswalks and pedestrian countdown signals at all signalized intersections	Yes (3),(4)
	Convert the third travel lane in each direction to provide a wider buffer and wider sidewalk or multi-use path	No
	Provide left turn lanes at all median openings.	Yes, at all locations where median openings will remain open.
	Recalculate the yellow and all-red times and optimize the traffic signals	Yes
	Install a flashing yellow arrow and adjust the left turn phasing mode for eastbound and westbound left turns from protected only to protected/permissive	No (5)
Int 1: Honda Dealership	Construct an island to prohibit vehicles exiting the Honda dealership from turning left	No
	Realign the ramp from southbound Piedmont Drive to westbound Riverside Drive to intersect at 90 degrees. Install a STOP sign and stop bar for ramp traffic.	Yes
Int 3: Park Ave	Construct a turnaround loon to accommodate larger vehicles making westbound-to-eastbound U-turns	No
Int 4: Riverview Dr	Convert the Riverview Dr/Wild Wings Ln intersection to a signalized Restricted Crossing U-Turn (RCUT) intersection	Yes
Int 5: Riverside Center	Convert the Riverside Center/Kmart entrance intersection to a signalized RCUT intersection	Yes
Int 6: Westover Dr	Construct a bus bay at the Hardee's bus stop	Yes
	Remove the existing westbound channelized right turn ramp	Yes
	Install a turnaround loon to accommodate larger vehicles making eastbound-to-westbound U-turns	No
Int 7: Old Riverside Dr	Close Old Riverside Drive access to Riverside Drive	No
	Convert the Old Riverside Drive intersection to a signalized RCUT intersection	Yes
	Convert the Old Riverside Dr intersection to a full Median U-Turn intersection	No
	Convert the Old Riverside Dr intersection to a partial Median U-Turn intersection	No
	Close Barter Street access to Riverside Drive	No
Int 7: Old Riverside Dr	Prohibit Old Riverside Dr southbound right-turn-on-red from both lanes	Yes
Int 8: Commerce St	Convert Commerce St intersection to an unsignalized RCUT	Yes
Int 9: Mt Cross Rd	Convert the two intersections of Mount Cross Rd at Riverside Dr and Mount Cross Rd at Old Riverside Dr to a double roundabout	No
Int 9: Mt Cross Rd	Convert the second westbound left turn lane to a through lane. Restripe the westbound approach to provide a westbound right turn lane that extends back to the Central Blvd off-ramp	Yes
	Close the entrance to the connector road to Tower Dr	Yes
	Install a new traffic signal at the southbound Central Blvd off-ramp	Yes
Int 10: Piney Forest Rd	Create a split southbound stop bar	No
	Prohibit southbound right turns on red	No (6)
	Install a turnaround loon to accommodate larger vehicles making westbound-to-eastbound U-turns	No
Int 11: Courtland St	Close the existing median opening	Yes
	Install a pedestrian hybrid beacon	No
Int 12: Neal Ct	Convert the existing full median opening into an unsignalized RCUT intersection	Yes
	Install a pedestrian hybrid beacon	Yes
Int 13: Camelot Ct exit	Close the existing median opening	Yes
Int 13 and 14: Camelot Ct	Directionalize the two Camelot Ct entrance and exit median openings	No
Int 14: Camelot Ct entrance	Convert the existing full median opening into an unsignalized RCUT intersection	Yes
Int 15: Courtyard entrance	Convert the existing full median opening into an unsignalized RCUT intersection	No
	Close the existing median opening	Yes
Int 16: Audubon Dr	Add a westbound right turn lane	Yes
	Install a bus bay at the Biscuitville bus stop	Yes
	Install a turnaround loon to accommodate larger vehicles making eastbound-to-westbound U-turns	No
Int 17: Median Opening at NAPA Auto Parts	Close the existing median opening	Yes
Int 18: Median Opening at Los Mariachi's	Convert the existing full median opening into an unsignalized RCUT intersection	Yes
	Close the existing median opening	No
Int 19: Median Opening at Riverside Produce	Close the existing median opening	Yes
	Convert the existing full median opening into an unsignalized RCUT intersection	No
Int 20: Arnett Blvd	Remove the No U-Turn sign along the eastbound approach to allow passenger cars to make eastbound-to-westbound U-turns	Yes (7)
	Construct a turnaround loon to accommodate larger vehicles making eastbound-to-westbound U-turns	No
Int 22: Locust Ln	Close the median opening between Arnett Boulevard and Locust Lane to address the access spacing deficiency and eliminate conflict points.	Yes
	Realign Alpine Dr and Henry Rd to provide more space between the intersections	No

Location or Nearest Intersection	Potential Improvement	Study Recommendation?
Int 22: Locust Ln	Move the stop bars on the eastbound and westbound approaches back to accommodate the new crosswalks. Move the stop bar on the southbound approach forward to improve sight distance.	Yes
Int 23: Highland Ct	Close the Highland Court approach completely	No
	Convert the Highland Court approach to right-in/right-out only access by constructing a median barrier	Yes
Int 24: Keen St	Install a pedestrian hybrid beacon or rectangular rapid flashing beacons and realign the crosswalks to provide median refuge.	No (8)
	Remove crosswalks at the uncontrolled intersection	Yes (8)
	Convert the existing full median opening into an unsignalized RCUT intersection	No
	Install a new traffic signal at Keen St	No
	Construct a new eastbound turn lane for left turns and U-turns to allow turning vehicles to slow down and wait for a gap in oncoming traffic without blocking through vehicles.	Yes

Table Endnotes:

(1) The study work group discussed constructing sidewalks and/or shared-use paths on both sides of Riverside Drive for the entire length of the study corridor. For most of the study corridor, the recommendations include constructing sidewalks on both sides of Riverside Drive. Sidewalks are only recommended on the north side of Riverside Drive through the Central Boulevard interchange area because the bridge across Sandy Creek has a shoulder on the north side that can accommodate pedestrians without bridge widening. Constructing sidewalks on the south side would require bridge work that would significantly increase construction costs.

(2) The study work group considered constructing a shared-use path along one side of Riverside Drive to accommodate bicyclists traveling in both directions and a sidewalk along the other side. The shared-use path was not included in the recommendations because of the frequency of entrances, which introduces more conflict points. The Riverwalk Trail runs parallel to Riverside Drive less than 0.2 miles to the south and provides a shared-use path for bicyclists and other non-motorized users. The recommendations from this project include enhancing connections to the Riverwalk Trail from Riverside Drive at Audubon Drive and at Park Avenue.

(3) The project team tested different ways to modify the traffic signals to provide enough time for pedestrians to cross Riverside Drive, including lengthening the side-street minimum green times to accommodate one-stage and two-stage pedestrian crossings. Another way to accommodate the pedestrian crossing time without extending the minimum green times is to allow the signal to come out of coordination when a pedestrian pushes the push-button and extend the side-street green time just for that cycle. After the pedestrian phase end, the traffic signal would fall back into coordination.

(4) Crosswalks and pedestrian countdown signals are recommended at all intersection legs at most signalized intersections in the study corridor, except at the Arnett Boulevard intersection due to the skewed angle of the Union Street approach. Crosswalks across the signalized RCUTs should be installed with the "Z" crossing treatment, illustrated in **Figure 17**.

(5) The project team examined the feasibility of converting the protected-only eastbound and westbound left turn phasing modes to protected/permitted to allowing vehicles waiting to turn left from Riverside Drive to proceed if there is a gap in oncoming traffic. Most of the intersections do not have adequate sight distance for vehicles waiting in the left turn lane to safely identify adequate gaps in oncoming traffic. Vehicles waiting in the opposing left turn lane obstruct drivers' sight lines because of the large median offset. Protected-permissive left turns may be possible at the following intersections but were not included in the recommendations.

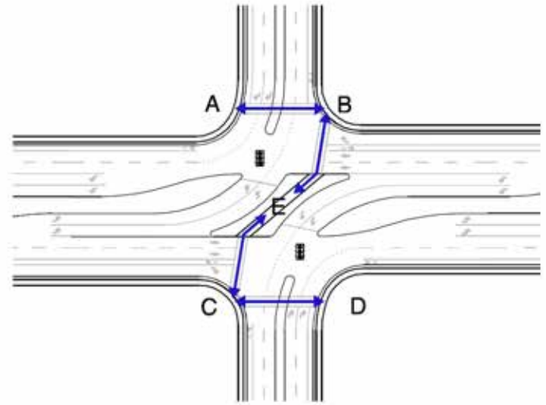
- Riverside Drive at Park Avenue – eastbound and Westbound
- Riverside Drive at Mt Cross Road – Westbound
- Riverside Drive at Locust Lane – Eastbound and Westbound
- Riverside Drive at N Main Street - Westbound

(6) The crash data indicated a few crashes at the Piney Forest Rd intersection that involved southbound right turns, and the southbound right turn volumes exceed 200 vehicles per hour in both midday and PM peak hours. A complete prohibition of right turns on red is unnecessary. However, the recommendations include installing a No Right Turn on Red blank-out sign next to the southbound signal head on the mast arm that would illuminate when a pedestrian pushes the button to cross the western leg of Riverside Drive. This sign is expected to prevent conflicts between crossing pedestrians and right turning vehicles who may not look to the right when stopped at a red light.

