

City Council Work Session

Tuesday, September 23, 2014

6:00 p.m.

Cafeteria – John Kerr Elementary School

AGENDA

1.0 Call to Order

2.0 Public Comments: (Each person will be allowed 3 minutes to address Council with a maximum of 10 minutes allowed for everyone)

3.0 Items for Discussion:

3.1 Presentation: John Kerr Elementary School Update – Erica Truban, Winchester School Board Chair (pages 3-14)

3.2 Presentation: Public Safety Communications Tower Update – Lynn Miller, Emergency Management Coordinator (pages 15-19)

3.3 R-2014-35: Resolution – Recognition of the heroic actions of Josiah Duffy in an emergency situation – Allen Baldwin, Chief of Fire and Rescue (pages 20-22)

3.4 R-2014-37: Resolution – Providing for the issuance and sale of General Obligation Public Improvement Refunding Bonds, Series 2014, of the City of Winchester, Virginia, in an aggregate principal amount not to exceed \$16,500,000, providing for the form, details and payment thereof, and providing for the refunding of certain General Obligations Bonds of the City – Mary Blowe, Finance Director (pages 23-38)

3.5 R-2014-38: Resolution – Approval of Meadow Branch Extension Project – Perry Eisenach, Utilities Director (pages 39-142)

3.6 R-2014-39: Resolution – Approval of striping Meadow Branch Avenue – Perry Eisenach, Utilities Director (pages 39-142)

3.7 O-2014-39: AN ORDINANCE TO AMEND AND REENACT ARTICLES 1, 18, AND 19 OF THE WINCHESTER ZONING ORDINANCE PERTAINING TO DEFINITIONS OF GROUP HOME; PROVISIONS FOR TEMPORARY HEALTH CARE STRUCTURES; PERMITTING, NOTIFICATION REQUIREMENTS, AND APPEAL PROCEDURES FOR FAMILY DAY HOMES; AND SITE PLAN EXPIRATION TIMELINES. **TA-14-477** (Amendment modifies several sections of the Zoning Ordinance to reflect changes made to the Code of Virginia in

recent General Assembly sessions) – Aaron Grisdale, Director of Planning & Inspections (pages 143-150)

- 3.8 CU-14-485:** Conditional Use Permit – Request of EFD Investments, LLC, for a Conditional Use Permit for extended stay lodging at 132 N. Braddock Street (*Map Number 173-01-F-6 - > <01*) zoned Central Business (B-1) District with Historic Winchester (HW) District overlay – Tim Youmans, Planning Director (pages 151-155)
- 3.9 O-2014-40:** AN ORDINANCE TO REZONE 7.7076 ACRES OF LAND AT 940 CEDAR CREEK GRADE (*Map Number 249-01- -2 - > <01*) FROM HIGHWAY COMMERCIAL (B-2) DISTRICT WITH PLANNED DISTRICT DEVELOPMENT (PUD) OVERLAY AND PARTIAL CORRIDOR ENHANCEMENT (CE) DISTRICT OVERLAY TO HIGHWAY COMMERCIAL (B-2) DISTRICT WITH CORRIDOR ENHANCEMENT (CE) DISTRICT OVERLAY. **RZ-14-490** – Tim Youmans, Planning Director (pages 156-170)
- 3.10 SD-14-532** Request of the City Of Winchester for preliminary subdivision approval for a subdivision right-of-way dedication for Meadow Branch Avenue at 200 Merrimans Lane (*Map Number 149-01-7-A*) and 470 Merrimans Lane (*Map Number 169-01- -5*), zoned Conditional Highway Commercial (B-2) District, Education, Institution and Public Use (EIP) District, Medium Density Residential (MR) District, Low Density Residential (LR) and Residential Business (RB-1) District. – Tim Youmans, Planning Director (pages 171-178)
- 3.11 R-2014-36:** Resolution – Adoption of City Council policy for remote participation by members in case of emergency and personal matters – Anthony Williams, City Attorney (pages 179-185)

4.0 Executive Session

- 4.1** MOTION TO CONVENE IN EXECUTIVE SESSION PURSUANT TO §2.2-3711(A)(7) OF THE CODE OF VIRGINIA FOR THE PURPOSE OF RECEIVING LEGAL ADVICE AND STATUS UPDATE FROM THE CITY ATTORNEY AND LEGAL CONSULTATION REGARDING THE SUBJECT OF SPECIFIC LEGAL MATTERS REQUIRING THE PROVISION OF LEGAL ADVICE BY THE CITY ATTORNEY ON MATTERS OF ACTUAL OR PROBABLE LITIGATION.