(7) Section 21-50 of the Danville City Code prohibits drivers from making U-turns at signalized intersection. Several of the recommended improvements will require motorists to make a U-turn at signalized intersections. The City will need to update the code to allow drivers to make a U-turn unless expressly prohibited with signage.

(8) The Main Street intersection is 300 feet to the east of the Keen Street intersection. The study work group agreed the crosswalks at the Main Street intersection provide more protection for pedestrians because they are signal-controlled and well-lit.

FIGURE 17: PEDESTRIAN MOVEMENTS AT A "Z" CROSSING IN A RCUT INTERSECTION



7 Recommended Improvements

The study work group determined which improvements should be included in the study recommendations to best improve safety, improve access spacing, and accommodate pedestrian and transit activity, as described in the previous sections. The project team developed more detailed drawings and conducted an additional analysis to finalize the recommendations, quantify the benefits, and develop planning-level cost estimates.

7.1 Recommended Projects

The recommended improvements are identified in Table 3 in the previous section in black text.

The project team grouped the recommended improvements into seven projects that can be implemented alone or in combination with others. The seven projects are listed below and based on the segments of the study corridor that they cover. The projects are ranked in a recommended order for implementation based on general consideration of the intersection and segment PSI rankings, crash severities and crash types, location of pedestrian crashes, transit boardings and alightings, and adjacent land uses.

1. Westover Drive to Mount Cross Road
2. Piney Forest Road to Audubon Drive
3. Central Boulevard Interchange Area
4. Park Avenue to Westover Drive
5. Audubon Drive to Arnett Boulevard
6. Piedmont Drive Ramp Realignment
7. Arnett Boulevard to Main Street

The improvements within each of the seven projects are described and illustrated in the project summary sheets in Appendix G. Subsequent sections describe the safety and access spacing benefits and the impacts to traffic operations.

7.2 Safety Benefits

One way to quantify the safety benefits of an improvement is to calculate the expected reduction in the number of crashes once the improvement is implemented. The Highway Safety Manual defines a method for calculating the expected reduction in crashes using crash modification factors (CMFs). Crash modification factors are ratios that estimate the degree to which a particular treatment (i.e. countermeasure or treatment) would reduce the number of crashes. The CMF ratio compares the expected average crash frequencies before and after a treatment is implemented. CMFs less than 1.0 indicate a treatment would reduce the crash frequency. CMFs more than 1.0 indicate a treatment would increase the crash frequency. A CMF of 1.0 indicates a treatment would have no change in the expected crash frequency.

$$CMF = \frac{\text{Expected Average Crash Frequency } \textit{after} \text{ treatment is implemented}}{\text{Expected Average Crash Frequency } \textit{before} \text{ treatment is implemented}}$$

VDOT maintains a list of planning level CMFs for SMART SCALE project scoring. The planning level CMFs indicate the expected reduction in the number of fatality (F) and injury (I) crashes, weighted by the "equivalent property damage only" (EPDO) crash value scale, shown in **Table 4**.

The project team conducted the planning level CMF analysis in accordance with the SMART SCALE scoring methodology. The project team used five years of crash data from January 1, 2013 through December 31, 2017. Crashes involving alcohol were excluded from the analysis. Each crash was assigned to either an intersection or a segment. Only one CMF per intersection was selected, even though the recommendations include multiple improvements with CMFs at many of the intersections. **Table 5** shows the results from the planning level CMF analysis. Intersections and locations are listed from west to east.

The southbound Piedmont Drive off-ramp intersection is not included in **Table 5** because none of the crashes that occurred within the off-ramp merge area between 2013 and 2017 resulted in a fatality or injury. The recommended ramp realignment and new stop sign are expected to reduce crashes; however, this is not reflected in the SMART SCALE CMF methodology.

As further described in Sections 2.6, 7.3, and 7.5, the consolidation of median openings and entrances is needed to bring the Riverside Drive corridor closer to meeting access spacing standards. Each access point creates conflict points, which represent the potential for crashes to occur. Addressing the access spacing deficiencies will reduce the number of conflict points, thereby reducing crash potential. The sidewalks, crosswalks, pedestrian countdown signals, and pedestrian hybrid beacons will improve pedestrian safety, providing much needed designated paths for walking along and crossing Riverside Drive. Although these safety improvements are not quantified in terms of crash reductions, they will address the identified deficiencies.

Table 4: Equivalent Property Damage Only Crash Value Scale

Crash Severity	Crash Value
K (Fatality)	85
A (Severe Injury)	85
B (Moderate Injury)	10
C (Minor Injury)	5

Source: SMART SCALE Technical Guide, Revised February 21, 2018

TABLE 5: EXPECTED CRASH REDUCTIONS

Intersection/Location	2013-2017 EPDO (FI)	CMF Description	CMF	EPDO (FI) Reduction
Park Ave	120	Improve at-grade crossing	0.85	18
Riverview Dr	55	Signal control to signalized RCUT	0.80	11
Riverside Center	190	Signal control to signalized RCUT	0.80	38
Westover Dr	290	Improve at-grade crossing	0.85	44
Old Riverside Dr	145	Signal control to signalized RCUT	0.80	29
Commerce St	50	Two-way stop control to RCUT	0.65	18
Mount Cross Rd	340	New turn lane (none present)	0.85	51
Southbound Central Blvd off-ramp intersection	5	New signal – Convert stop/yield control to signal	0.65	2
Westbound segment between Piney Forest Rd and southbound Central Blvd off-ramp	25	Add sidewalk	0.90	3
Piney Forest Rd	270	Improve at-grade crossing	0.85	41
Courtland St	25	Close median opening (allow right-in/right-out only)	0.40	15
Neal Ct	95	Two-way stop control to RCUT	0.65	33
Camelot Ct exit	20	Close median opening (allow right-in/right-out only)	0.40	12
Camelot Ct entrance	10	Two-way stop control to RCUT	0.65	4
Audubon Dr	310	Reduce driveway density (eliminate/close)	0.70	93
Median Opening at NAPA Auto Parts	5	Close median opening (allow right-in/right-out only)	0.40	3
Median Opening at Los Mariachi's	25	Two-way stop control to RCUT	0.65	9
Median Opening at Riverside Produce	5	Close median opening (allow right-in/right-out only)	0.40	3
Arnett Blvd	115	Improve at-grade crossing	0.85	17
Median Opening between Arnett Blvd and Locust Ln	5	Close median opening (allow right-in/right-out only)	0.40	3
Locust Ln	50	Improve at-grade crossing	0.85	8
Highland Ct	70	Provide median (right-in/right-out only)	0.40	42
Keen St	100	New turn lane (none present)	0.85	15

7.3 Improvements to Access Spacing

As explained in Section 2.6 and shown in the access spacing maps in **Appendix D**, the spacing between median openings does not meet the VDOT access spacing standards over most of the study corridor. The recommendations improve the spacing of median openings and bring the study corridor closer to meeting VDOT's standards. **Table 6** shows how the recommendations improve access spacing in the corridor.

TABLE 6: IMPROVEMENTS TO ACCESS SPACING

From	To	Access Spacing Improvements
Honda Dealership	Southbound Piedmont Dr off-ramp	Access spacing standards require a minimum of 1,320 feet between the end of a ramp terminal and any median crossover. Currently there is only 60 feet between the off-ramp terminal and the median crossover at the Honda Dealership. The recommended ramp realignment will increase the distance between the off-ramp terminal and the median crossover to 450 feet.
Old Riverside Drive	Mount Cross Road	The distance between these Old Riverside Drive and Commerce Street is 625 feet. The distance between Commerce Street and Mount Cross Road is 730 feet. The spacing standards require a minimum of 1,050 feet between a full direction median opening and any other intersection. Once Commerce Street is converted to an unsignalized RCUT, the currently deficient spacing will meet the minimum spacing requirement of 565 feet between a directional median opening and any other intersection.
Piney Forest Road	Audubon Drive	Currently the spacing between the median openings on this segment does not meet VDOT's minimum spacing requirements. Once the RCUTs and median closures are implemented, this segment will meet the minimum spacing of 565 feet between a directional median opening and any other intersection.
Audubon Drive	Arnett Boulevard	Currently the spacing between the median openings on this segment does not meet VDOT's minimum spacing requirements. Once the RCUTs and median closures are implemented, this segment will meet the minimum spacing requirement of 565 feet between a directional median opening and any other intersection.
Arnett Boulevard	Locust Lane	Currently the spacing between the median opening and the signalized intersections does not meet VDOT's minimum spacing requirements. Once the RCUTs and median closures are implemented, this segment will meet the minimum spacing requirement of 565 feet between a directional median opening and any other intersection.

The VDOT access spacing standards do not clearly explain whether the minimum spacing between a signalized RCUT and another signalized intersection is different from the minimum spacing between two typical signalized intersections where no movements are restricted.

7.4 Impacts to Traffic Operations

The project team analyzed the recommended improvements in Synchro to ensure they would not produce any major operational issues. The lane configurations of the recommended improvements are shown in **Figure 18**. **Figure 19** shows the peak hour turning movement volumes at each intersection, including rerouted volumes from the modified intersection configurations.[14]

The analysis confirmed that **most of the recommended improvements are not projected to adversely impact traffic operations on Riverside Drive**. Overall traffic operating conditions are expected to slightly improve after the recommended improvements are implemented, with a few exceptions on the side-streets that are discussed below. The delays and LOS for the future Build scenario are shown in **Figure 20**.[15] The maximum queue lengths are shown in **Figure 21**. Cycle lengths were kept at 120 seconds, yellow and all-red phases were adjusted based on intersection geometry, and the phase splits were optimized. Yellow and all-red timing adjustments are provided in **Appendix J**.

7.4.1 Control Delays and Levels of Service

The traffic analysis indicates there is minimal change in the traffic operating conditions between the future No-Build scenario and the scenario with the recommended improvements (i.e. the future Build scenario). Just like in the future No-Build scenario, 23 of the 25 intersections are projected to operate at LOS C or better in both peak hours in the future Build scenario. The intersections of Riverside Drive at Arnett Boulevard and at Main Street are projected to operate at LOS D once the recommendations are implemented, which is the same level of service as in the existing and future No-Build scenarios.

Levels of service for individual turning movements are expected to stay the same or improve, except for the northbound and southbound through movements at Arnett Boulevard and the southbound left turn at Locust Lane. The analysis indicates these movements could degrade from LOS E to LOS F in the PM peak hour.

- At the intersection of Riverside Drive and Arnett Boulevard, the northbound and southbound through movements serve 226 and 140 vehicles, respectively, in the PM peak hour, which together represent 13 percent of the volumes entering the intersection. The recommendations include lengthening the all-red time on the northbound and southbound movements and reallocating green time to the eastbound approach to accommodate the rerouted U-turns. The smaller green times for the northbound and southbound approaches cause the level of service for the through movements to worsen from LOS E to LOS F in the PM peak hour. The northbound through movement delay increases from 55 seconds to 81 seconds, and the queue length increases by 15 feet (less than one car length). The southbound through movement delay increases from 72 seconds to 82 seconds, and the queue length increases by 70 feet (about three cars). Despite these degradations, the overall level of service for the intersection remains at LOS D.
- At the intersection of Locust Lane, the southbound left turn serves nine vehicles in the PM peak hour, which is less than one percent of the volumes entering the intersection. The signal timing was adjusted in the testing of the recommendations, and green time was reallocated from the southbound left turn to other higher volume movements. These signal adjustments caused the southbound left turn delay to increase from 74 seconds to 120 seconds. The queue length increases from 55 feet to 130 feet. Despite these degradations, the southbound approach remains at LOS D, and the intersection overall remains at LOS C.

7.4.2 Maximum Queue Lengths

As explained in Section 3.1.3.2, many of the existing queuing issues are primarily a result of inadequate access spacing and the lack of left turn lanes at median openings.

The recommendations generally improve queue lengths on approaches where geometric changes are proposed. The recommendations include providing left turn lanes at all median openings throughout the study corridor. The new left turn lanes eliminate the problems of eastbound and westbound left turn queue lengths exceeding the effective storage length at all locations where this occurred in the Existing and No Build conditions.

The peak hour westbound left turn maximum queues at the Riverview Drive/Wild Wings Lane intersection exceed the existing full-width storage length in the Existing and future No Build scenarios. The additional U-turns from the RCUTs are expected to lengthen these maximum queues by two or three cars, which will slightly exceed the effective queue storage length. The 95th percentile queue lengths reported in the SimTraffic output sheets do not exceed the effective storage length.

As explained in Section 3.1.3.2, many of the side-street queue issues are the result of an entrance or intersection on a side-street being located too close to the intersection with Riverside Drive. The proposed RCUTs will improve queue lengths on some side-streets by eliminating the left turns and through movements. Many of the locations where the side-street queues exceed the effective storage length, shown in red in **Figure 21**, are the same locations that have this issue in the Existing conditions. The project team considered possibilities for closing and relocating some of these entrances and side-street intersections to lengthen the distance and better conform to VDOT's standards. However, these entrances and intersections need to be maintained to provide parcel access. While this study does not provide recommendations to address the side-street queue issues at these specific intersections, Section 7.6 provides policy recommendations to ensure future entrances and intersections are designed and approved in conformance with VDOT standards during the City's rezoning and site review approval processes.

The recommendations include replacing the traffic signals where signalized RCUTs are recommended so the eastbound and westbound approaches can operate independently. The planning level cost estimates include the signal replacement in the cost. The traffic operations analysis only modeled the operations with one controller. Two separate controllers are recommended and will result in improved operational performance.

The peak hour maximum queue lengths at the proposed new westbound right turn lane at Audubon Drive will slightly exceed the effective storage length, however the 95th percentile queue lengths do not exceed the effective storage length.

Queue lengths on approaches without geometric recommendations are generally similar or slightly (less than one car length) longer than the queue lengths in the future No Build scenario. One exception to this occurs at the Park Avenue intersection, where the vehicles rerouted from the RCUTs will lengthen the northbound approach queues by three or four cars.

The impacts to traffic operations described above are relatively minor compared to the safety benefits of reducing the number of conflict points and reducing the expected crashes. Despite the minor impacts to the traffic

[14] Note: The future Build analysis of traffic operations was performed as a series of tests on individual or select groupings of intersections. The project team did not model all recommended improvements together in one Synchro model. The tests on the individual and select groupings of intersections allowed the project team to quickly test a variety of possible treatments and confirm that the treatments would not significantly affect traffic operations. The future Build analysis results provided in this section are a compilation of the individual tests.

[15] The delays and LOS shown in **Figure 21** are reported from the Synchro model outputs, which are available in **Appendix H**. The results do not account for the extra distance travel time that side-street vehicles turning left or going straight will encounter by traveling to the next intersection and making a U-turn.

operations, the proposed changes described in previous sections and illustrated in the project summary sheets in **Appendix G** are recommended because of the improvements to safety.