5.0 Monthly Reports

- 5.1** Police Department (page 186)
5.2 Fire & Rescue Department (pages 187-190)

6.0 Adjournment

Update on New John Kerr Elementary School



**PRESENTED TO
WINCHESTER CITY COUNCIL
SEPTEMBER 23, 2014**



Goal #2: Create a More Livable City for All

Objectives: Upgrade City School Facilities

Priority: John Kerr Elementary School



- Comprehensive Agreement
- Site Plan / Design Documents Prep
- Rezoning of Property
- Project Meetings
- Design Committee
 - ✦ Board Members
 - ✦ Administration
 - ✦ Teachers
 - ✦ Professional Services
- City Code Officials (Building, Planners, Fire/Rescue)



- Subdivision/Boundary Line Adjustment
- Site Plan, Construction Docs Finalized
- Early Grading / Land Disturbance Permit
- Groundbreaking Ceremony
- Redistricting Process
- Delivery of School

Exterior Features



- Dominant Colors: Red brick / Sandstone
- Natural Lighting Window Design
- Prominent Green Space in Front
- Canopies at all entrances
- 11,000 sq. ft. Courtyard
- 2 Playgrounds, 1 Hard Court Surface, 1 Multipurpose Field
- Site Plan – Landscaping Wall, Maintenance Access
- Approximately 100 Parking Spots
- 11 Bus Slots / Dedicated Bus Loop

Exterior Video



Video Will be Shown Here

Interior Features



- 650 Student Capacity
- K-4 Student Population
- Approximately 94,000 sq. ft.
- 35 Regular Education Classrooms
- 17 Resource / Special Needs Spaces
- Art Classroom
- Dedicated Music Space with Stage
- Science Lab
- Core Facilities (Gym, Cafeteria, Library/Media)

Interior Features



NEW JOHN KERR ELEMENTARY SCHOOL

FIRST FLOOR

Similar Gym (Mason's Cove ES)



Interior Features



NEW JOHN KERR ELEMENTARY SCHOOL

SECOND FLOOR

Future Discussion Items



- Funding for Fixtures, Furniture and Equipment
- Future Operational Budget Impacts

Conclusion & Questions



Scene 1



CITY OF WINCHESTER, VIRGINIA

PROPOSED CITY COUNCIL AGENDA ITEM

CITY COUNCIL/COMMITTEE MEETING OF: 9.23.2014 CUT OFF DATE: 9.16.2013

RESOLUTION ORDINANCE PUBLIC HEARING

ITEM TITLE: Informational: Progress Report Comprehensive Radio Communications Project

STAFF RECOMMENDATION: N/A

PUBLIC NOTICE AND HEARING: N/A

ADVISORY BOARD RECOMMENDATION: N/A

FUNDING DATA: N/A

INSURANCE: N/A

The initiating Department Director will place below, in sequence of transmittal, the names of each department that must initial their review in order for this item to be placed on the City Council agenda. The Director's initials for approval or disapproval address only the readiness of the issue for Council consideration. This does not address the Director's recommendation for approval or denial of the issue.

<u>DEPARTMENT</u>	<u>INITIALS FOR APPROVAL</u>	<u>INITIALS FOR DISAPPROVAL</u>	<u>DATE</u>
1. _____	_____	_____	_____
2. _____	_____	_____	_____
3. _____	_____	_____	_____
4. _____	_____	_____	_____
5. City Attorney	<i>[Signature]</i>	_____	<u>9/15/2014</u>
6. City Manager	<i>[Signature]</i>	_____	<u>18 Sept 14</u>
7. Clerk of Council	_____	_____	_____

Initiating Department Director's Signature: _____

[Signature]

9.11.2014
Date



APPROVED AS TO FORM:

[Signature] 9/15/2014
CITY ATTORNEY

CITY COUNCIL ACTION MEMO

To: Honorable Mayor and Members of City Council
From: Lynn A. Miller, Emergency Management Coordinator
Date: September 11, 2014
Re: **Comprehensive Radio Communications Project – Status Report**

THE ISSUE: Provide members of the Common Council with a progress report relating to the Comprehensive Radio Communications Project. Informational item only.

RELATIONSHIP TO STRATEGIC PLAN: Development of a High Performing Organization and Create a More Livable City for All

BACKGROUND: Provide members of Council an update relating the status of the project

BUDGET IMPACT: N/A

OPTIONS: N/A

RECOMMENDATIONS: N/A

**WINCHESTER COMPREHENSIVE
RADIO COMMUNICATIONS
PROJECT**

PROJECT STATUS REPORT
September 23, 2014

PROJECT GOALS

- REPLACE & UPDATE ANTIQUATED, UNDEPENDABLE, OUTDATED RADIO COMMUNICATIONS EQUIPMENT
- CREATE INTERNAL INTEROPERABILITY
- SUPPORT & ENHANCE EXTERNAL INTEROPERABILITY
- PROVIDE RADIO COMMUNICATION CAPABILITIES SUPPORTING RESPONDER AND COMMUNITY SAFETY
- CREATE REGULATORY COMPLIANCE

**PROJECT TIMELINE
KEY DATES**

- INITIAL SYSTEM REVIEW – 2005
- SYSTEM STUDY & CONCEPT DESIGN 0 2007
- RFP DRAFTED & DISTRIBUTED – 2011
- PROPOSALS RECEIVED – 2012
- PROJECT AUTHORIZATION FOR SINGL SITE 250' 2013 – \$3.5M
- FAA RESCINDS AUTHORIZATION FOR 250' TOWER 12.2013
- ALTERNATE PROJECT TWO SITES – 4/2013 \$5.4M
- BZA VARIANCE, TIMBROOK SITE - 150'
- C.U.P. CITH COUNCIL, TIMBROOK – 9.2014
- C. D. R. COMPLETE 9 – 10/ 2014
- PROPOSED COMPLETION DATE