FIGURE 18: LANE CONFIGURATIONS WITH RECOMMENDED IMPROVEMENTS

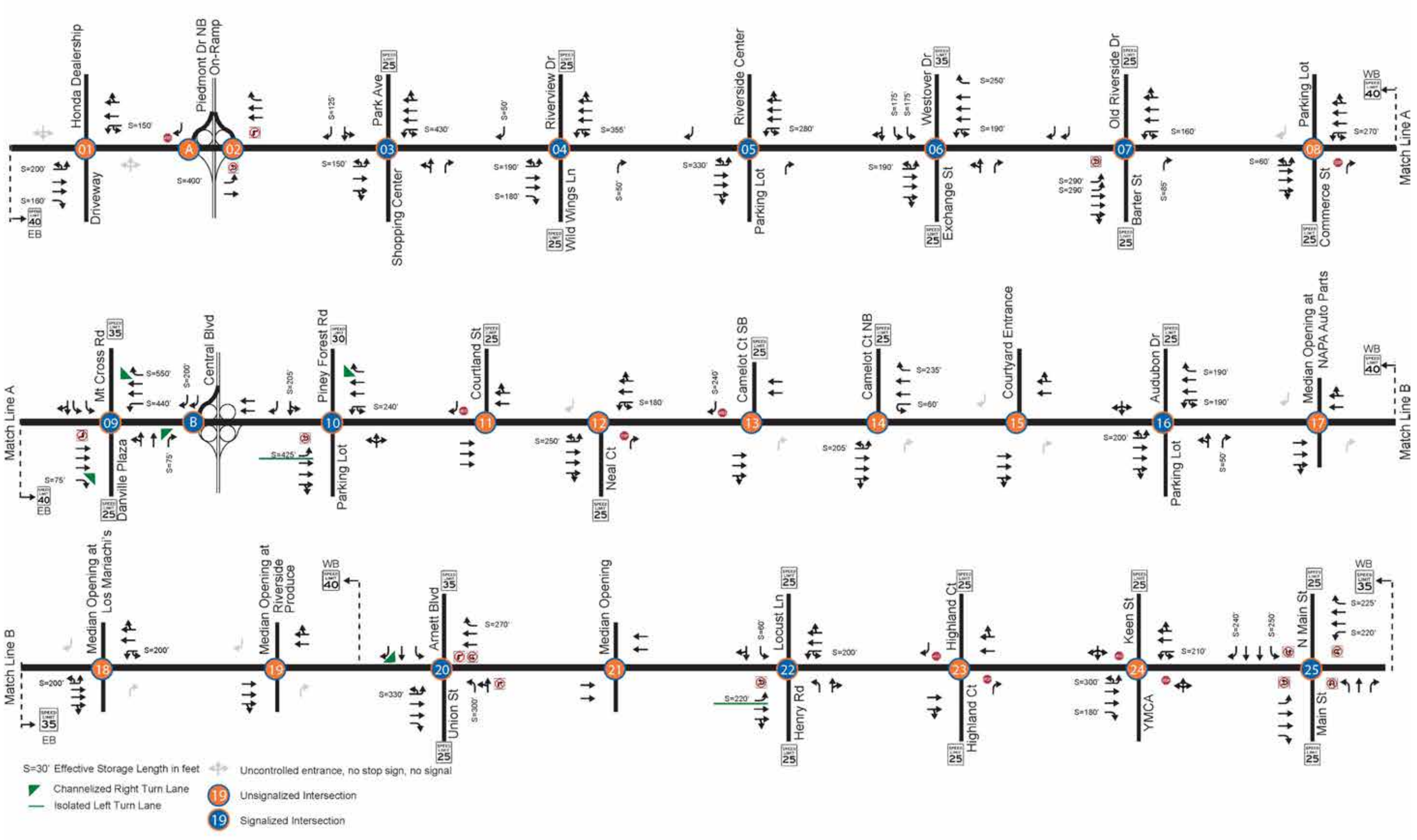


FIGURE 19: 2035 FUTURE MIDDAY AND PM PEAK HOUR TURNING MOVEMENT VOLUMES WITH RECOMMENDED IMPROVEMENTS

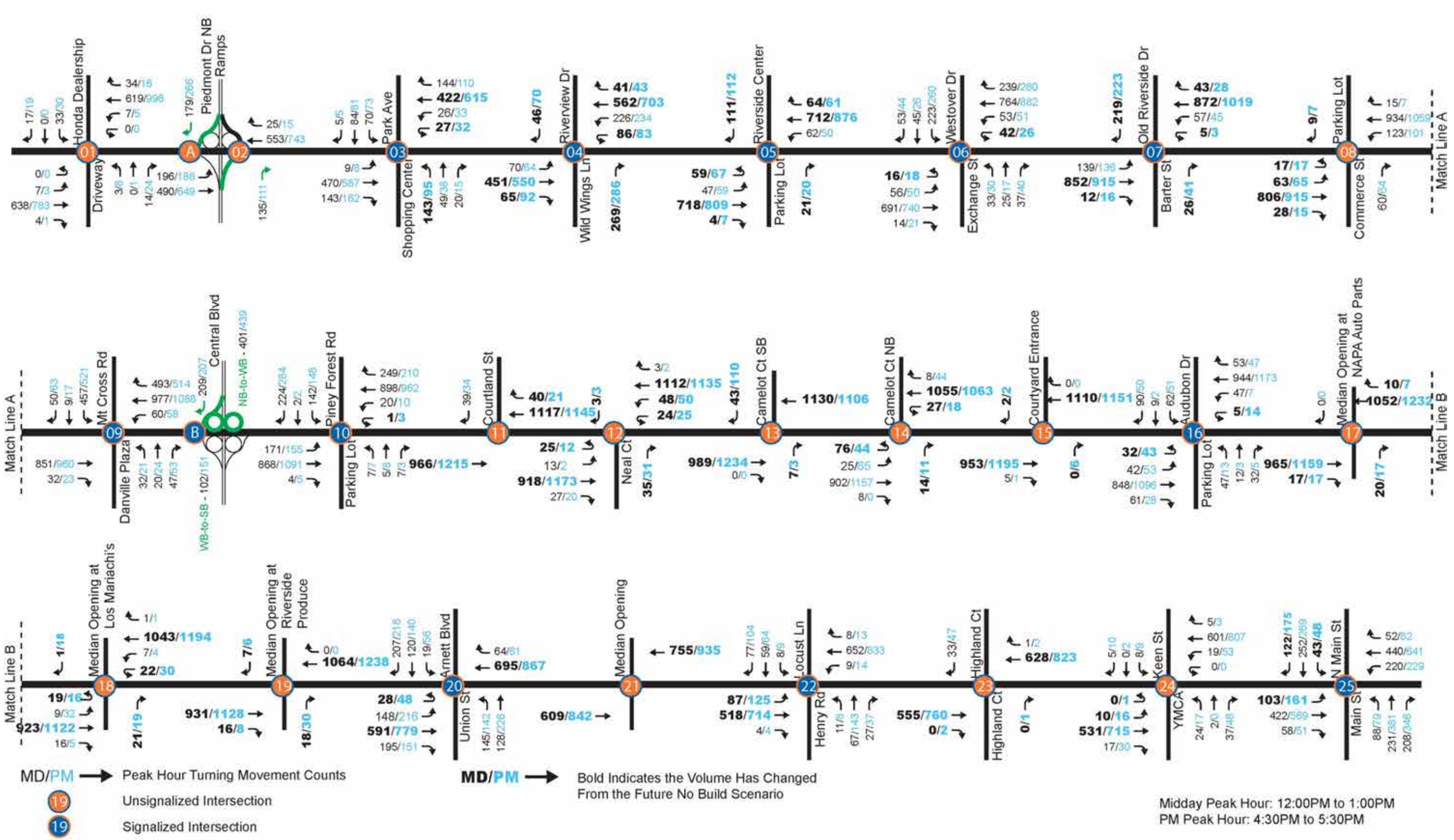


FIGURE 20: 2035 FUTURE PEAK HOUR TRAFFIC OPERATING CONDITIONS WITH RECOMMENDED IMPROVEMENTS – CONTROL DELAYS (SECONDS PER VEHICLE) AND LEVELS OF SERVICE