**SYSTEM DESIGN
SPECIFICATIONS**

- ▶ **MOTOROLA SOLUTIONS INC.**
 - ASTRO 25
 - 2 SITE
 - TRUNKED
 - SIMULCAST
 - 800 mhZ
 - VHF Interoperability Options

TRANSMITTER SITE LOCATIONS

- **Primary Site – Timbrook Public Safety Center**
 - 150' Monopole Structure –
 - Replace Existing 85' Lattice Tower
 - Utilize Existing Building Services (Electrical, Back-up Generator, Space)
 - Replace Uninterrupted Power Supply (UPS)
 - Install HVAC System Lower Level (Room 151) Radio Equipment Room
 - No new shelter required
- **Secondary Site – Jefferson Street**
 - 160' Existing Elevated Tank – Re-purpose
 - Utilize existing elevated water tank structure
 - Install 12' x 16' Equipment Shelter
 - Install/Replace Antennas currently on tank
 - No new structure on site
 - No intrusion on neighborhood

OUTSTANDING REGULATORY ISSUES

- State Historical Preservation Organization
- Tribal Historical Preservation Organization
- National Environmental Protection Agency
- Antenna Site Registration (FCC)
- Finalize Licensing (FCC)
- Narrowband Waiver Extension (FCC)
- Project Schedule
- Budget

PROJECT PARTNERS

- MOTOROLA SOLUTIONS
- ROBERT L. KIMBALL & ASSOCIATES
- CONSOLIDATED ELECTRIC
- TELTRONIC
- TELTRONIC TOWERS
- MORRIS & RITCHIE
- GEO-TECHNOLOGY ASSOC.
- UPS VENDOR
- RIDDLEBURGER
- HVAC ENGINEERING FIRM
- CITY DEPARTMENTS
- MULTIPLE SUBCONTRACTORS

FACILITIES CORRECTIVE MEASURES

- TIMBROOK ELECTRICAL MODIFICATIONS & CORRECTIVE ACTIONS
- HVAC ENGINEERING AND INSTALLATION
- TIMBROOK BONDING/GROUNDING UPGRADE
- TIMBROOK UPS REPLACEMENT
- ECC EQUIPMENT ROOM REDESIGN & UPGRADE
- ELECTRICAL EXTENSION LOWER LEVEL RADIO EQUIPMENT ROOM (ROOM #151)

**ASSOCIATED
HARDWARE/SOFTWARE**

- **INSTALLATION OR ANOLOG RECORDER (GRANT)**
- **Fixed Network Equipment (Timbrook & Jefferson)**
- **SUBSCRIBER UNITS (Portables, Mobiles, Control Stations & Pagers)**
 - Portables - 250
 - Mobiles- 255
 - Control Stations - 17
 - Pagers - 24

- **QUESTIONS**
- **COMMENTS**

City of Winchester, Virginia

PROPOSED CITY COUNCIL AGENDA ITEM

CITY COUNCIL/COMMITTEE MEETING OF: September 23, 2014 CUT OFF DATE: 9/16/14

RESOLUTION X ORDINANCE _____ PUBLIC HEARING _____

ITEM TITLE:

Resolution to recognize Josiah Duffy

STAFF RECOMMENDATION: The Winchester Fire and Rescue Staff requests approval

PUBLIC NOTICE AND HEARING:

ADVISORY BOARD RECOMMENDATION:

FUNDING DATA:

INSURANCE:

The initiating Department Director will place below, in sequence of transmittal, the names of each department that must initial their review in order for this item to be placed on the City Council agenda. The Director's initials for approval or disapproval address only the readiness of the issue for Council consideration. This does not address the Director's recommendation for approval or denial of the issue.

<u>DEPARTMENT</u>	<u>INITIALS FOR APPROVAL</u>	<u>INITIALS FOR DISAPPROVAL</u>	<u>DATE</u>
1. <u>WFRD</u>	<u>[Signature]</u>		<u>9/9/14</u>
2. _____	_____	_____	_____
3. _____	_____	_____	_____
4. _____	_____	_____	_____
5. City Attorney	<u>[Signature]</u>		<u>9/11/2014</u>
6. City Manager	<u>[Signature]</u>		<u>11 Sept 14</u>
7. Clerk of Council	_____	_____	_____
Initiating Department Director's Signature: <u>[Signature]</u>			<u>9/9/14</u> Date



APPROVED AS TO FORM:

CITY ATTORNEY

9/11/2014

CITY COUNCIL ACTION MEMO

To: Honorable Mayor and Members of City Council
From: Allen Baldwin, Fire Chief
Date: September 3, 2014
Re: Citizen Commendation Award

THE ISSUE:

RELATIONSHIP TO STRATEGIC PLAN:

BACKGROUND: On Wednesday night July 16th, Michelle Gordon was driving her children Cam, 10, and Mac, 12, along with their sister Emerson, 4, and two of their friends — Josiah and his brother Jacob Duffy, 10 — to their respective homes on Armistead Street in Winchester. The boys had finished a day at First Baptist Church’s Vacation Bible School. Walking back to her vehicle, Gordon prepared to warn Cam to be careful eating a hard candy that he received at the camp. But she got distracted, while securing the five children in her SUV, and never issued the warning.

Before she could even leave her on-street parking spot, Cam, who was seated in the third row, leaned over the seat in front of him with both hands placed on his neck. “He turned pale, and I asked if he was choking,” Josiah recalled Friday morning. “I was a little scared and tried to tell my mom I was choking. I told her in a weird voice,” Cam added. Sensing his friend was unwell; Josiah opened the van door allowing Cam to exit, followed him out and started the Heimlich maneuver. As he performed it, Josiah said he was thinking to himself, “I wasn’t sure if I was doing it right.”

Josiah did something right. Cam vomited in the middle of the street and the hard candy was there on the pavement, still intact. Cam’s airway was clear and he started to breath normal again.

Josiah Duffy learned this technique along with other lifesaving techniques from his father, Mike Duffy, who is a career firefighter with the Fairfax County Fire and Rescue Department.

BUDGET IMPACT:

OPTIONS:

RECOMMENDATIONS: It is the recommendation of Winchester Fire and Rescue staff that Council approves this resolution recognizing Josiah’s heroism for helping his friend.



THE COMMON COUNCIL

Rouss City Hall
15 North Cameron Street
Winchester, VA 22601
540-667-1815
TDD 540-722-0782
www.winchesterva.gov

I, Kari J. Van Diest, Deputy Clerk of the Common Council, hereby certify on this 14th day of October 2014 that the following Resolution is a true and exact copy of one and the same adopted by the Common Council of the City of Winchester, assembled in regular session on the 14th day of October 2014.

RESOLUTION

WHEREAS, the fast thinking and training of a young individual helped save the life of his friend; and,

WHEREAS, on July 16, 2014, Josiah Duffy, performed the Heimlich maneuver on his 10 year old friend Cam Gordon, who was choking on a piece of hard candy; and,

WHEREAS, Josiah questioned himself if he was performing the procedure correctly, but he knew his friend needed help; and,

WHEREAS, the knowledge and techniques Josiah learned from his father who is a career firefighter allowed him to do just what was needed in this emergency situation and his calm demeanor and concern for his friend's well-being are astonishing for a person of this age; and,

WHEREAS, it is the opinion of the Fire and Rescue staff that it would be appropriate for Josiah Duffy to be recognized by a resolution from the Common Council, for his heroism and fast thinking during this emergency situation.

NOW THEREFORE, BE IT RESOLVED, that the Common Council of the City of Winchester, Virginia and the citizens that it represents, recognizes the brave, calm, and caring manner in which Josiah Duffy saved the life of his choking friend on July 16, in the year 2014.

Resolution No. 2014-00.

ADOPTED by the Common Council of the City of Winchester on the 14th day of October 2014.

Witness my hand and the seal of the City of Winchester, Virginia.

*Kari J. Van Diest, CMC
Deputy Clerk of the Common Council*

CITY OF WINCHESTER, VIRGINIA

PROPOSED CITY COUNCIL AGENDA ITEM

CITY COUNCIL/COMMITTEE MEETING OF: September 23, 2014 CUT OFF DATE:

RESOLUTION X ORDINANCE PUBLIC HEARING

ITEM TITLE:

Multiple bond issue refunding

STAFF RECOMMENDATION:

Refund bonds that can provide savings to the City of Winchester in current market.

PUBLIC NOTICE AND HEARING:

N/A

ADVISORY BOARD RECOMMENDATION:

N/A

FUNDING DATA:

No funding; possible significant savings in FY 2015 and FY 2016

INSURANCE:

No liability assumed.

The initiating Department Director will place below, in sequence of transmittal, the names of each department that must initial their review in order for this item to be placed on the City Council agenda.

<u>DEPARTMENT</u>	<u>INITIALS FOR APPROVAL</u>	<u>INITIALS FOR DISAPPROVAL</u>	<u>DATE</u>
1. <u>City Treasurer</u>	<u>JLB</u>		<u>9-16 14</u>
2. _____			
3. _____			
4. _____			
5. <u>City Attorney</u>	<small>Anthony C. Williams</small> <u>[Signature]</u>		<u>9/19/2014</u>
6. <u>City Manager</u>	<u>[Signature]</u>		<u>18 Sept 2014</u>
7. <u>Clerk of Council</u>			

Initiating Department Director's Signature: May Stone Date: 9-16-14



APPROVED AS TO FORM:
[Signature]
CITY ATTORNEY

9/19/2014

CITY COUNCIL ACTION MEMO

To: Honorable Mayor and Members of City Council
From: Mary Blowe, Finance Director
Date: September 10, 2014
Re: Resolution to refund certain maturities of previously issued bonds

THE ISSUE: The Market has allowed us to be able to refund previously issued debt at a considerably lower interest rate.