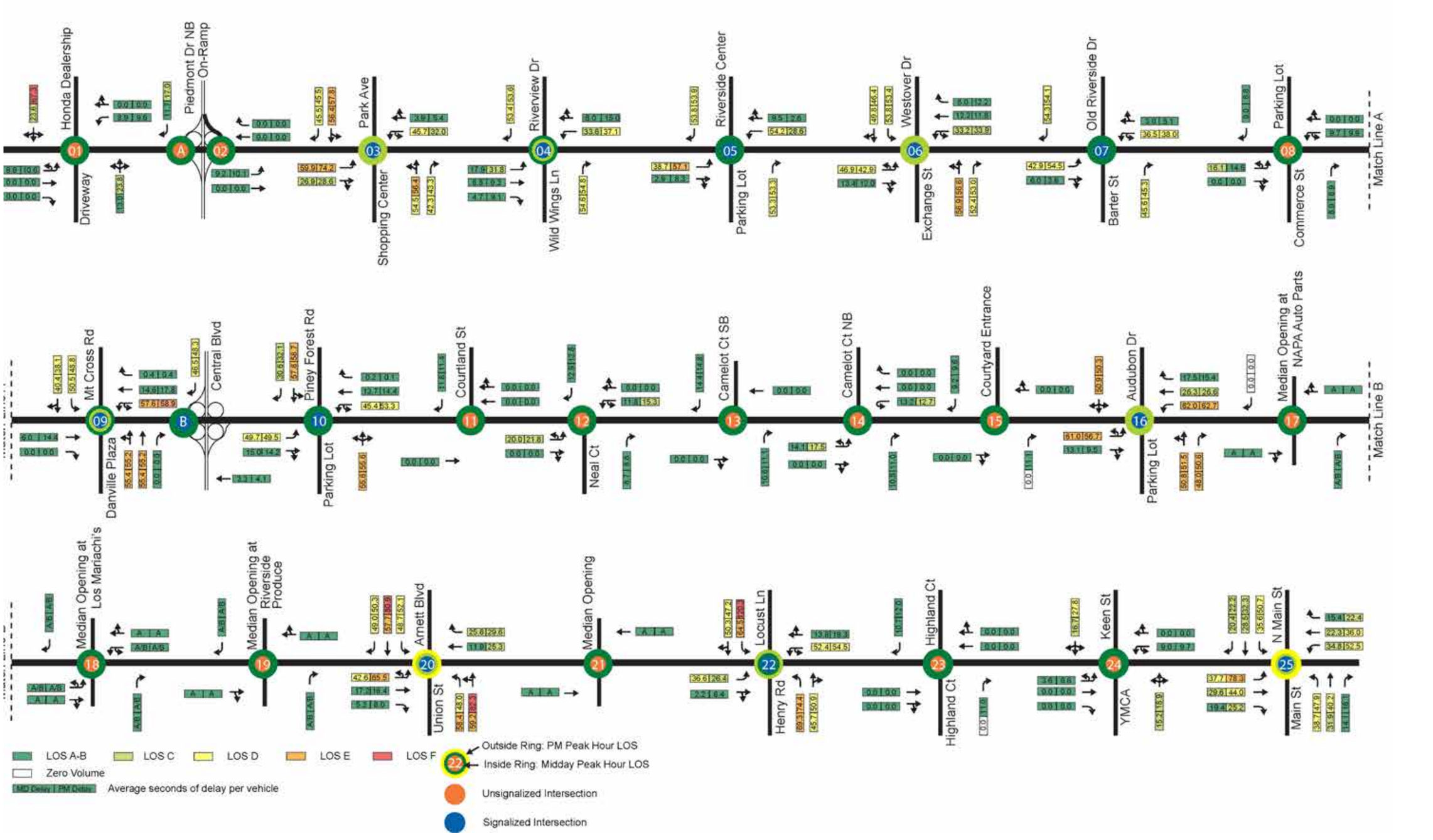
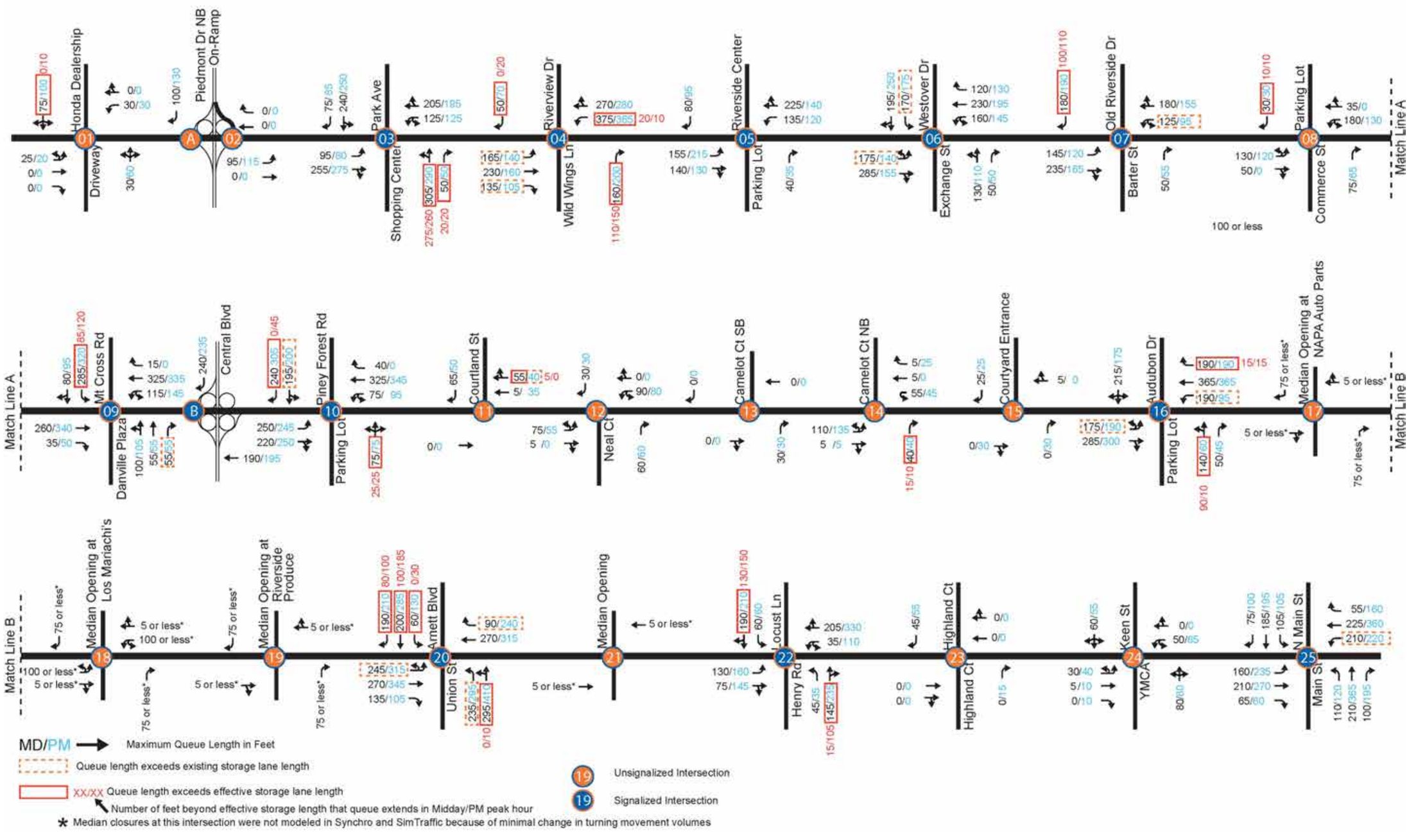


FIGURE 21: 2035 FUTURE PEAK HOUR TRAFFIC OPERATING CONDITIONS WITH RECOMMENDED IMPROVEMENTS – MAXIMUM QUEUE LENGTHS (FEET)



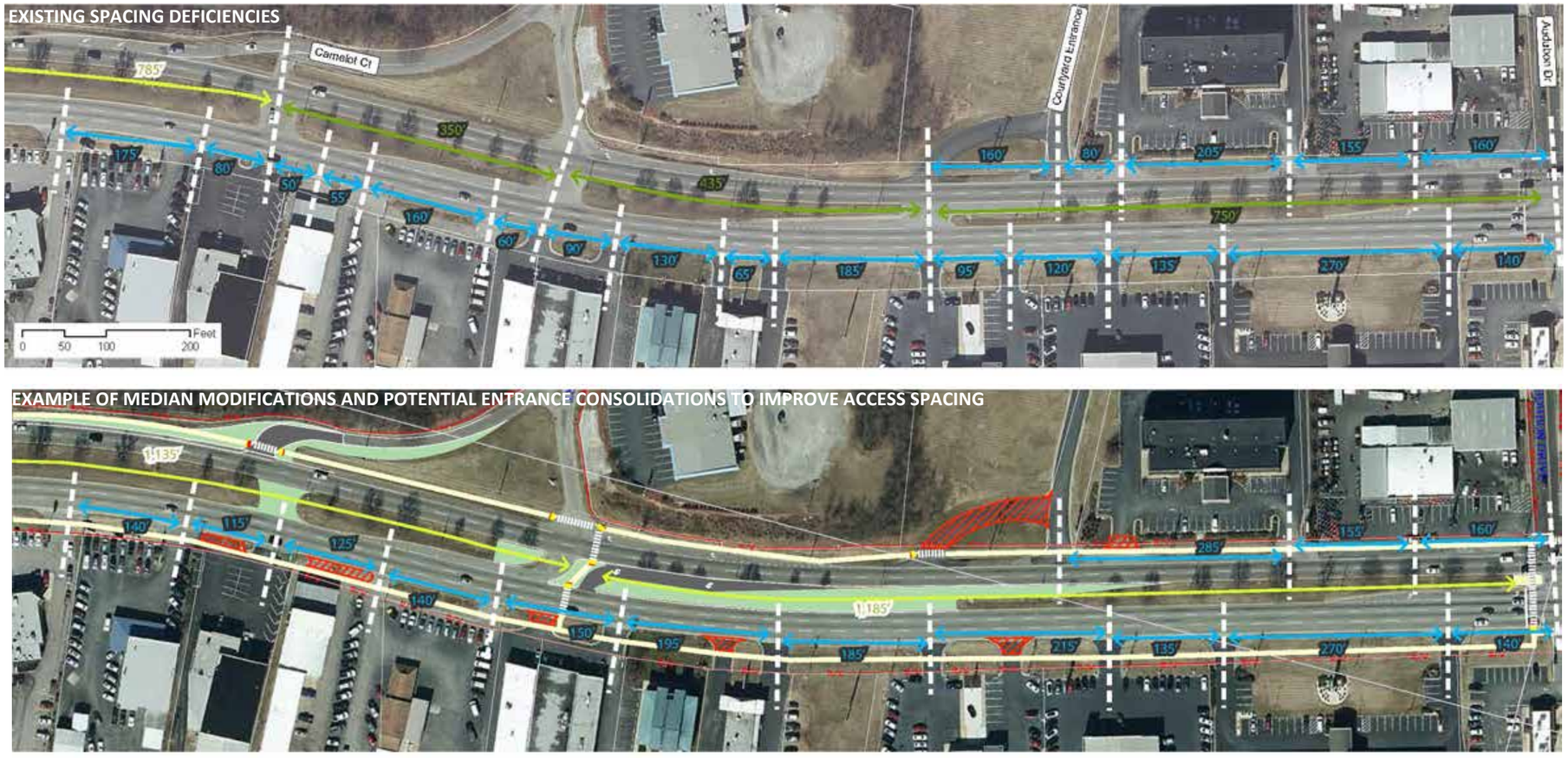
7.5 Entrance Spacing

The recommendations focus on addressing access spacing deficiencies for the median openings along the study corridor. As explained in Section 2.6, the spacing of commercial entrances along most of the study corridor does not meet the VDOT access spacing standards. The access spacing maps in **Appendix D** identify the deficiencies in commercial entrance spacing. The study work group discussed the issue of entrance spacing in the development of potential improvements. The recommendations listed in **Table 3** specifically identify two entrances to be closed.