RELATIONSHIP TO STRATEGIC PLAN: Savings in our budget will allow the City Council to (financially) forward other items in the strategic plan that otherwise may not have been able to be funded.

BACKGROUND: This refunding includes all or a part of the following bonds:

- Series 2004 (new money): 2016
- Series 2004 (refunding): 2016-2020
- Series 2005:2016
- Series 2006: 2017-2019
- Series 2007: 2018-2027

This refunding will allow us to capture interest rate savings allowing us to accomplish other projects and it also helps clean up some older maturities of bonds in one issuance.

BUDGET IMPACT: Total Refunding par amount not to exceed \$16,500,000. Estimated true interest Cost of 1.72%

FY 2015	\$227,606
FY 2016	699,004
FY 2017	3,004
FY 2018	660
FY 2019	2,785
FY 2020	2,710
FY 2021	1,754
FY 2022	2,161
FY 2023	4,075
Total Cash Flow Savings	\$943,759

OPTIONS: City Council could not approve the resolution and disallow staff from continuing with the refunding.

RECOMMENDATIONS: It is recommended that the Council adopt the resolution entitled:

RESOLUTION PROVIDING FOR THE ISSUANCE AND SALE OF GENERAL OBLIGATION PUBLIC IMPROVEMENT REFUNDING BONDS, SERIES 2014, OF THE CITY OF WINCHESTER, VIRGINIA, IN AN AGGREGATE PRINCIPAL AMOUNT NOT TO EXCEED \$16,500,000, PROVIDING FOR THE FORM, DETAILS AND PAYMENT THEREOF, AND PROVIDING FOR THE REFUNDING OF CERTAIN GENERAL OBLIGATION BONDS OF THE CITY

RESOLUTION PROVIDING FOR THE ISSUANCE AND SALE OF GENERAL OBLIGATION PUBLIC IMPROVEMENT REFUNDING BONDS, SERIES 2014, OF THE CITY OF WINCHESTER, VIRGINIA, IN AN AGGREGATE PRINCIPAL AMOUNT NOT TO EXCEED \$16,500,000, PROVIDING FOR THE FORM, DETAILS AND PAYMENT THEREOF, AND PROVIDING FOR THE REFUNDING OF CERTAIN GENERAL OBLIGATION BONDS OF THE CITY

WHEREAS, there are outstanding certain maturities of the General Obligation Public Improvement and Refunding Bonds, Series 2004 (the “2004 Bonds”), the General Obligation Public Improvement Bonds, Series 2005 (the “2005 Bonds”), the General Obligation Public Improvement Bonds, Series 2006 (the “2006 Bonds”), and the General Obligation Public Improvement Bonds, Series 2007 (the “2006 Bonds”), all of which were issued by the City of Winchester, Virginia (the “City”);

WHEREAS, the City may effect debt service savings by issuing its general obligation public improvement refunding bonds to (a) refund all or a portion of the outstanding maturities of the 2004 Bonds, the 2005 Bonds, the 2006 Bonds and the 2007 Bonds (the portions of such refunded maturities, the “Refunded Bonds”) and (b) pay the costs of refunding the Refunded Bonds and issuing such general obligation public improvement refunding bonds; and

WHEREAS, the City’s administration and a representative of Public Financial Management, Inc., the City’s financial advisor (the “Financial Advisor”), have recommended to the Common Council of the City (the “Common Council”) that the City issue and sell one or more series of general obligation public improvement refunding bonds through a public offering negotiated with Raymond James & Associates, Inc. (the “Underwriter”);

BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF WINCHESTER, VIRGINIA:

1. Issuance of Bonds. Pursuant to the Constitution and statutes of the Commonwealth of Virginia, including the City Charter and the Public Finance Act of 1991, there shall be issued and sold general obligation public improvement refunding bonds of the City in an aggregate principal amount not to exceed \$16,500,000 (the “Bonds”) to refund the Refunded Bonds and pay the costs incurred in connection with such refunding and the costs of issuance of the Bonds.

2. Bond Details. The Bonds shall be designated “General Obligation Public Improvement Refunding Bonds, Series 2014,” or such other designation as may be determined by the City Manager (which term shall include any Deputy City Manager), shall be in registered form, shall be dated such date as may be determined by the City Manager, shall be in denominations of \$5,000 and integral multiples thereof and shall be numbered R-1 upward. Subject to Section 8, the issuance and sale of the Bonds are authorized on terms as shall be satisfactory to the City Manager; provided, however, that the Bonds (a) shall have a “true” or “Canadian” interest cost not to exceed 3.00% (taking into account any original issue discount or premium), (b) shall be sold to the purchaser thereof at a price not less than 99.00% of the principal amount thereof (excluding any original issue discount) and (c) shall mature or be

subject to mandatory sinking fund redemption in annual installments ending no later than December 31, 2027; provided, however, that the refunding of the Refunded Bonds in the aggregate shall result in an aggregate net present value debt service savings to the City of at least 3.00% of the amount of all of the Refunded Bonds.