Other entrances throughout the corridor will need to be consolidated to address the access spacing deficiencies. It is important to address this consolidation prior to constructing the recommended sidewalk to minimize the locations of conflict between pedestrians and turning vehicles. Entrance consolidation will involve conversations with property owners to better understand site circulation patterns and determine the best arrangement of entrance locations.

Figure 22 shows an example of how entrances could be consolidated to more closely conform to the requirements while still maintaining one access point per parcel. Spacing between entrances, shown in blue, is closer to the required 305 feet.

FIGURE 22: EXAMPLE OF ENTRANCE CONSOLIDATIONS TO IMPROVE ACCESS SPACING



7.6 Policy Recommendations

While the previous sections describe physical improvements to modify and close existing median openings and entrances, it is important to ensure that the City approve new entrances and access points in conformance with VDOT's spacing standards. This study recommends the City adopt a policy to follow VDOT's access spacing standards and access management design standards when considering and approving new entrances and access points during rezoning and site plan review processes.

8 Conceptual Design, Costs, and Schedules

The project team developed conceptual designs, planning-level cost estimates, and schedule estimates for the seven projects listed in Section 7.1. The project summary sheets in **Appendix G** provide this information for each project, as well as a description of the recommended improvements, a conceptual illustration, a location map, summaries of the safety benefits, and traffic operations results.

8.1 Conceptual Design

The project team developed the conceptual designs in accordance with the following applicable guidelines:

- A Policy on Geometric Design of Highways and Streets (AASHTO 2018)
- VDOT Road Design Manual (Issued January 2005, Revised July 2016)
- VDOT Road and Bridge Standards (VDOT 2016, latest revisions)
- Manual on Uniform Traffic Control Devices (MUTCD 2009)
- 2011 Virginia Supplement to the MUTCD

8.2 Planning-Level Cost Estimates

A refined planning-level cost estimate was developed for all selected improvement projects. The following assumptions were made in the development of the costs:

- A 20 percent preliminary engineering cost was estimated as a percentage of construction costs, including contingency. The preliminary engineering estimate was completed using 2024 dollars.
- For projects with anticipated right-of-way and/or utility impacts, those costs were estimated on a project-by-project basis based on the size and complexity of the project, as well as per inspection of the existing right-of-way limits as shown in the GIS parcel layer.
- The right-of-way and utility cost estimates are based on 2028 dollars.
- Construction costs were estimated using a combination of VDOT's Project Cost Estimating System (version 9.00), VDOT Transportation and Mobility Planning Division's Statewide Planning Level Cost Estimate Spreadsheet, and recent historical bid costs.
- The construction cost estimates include an additional 30 percent "unidentified project risk" and 20 percent for construction engineering and inspection.
- The construction costs estimates are based on 2030 dollars.

Table 7 summarizes the preliminary engineering, right-of-way and utility relocation, construction, and total planning level cost estimates for each improvement project. A more detailed breakdown of the planning-level cost estimates is provided in **Appendix I**.

Table 7: Planning-Level Cost Estimates

Project	Cost Estimate (Construction Year 2030)			
	Preliminary Engineering	Right-of-Way and Utilities	Construction	Total
1: Westover Drive to Mount Cross Road	$2,019,000	$411,000	$13,118,000	$15,548,000
2: Piney Forest Road to Audubon Drive	$1,136,000	$1,006,000	$7,377,000	$9,519,000
3: Central Boulevard Interchange Area	$534,000	$33,000	$2,775,000	$3,342,000
4: Park Avenue to Westover Drive	$954,000	$1,397,000	$6,195,000	$8,546,000
5: Audubon Drive to Arnett Boulevard	$596,000	$229,000	$3,873,000	$4,698,000
6: Piedmont Drive Ramp Realignment	$339,000	$0	$1,099,000	$1,438,000
7: Arnett Boulevard to Main Street	$1,270,000	$1,697,000	$8,244,000	$11,211,000

8.3 Schedule Estimates

The project team developed schedule estimates for each project. **Table 8** summarized the projected timeframes for the Preliminary Engineering, Right-of-Way and Utilities, and Construction phases of each project.

Table 8: Schedule Estimates

Project	Schedule Estimate (months)			
	Preliminary Engineering	Right-of-Way and Utilities	Construction	Total
1: Westover Drive to Mount Cross Road	24	12	36	72
2: Piney Forest Road to Audubon Drive	24	12	24	60
3: Central Boulevard Interchange Area	24	12	12	48
4: Park Avenue to Westover Drive	24	12	18	54
5: Audubon Drive to Arnett Boulevard	24	12	24	60
6: Piedmont Drive Ramp Realignment	2	1	5	8
7: Arnett Boulevard to Main Street	24	12	26	62

9 PROJECT ADVANCEMENT

This study should be used as a planning tool to achieve the next steps of planning, programming, designing, and constructing the identified safety and operational improvements in the study corridor. To build upon the efforts of this study, the City of Danville should continue to coordinate with the Danville MPO, VDOT, and other stakeholders. To advance these projects beyond the planning stage, members of the study work group should use the following steps.

Prepare Projects for Advancement

The City should conduct outreach meetings for further vetting of the proposed projects, as needed. These outreach meetings should include additional stakeholders that were not in the study work group. Other stakeholders may include business owners on the corridor and City of Danville residents.

Improvement projects should be prioritized on a local and regional level. Prior to submitting funding applications, applicant must have one of the following:

1. Inclusion or proven consistency with the Constrained Long-Range Transportation Plan (CLRP)
2. Resolution of support from governing body

Apply for Funding

The following funding sources should be considered for improvement projects identified in this Study.

- Revenue Sharing: a program that provides a dollar for dollar state match to local funds for transportation projects. Projects eligible for Revenue Sharing funds include construction, reconstruction, improvement, and maintenance projects. All Riverside Drive improvement projects are candidate projects for Revenue Sharing.
- Highway Safety Improvement Program (HSIP): a program that provides funding for improvements that correct or improve safety on a section of roadway or intersection with a high incidence of crashes. All Riverside Drive improvement projects are candidate projects for HSIP.
- SMART SCALE: a program that allocates funding from the construction District Grants Program (DGP) and High-Priority Projects Program (HPPP) to transportation projects. SMART SCALE uses a scoring process that evaluates, scores, and ranks project applications based on six measures: congestion mitigation, economic development, accessibility, safety, environmental quality, and land use. All proposed projects included in this study are eligible for SMART SCALE funding.
- Transportation Alternatives (TA): a program that federal funding for creative projects that integrate transportation into our communities and environment. Funding is applicable for projects that improve non-motorized transportation, enhance the public's traveling experience, revitalize communities, and improve quality of life. Six of the seven Riverside Drive improvement projects are candidate projects for TA funding. The Piedmont Drive ramp realignment project is the only project that would not be eligible.

While the cost estimates provided in Section 8.2 include the improvements for segments of Riverside Drive, there may be opportunities to separate discrete elements of the projects for targeting specific funding sources. An example of this could be to complete segments of sidewalk improvements, including the pedestrian bridges, using revenue share or transportation alternative funding. Similarly, RCUT improvements could be targeted to future HSIP funding. Also, if parcels along the corridor require zoning action with redevelopment, then opportunities could arise to have a developer modify site access and/or construct sidewalks across their frontage.

Council Letter
City of Danville, Virginia

CL-2264 **New Business H.**

City Council Regular Meeting

Meeting Date: 02/04/2020

Subject: Request the Virginia Department of Transportation to Modify Danville's Street Inventory

From: Brian Dunevant, Assistant Public Works Director & City Engineer

COUNCIL ACTION

Business Meeting: 02/04/2020

SUMMARY

Street changes made in conjunction with the widening of Mount Cross Road, reconciled inventory that includes Water Street, London Bridge Drive, Navajo Court, Newton Street and the addition of bike lanes on Main Street, need to be submitted to the Virginia Department of Transportation (VDOT) so that the street inventory list can be updated accordingly.

BACKGROUND

A project was recently completed which added two additional lanes on Mount Cross Road between Lowes Drive and Parker Road. This change needs to be included in the overall mileage used for payment calculations for the next fiscal year. Additionally, inventory reconciliation between VDOT and the City resulted in the addition of inventory from Water Street, London Bridge Drive, Navajo Court, and Newton Street. It is estimated that the City will receive approximately $14,000 annually in additional maintenance payments based on Fiscal Year 2019 payment rates. Also, bike lanes were recently added to Main Street between Stewart Street and Holbrook Street. Although this change is a reduction in total lanes miles, maintenance payments will not be impacted as described in §33.2-319 of the Code of Virginia.

RECOMMENDATION

It is recommended that City Council adopt the accompanying Resolution authorizing submission of the listed street changes to the Virginia Department of Transportation.

Attachments

Resolution

Maps

U1 Form

PRESENTED: _____

ADOPTED: _____

RESOLUTION NO. 2020-____.____

A RESOLUTION AUTHORIZING AND APPROVING A REQUEST BY THE CITY OF DANVILLE TO THE VIRGINIA DEPARTMENT OF TRANSPORTATION THAT LANE MILES BE ADDED TO THE DANVILLE HIGHWAY MAINTENANCE SYSTEM.

WHEREAS, the Virginia Department of Transportation allows municipalities receiving highway maintenance payments to adjust their mileage inventory annually to reflect additions, deletions, annexations, mergers or incorporations that occur during the year.

NOW THEREFORE BE IT RESOLVED, that the City Manager, Ken Larking, be, and he is hereby, authorized and directed to submit to the Virginia Department of Transportation, on the forms and in the manner prescribed by the Department, the City's request for street additions for municipal assistance payments, together with a copy of this resolution and such maps and other documents that may be necessary to make and support a request that a widened section of Mt. Cross Road from two lanes to four lanes, Water Street, London Bridge Drive, Navajo Court, and Newton Street be functionally classified by the Virginia Department of Transportation and added to the Danville Highway Maintenance System for which the City is entitled to receive maintenance payments in accordance with provisions of Section 33.1-41.1 of the Code of Virginia, 1950, as amended; and

BE IT FURTHER RESOLVED, that in accordance with Virginia Code §33.2-319, the conversion of existing moving lanes to bicycle-only lanes on Main Street will be reported to the Virginia Department of Transportation but there will be no reduction in annual maintenance payments because of this change; and

BE IT FINALLY RESOLVED, that said request and submission be, and the same are hereby, approved.

APPROVED:

_____
MAYOR

ATTEST:

_____
CLERK

Approved as to
Form and Legal Sufficiency:

_____
Assistant City Attorney

VDOT UMIS Add Lane Miles Existing Road Request

Mt Cross Road

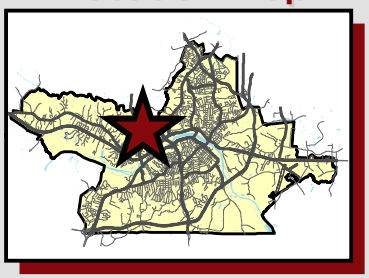
From: Parker Road W

To: Old Mt Cross Rd

N
W E
S

0 55 110 220 Feet

Location Map



Map Prepared by the Office of the City Engineer - Jan. 10, 2020

VDOT UMIS Bike Lane Conversion Request

Main St/W Main St

From: Holbrook Ave

To: Stewart Street

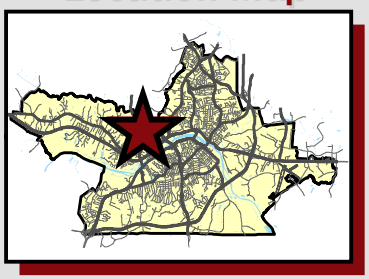
Before	
# Lanes	4
Centerline Miles	0.40
Lane Miles	1.60