Principal of the Bonds shall be payable annually on dates determined by the City Manager. Each Bond shall bear interest from its date at such rate as shall be determined at the time of sale, calculated on the basis of a 360-day year of twelve 30-day months, and payable semiannually on dates determined by the City Manager. Principal and premium, if any, shall be payable to the registered owners upon surrender of Bonds as they become due at the office of the Registrar (as hereinafter defined). Interest shall be payable by check or draft mailed to the registered owners at their addresses as they appear on the registration books kept by the Registrar on a date prior to each interest payment date that shall be determined by the City Manager (the "Record Date"); provided, however, that at the request of the registered owner of the Bonds, payment may be made by wire transfer pursuant to the most recent wire instructions received by the Registrar from such registered owner. Principal, premium, if any, and interest shall be payable in lawful money of the United States of America.

Initially, one Bond certificate for each maturity of the Bonds shall be issued to and registered in the name of The Depository Trust Company, New York, New York ("DTC"), or its nominee. The City has heretofore entered into a Letter of Representations relating to a book-entry system to be maintained by DTC with respect to the Bonds. "Securities Depository" shall mean DTC or any other securities depository for the Bonds appointed pursuant to this Section.

In the event that (a) the Securities Depository determines not to continue to act as the securities depository for the Bonds by giving notice to the Registrar, and the City discharges the Securities Depository of its responsibilities with respect to the Bonds, or (b) the City in its sole discretion determines (i) that beneficial owners of Bonds shall be able to obtain certificated Bonds or (ii) to select a new Securities Depository, then its chief financial officer shall, at the direction of the City, attempt to locate another qualified securities depository to serve as Securities Depository and authenticate and deliver certificated Bonds to the new Securities Depository or its nominee or to the beneficial owners or to the Securities Depository participants on behalf of beneficial owners substantially in the form provided for in Section 5; provided, however, that such form shall provide for interest on the Bonds to be payable (A) from the date of the Bonds if they are authenticated prior to the first interest payment date or (B) otherwise from the interest payment date that is or immediately precedes the date on which the Bonds are authenticated (unless payment of interest thereon is in default, in which case interest on such Bonds shall be payable from the date to which interest has been paid). In delivering certificated Bonds, the chief financial officer shall be entitled to rely on the records of the Securities Depository as to the beneficial owners or the records of the Securities Depository participants acting on behalf of beneficial owners. Such certificated Bonds will then be registrable, transferable and exchangeable as set forth in Section 7.

So long as there is a Securities Depository for the Bonds, (1) it or its nominee shall be the registered owner of the Bonds; (2) notwithstanding anything to the contrary in this Resolution, determinations of persons entitled to payment of principal, premium, if any, and interest, transfers of ownership and exchanges and receipt of notices shall be the responsibility of the

Securities Depository and shall be effected pursuant to rules and procedures established by such Securities Depository; (3) the Registrar and the City shall not be responsible or liable for maintaining, supervising or reviewing the records maintained by the Securities Depository, its participants or persons acting through such participants; (4) references in this Resolution to registered owners of the Bonds shall mean such Securities Depository or its nominee and shall not mean the beneficial owners of the Bonds; and (5) in the event of any inconsistency between the provisions of this Resolution and the provisions of the above-referenced Letter of Representations such provisions of the Letter of Representations, except to the extent set forth in this paragraph and the next preceding paragraph, shall control.

3. Redemption Provisions. The Bonds may be subject to redemption prior to maturity at the option of the City on or after dates, if any, determined by the City Manager, in whole or in part at any time, at a redemption price equal to the principal amount of the Bonds, together with any interest accrued to the redemption date, plus a redemption premium not to exceed 2.00% of the principal amount of the Bonds, such redemption premium to be determined by the City Manager.

Any term bonds may be subject to mandatory sinking fund redemption upon terms determined by the City Manager.

If less than all of the Bonds are called for redemption, the maturities of the Bonds to be redeemed shall be selected by the chief financial officer of the City in such manner as such officer may determine to be in the best interests of the City. If less than all the Bonds of any maturity are called for redemption, the Bonds within such maturity to be redeemed shall be selected by the Securities Depository pursuant to its rules and procedures or, if the book-entry system is discontinued, shall be selected by the Registrar by lot in such manner as the Registrar in its discretion may determine. In either case, (a) the portion of any Bond to be redeemed shall be in the principal amount of \$5,000 or some integral multiple thereof, and (b) in selecting Bonds for redemption, each Bond shall be considered as representing that number of Bonds that is obtained by dividing the principal amount of such Bond by \$5,000. The City shall cause notice of the call for redemption identifying the Bonds or portions thereof to be redeemed to be sent by facsimile or electronic transmission, registered or certified mail or overnight express delivery, not less than 30 nor more than 60 days prior to the redemption date, to the registered owner of the Bonds. The City shall not be responsible for giving notice of redemption to anyone other than DTC or another qualified securities depository then serving or its nominee unless no qualified securities depository is the registered owner of the Bonds. If no qualified securities depository is the registered owner of the Bonds, notice of redemption shall be mailed to the registered owners of the Bonds. If a portion of a Bond is called for redemption, a new Bond in principal amount equal to the unredeemed portion thereof will be issued to the registered owner upon the surrender thereof.