After	
# Lanes	2
Centerline Miles	0.40
Lane Miles	0.80

N W E S

0 75 150 300 Feet

Location Map



Map Prepared by the Office of the City Engineer - Jan. 10, 2020

VDOT UMIS Street Addition Request

Water Street

From: Halifax Road

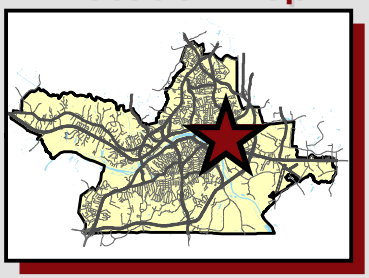
To: Eagle Springs Road

Segment 1	
# Lanes	2
Centerline Miles	0.32
Lane Miles	0.64

N W E S

0 45 90 180 Feet

Location Map



Map Prepared by the Office of the City Engineer - Jan. 9, 2020

VDOT UMIS Street Addition Request

London Bridge Dr

From: Janice Court

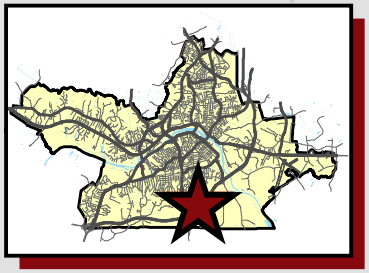
To: Dead End

Segment 1	
# Lanes	2
Centerline Miles	0.04
Lane Miles	0.08

N
W E
S

0 15 30 60
Feet

Location Map



Map Prepared by the Office of the City Engineer - Jan. 10, 2020

VDOT UMIS Street Addition Request

Navajo Court

From: Springfield Road

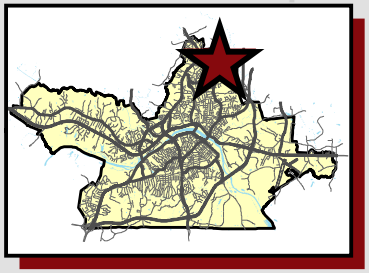
To: Dead End

Segment 1	
# Lanes	2
Centerline Miles	0.04
Lane Miles	0.08

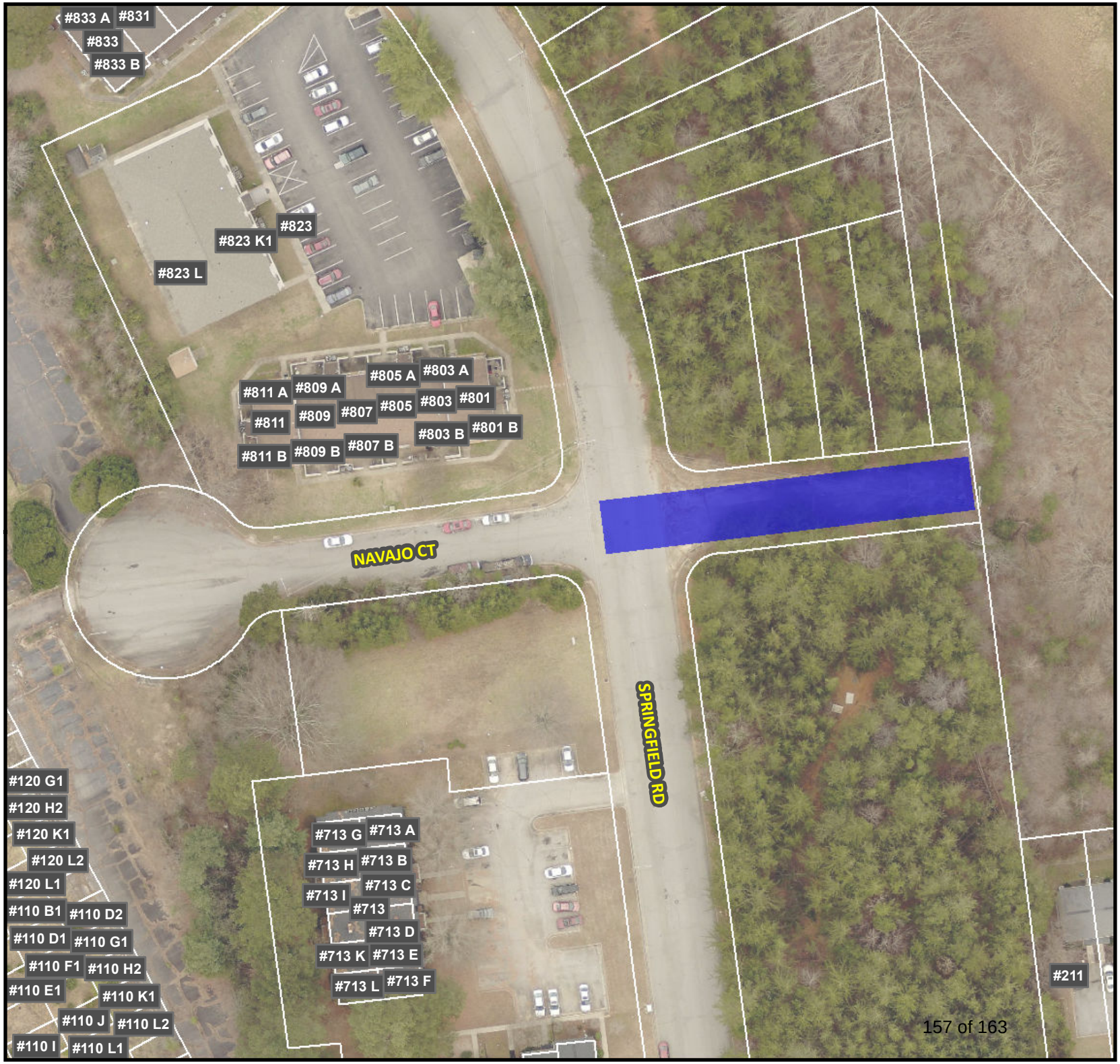
N
W E
S

0 25 50 100
Feet

Location Map



Map Prepared by the Office of the City Engineer - Jan. 10, 2020



VDOT UMIS Street Addition Request

Newton Street

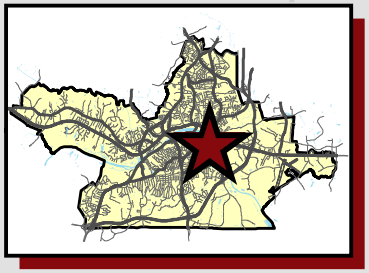
From: Bridge Street
To: Dead End

Segment 1	
# Lanes	2
Centerline Miles	0.04
Lane Miles	0.08

N
W E
S

0 20 40 80
Feet

Location Map



Map Prepared by the Office of the City Engineer - Jan. 10, 2020

Appendix B
Form U-1 (rev. 7-1-17)

LOCAL ASSISTANCE DIVISION
VDOT
REQUEST FOR STREET ADDITION, DELETIONS AND CONVERSIONS FOR
STREET PAYMENTS SECTION 33.2-319
CODE OF VIRGINIA

MUNICIPALITY Danville DISTRICT Lynchburg

ACTION REQUIRED (SELECT BELOW)	STREET NAME ROUTE NUMBER	TO TERMINI FROM	R/W (Width) (FEET)	PAVEMENT WIDTH (FEET)	CENTER LANE (MILES)	NUMBER OF LANES	MOVING LANE MILES	Eligibility Code Reference Link	FUNC. CLASS. (T&MPD USE ONLY)
DELETE	Mt Cross Road Rt 750	Parker Road W to Old Mt Cross Rd	50	38	0.20	2	0.40	Select one	
ADD (Lane Miles Existing Road)	Mt Cross Road Rt 750	Parker Road W to Old Mt Cross Rd	100	66	0.20	4	0.80	1	
DELETE	Main Street / W Main Street	Holbrook Avenue to Stewart Street	80	50	0.40	4	1.60	Select one	
BICYCLE LANE CONVERSION	Main Street / W Main Street	Holbrook Avenue to Stewart Street	80	50	0.40	2	0.80	1	
ADD (New Road)	Water Street	Halifax Road to Eagle Springs Road	30	18	0.32	2	0.64	4	
ADD (New Road)	London Bridge Drive	Janice Court to Dead End	50	30	0.04	2	0.08	1	
ADD (New Road)	Navajo Court	Springfield Road to Dead End	50	30	0.04	2	0.08	1	
ADD (New Road)	Newton Street	Bridge Street to Dead End	60	36	0.04	2	0.08	1	
SELECT ONE							0.00	Select one	
SELECT ONE							0.00	Select one	
SELECT ONE							0.00	Select one	
SELECT ONE							0.00	Select one	
SELECT ONE							0.00	Select one	
SELECT ONE							0.00	Select one	
SELECT ONE							0.00	Select one	
SELECT ONE							0.00	Select one	
SELECT ONE							0.00	Select one	
SELECT ONE							0.00	Select one	
SELECT ONE							0.00	Select one	

* Council Resolution and Map Attached

SIGNED _____
MUNICIPAL OFFICIAL DATE

SIGNED _____
AUTHORIZED VDOT OFFICIAL DATE

Submit to: District Point of Contact in triplicate

CLASSIFIED BY _____
T&MPD ENGINEER DATE

Council Letter
City of Danville, Virginia

CL-2266 **New Business I.**

City Council Regular Meeting

Meeting Date: 02/04/2020

Subject: Virginia Department of Transportation - Appropriation of Transportation Alternative Program Project Funds

From: Brian Dunevant, Assistant Public Works Director & City Engineer

COUNCIL ACTION

First Reading: 02/04/2020
Final Adoption: 02/18/2020

SUMMARY

The Virginia Department of Transportation has allocated Transportation Alternative Program funds for projects located in the City of Danville. These allocations represent 80% of the estimated project cost. These allocations need to be appropriated into the Capital Projects Fund account.

BACKGROUND

The following is the list of projects and information related to allocations by the Virginia Department of Transportation for each project and the required local match.

Trail Extension from Future Riverfront Park to Union Street Bridge Road Project - UPC 113710:

- Transportation Alternative Program Project Funds in the amount of $357,680 (80%).
- The required 20% match amount of $89,420 will be appropriated in the Fiscal Year 2021 Capital and Special Project plan.

Trail Extension from Robertson Bridge to Riverside Drive - UPC 113711:

- Transportation Alternative Program project funds in the amount of $164,000 (80%).
- The required 20% match amount of $41,000 has been previously appropriated in the Fiscal Year 2020 Capital and Special Project plan.

RECOMMENDATION

It is recommended that City Council adopt the accompanying Ordinance appropriating Transportation Alternative Program funds for two city projects.

Attachments

Ordinance

PRESENTED: _____

ADOPTED: _____

ORDINANCE NO. 2020-_____._____

AN ORDINANCE AMENDING THE FISCAL YEAR 2020 BUDGET APPROPRIATION ORDINANCE FOR TWO TRAIL EXTENSION PROJECTS TO BE UNDERTAKEN WITHIN THE CITY OF DANVILLE AND TO BE FINANCED ANTICIPATING REVENUES FROM THE VIRGINIA DEPARTMENT OF TRANSPORTATION - TRANSPORTATION ALTERNATIVES PROGRAM.

WHEREAS, the City of Danville requested the Virginia Department of Transportation to allocate Transportation Alternatives Program funds for the construction of a trail extension starting at the future Riverfront Park and ending at Union Street Bridge Road, identified as UPC 113710; and

WHEREAS, the City of Danville requested the Virginia Department of Transportation to allocate Transportation Alternatives Program funds for the construction of a trail extension starting at Robertson Bridge and ending at U.S. Route 58 Riverside Drive, identified as UPC 113711; and

WHEREAS, the City of Danville has received notification from the Virginia Department of Transportation of Transportation Alternative Program allocations in the amount of $357,680 for UPC 113710 and $164,000 for UPC 113711; and

WHEREAS, these funds will be appropriated for the construction of trail extensions as previously described; and

WHEREAS, the local share for these projects includes approved funding in the Fiscal Year 2020 CSP ($41,000 for the Trail Extension from Robertson Bridge to Riverside Drive) and proposed funding in the Fiscal Year 2021 CSP ($89,420 for the Trail Extension from Future Riverfront Park to Union Street Bridge) will be used to meet the City's obligations for the required locality match.

NOW THEREFORE, BE IT ORDAINED, by the Council of the City of Danville, Virginia, that the Fiscal Year 2020 Budget Appropriation Ordinance be, and is hereby, amended by using anticipated revenues from the Virginia Department of Transportation - Transportation Alternatives Program in the amount of $521,680 and $41,000 from Support of Capital Projects in the General Fund and such funds to be appropriated as follows:

ANTICIPATED REVENUES

Description	Account No.	Amount
Trail Extension- UPC 113710 VDOT Transportation Alternative Program Funds	61552000-47455	$357,680
Trail Extension- UPC 1137111 VDOT Transportation Alternative Program Funds	61553000-47455	164,000
Transfer In From General Fund	61553000-6101	36,000
	TOTAL	$557,680

ANTICIPATED EXPENDITURES

Description	Account No.	Amount
Riverfront Park to Union Street Bridge Trail Extension- UPC 113710 $357,680	61553999-50	
Robertson Bridge To Riverside Drive Trail Extension – UPC 113711	61553999-50	200,000
	TOTAL	$557,680

AND BE IT FURTHER ORDAINED, that a flexible budget is hereby authorized whereby appropriations may be increased to the extent that actual revenues exceed the original revenue budget amount; and

BE IT FURTHER ORDAINED, that this appropriation shall be a continuing appropriation and shall carry forward from year to year until expended for the purpose for which appropriated; and

BE IT FINALLY ORDAINED, that all other accounts and provisions of the Fiscal Year 2020 Budget Appropriation Ordinance as amended, not hereby amended, shall continue in full force and effect unless and until hereafter further amended or repealed.

APPROVED:

_____
MAYOR

ATTEST:

_____
CLERK

Approved as to
Form and Legal Sufficiency:

_____
City Attorney