In the case of an optional redemption, the notice may state that (1) it is conditioned upon the deposit of moneys, in an amount equal to the amount necessary to effect the redemption, no later than the redemption date or (2) the City retains the right to rescind such notice on or prior to the scheduled redemption date (in either case, a "Conditional Redemption"), and such notice and optional redemption shall be of no effect if such moneys are not so deposited or if the notice is rescinded as described herein. Any Conditional Redemption may be rescinded at any time. The

City shall give prompt notice of such rescission to the affected Bondholders. Any Bonds subject to Conditional Redemption where redemption has been rescinded shall remain outstanding, and the rescission shall not constitute an event of default. Further, in the case of a Conditional Redemption, the failure of the City to make funds available on or before the redemption date shall not constitute an event of default, and the City shall give immediate notice to all organizations registered with the Securities and Exchange Commission (“SEC”) as securities depositories or the affected Bondholders that the redemption did not occur and that the Bonds called for redemption and not so paid remain outstanding.

4. Execution and Authentication. The Bonds shall be signed by the manual or facsimile signature of the President of the Common Council and the City Treasurer, the City’s seal shall be affixed thereto or a facsimile thereof printed thereon and shall be attested by the manual or facsimile signature of the Clerk or Deputy Clerk of the Common Council; provided, however, that no Bond signed by facsimile signatures shall be valid until it has been authenticated by the manual signature of an authorized officer or employee of the Registrar and the date of authentication noted thereon.

5. Bond Form. The Bonds shall be in substantially the form of Exhibit A, with such completions, omissions, insertions and changes not inconsistent with this Resolution as may be approved by the officers signing the Bonds, whose approval shall be evidenced conclusively by the execution and delivery of the Bonds.

6. Pledge of Full Faith and Credit. The full faith and credit of the City are irrevocably pledged for the payment of principal of and premium, if any, and interest on the Bonds. Unless other funds are lawfully available and appropriated for timely payment of the Bonds, the Common Council shall levy and collect an annual ad valorem tax, over and above all other taxes authorized or limited by law and without limitation as to rate or amount, on all locally taxable property in the City sufficient to pay when due the principal of and premium, if any, and interest on the Bonds.

7. Registration, Transfer and Owners of Bonds. The City Treasurer is appointed paying agent and registrar for the Bonds (the “Registrar”). The City may, in its sole discretion, at any time appoint a qualified bank or trust company as successor paying agent and registrar of the Bonds. The Registrar shall maintain registration books for the registration of the Bonds and transfers thereof. Upon presentation and surrender of any Bonds to the Registrar, or its corporate trust office if the Registrar is a bank or trust company, together with an assignment duly executed by the registered owner or its duly authorized attorney or legal representative in such form as shall be satisfactory to the Registrar, the City shall execute, and the Registrar shall authenticate, if required by Section 4, and deliver in exchange, a new Bond or Bonds having an equal aggregate principal amount, in authorized denominations, of the same form and maturity, bearing interest at the same rate, and registered in the name(s) as requested by the then registered owner or its duly authorized attorney or legal representative. Any such exchange shall be at the expense of the City, except that the Registrar may charge the person requesting such exchange the amount of any tax or other governmental charge required to be paid with respect thereto.

The Registrar shall treat the registered owner as the person exclusively entitled to payment of principal, premium, if any, and interest and the exercise of all other rights and

powers of the owner, except that interest payments shall be made to the person shown as owner on the registration books on the Record Date.

8. Sale of Bonds. The Common Council approves the following terms of the sale of the Bonds. The Bonds shall be sold in one or more series by negotiated public sale with the Underwriter in a principal amount or principal amounts to be determined by the City Manager, in collaboration with the Financial Advisor, and subject to the limitations set forth in Section 1. The City Manager shall also determine (a) the interest rates of the Bonds, the maturity schedule of the Bonds and the price to be paid for the Bonds, subject to the limitations set forth in Section 2, (b) the redemption provisions of the Bonds, subject to the limitations set forth in Section 3, and (c) the dated date, the principal and interest payment dates and the Record Date of the Bonds, all as the City Manager determines to be in the best interests of the City.

Following the determination of the terms of the Bonds and their sale, the City Manager shall execute and deliver a bond purchase agreement with the Underwriter (the "Bond Purchase Agreement"). The final Bond Purchase Agreement shall set forth the final terms of the Bonds and be in a form approved by the City Manager, in collaboration with the City Attorney and the City's bond counsel, the execution thereof by the City Manager to constitute conclusive evidence of her approval of such Agreement. Following the sale of the Bonds, the City Manager shall file the Bond Purchase Agreement with the City Clerk. The actions of the City Manager in selling the Bonds shall be conclusive, and no further action with respect to the sale and issuance of the Bonds shall be necessary on the part of the Common Council.

9. Official Statement. The draft Preliminary Official Statement describing the Bonds, copies of which have been circulated to the Common Council prior to this meeting, is hereby approved as the Preliminary Official Statement by which the Bonds will be offered for sale to the public; provided that the City Manager, in collaboration with the Financial Advisor, may make such completions, omissions, insertions and changes in the Preliminary Official Statement not inconsistent with this Resolution as she may consider to be in the best interests of the City. After the Bonds have been sold, the City Manager, in collaboration with the Financial Advisor, shall make such completions, omissions, insertions and changes in the Preliminary Official Statement not inconsistent with this Resolution as are necessary or desirable to complete it as a final Official Statement. The City shall arrange for the delivery to the Underwriter of a reasonable number of printed copies of the final Official Statement, within seven business days after the Bonds have been sold, for delivery to each potential investor requesting a copy of the Official Statement and to each person to whom the Underwriter initially sells Bonds.

10. Official Statement Deemed Final. The City Manager is authorized, on behalf of the City, to deem the Preliminary Official Statement and the Official Statement in final form, each to be final as of its date within the meaning of Rule 15c2-12 (the "Rule") of the SEC, except for the omission in the Preliminary Official Statement of certain pricing and other information permitted to be omitted pursuant to the Rule. The distribution of the Preliminary Official Statement and the execution and delivery of the Official Statement in final form shall be conclusive evidence that each has been deemed final as of its date by the City, except for the omission in the Preliminary Official Statement of such pricing and other information permitted to be omitted pursuant to the Rule.

11. Preparation and Delivery of Bonds. After the Bonds have been awarded, the officers of the City are authorized and directed to take all proper steps to have the Bonds prepared and executed in accordance with their terms and to deliver the Bonds to the purchaser thereof upon payment therefor.

12. Redemption of Refunded Bonds. The City Manager is authorized and directed to determine which of the 2004 Bonds, the 2005 Bonds, the 2006 Bonds and the 2007 Bonds, if any, and which maturities of each such series, if any, shall constitute the Refunded Bonds. The Escrow Agreement (as hereinafter defined) shall provide for notice of redemption to be given to the registered owners of the Refunded Bonds in accordance with the resolutions providing for the issuance of the Refunded Bonds.

13. Escrow Deposit Agreement. The City Manager is authorized and directed to execute one or more escrow deposit agreements (each an "Escrow Agreement") between the City and an escrow agent to be appointed by the City Manager (the "Escrow Agent") with respect to the Refunded Bonds. The Escrow Agreement shall be in the form approved by the City Manager, in collaboration with the City Attorney and the City's bond counsel, and shall provide for the deposit and investment of a portion of the Bond proceeds for the defeasance of the Refunded Bonds. The execution of the Escrow Agreement by the City Manager shall constitute conclusive evidence of such official's approval of the Escrow Agreement. The Escrow Agreement shall provide for the irrevocable deposit of a portion of the Bond proceeds (the "Refunding Portion") in an escrow fund that shall be sufficient, when invested in noncallable, direct obligations of the United States Government (the "Government Obligations"), to provide for payment of principal of and interest on the Refunded Bonds; provided, however, that such Refunding Portion shall be invested in such manner that none of the Bonds will be "arbitrage bonds" within the meaning of Section 148 of the Internal Revenue Code of 1986, as amended, and regulations issued pursuant thereto (the "Code"). The Escrow Agent is authorized and directed to execute initial and final subscription forms for the purchase of the Government Obligations and such other contracts and agreements necessary to provide for the defeasance of the Refunded Bonds as are approved by the City Manager, in collaboration with the City Attorney and the City's bond counsel.

14. Deposit of Bond Proceeds. The City Treasurer is authorized and directed (a) to provide for the delivery of the Refunding Portion to the Escrow Agent for deposit in the escrow fund established by the Escrow Agreement, in an amount that shall be sufficient, together with any other funds deposited with the Escrow Agent and the interest thereon when invested as provided in the Escrow Agreement, (i) to pay when due the interest on the Refunded Bonds to the first respective dates on which they may be redeemed at the option of the City and (ii) to pay upon the earlier of maturity or redemption the principal of the Refunded Bonds and (b) to provide for the deposit of the remaining proceeds of the Bonds in a special account to be used to pay the costs incurred in refunding the Refunded Bonds and the costs of issuing the Bonds. The City Treasurer is further authorized and directed to take all such further action as may be necessary or desirable in connection with the payment and refunding of the Refunded Bonds.

15. Arbitrage Covenants. (a) The City represents that there have not been issued, and covenants that there will not be issued, any obligations that will be treated as part of the

same issue of obligations as the Bonds within the meaning of Treasury Regulations Section 1.150-1(c).

(b) The City covenants that it shall not take or omit to take any action the taking or omission of which will cause the Bonds to be “arbitrage bonds” within the meaning of Section 148 of the Code or otherwise cause interest on the Bonds to be includable in the gross income for federal income tax purposes of the registered owners thereof under existing law. Without limiting the generality of the foregoing, the City shall comply with any provision of law that may require the City at any time to rebate to the United States any part of the earnings derived from the investment of the gross proceeds of the Bonds, unless the City receives an opinion of nationally recognized bond counsel that such compliance is not required to prevent interest on the Bonds from being includable in the gross income for federal income tax purposes of the registered owners thereof under existing law. The City shall pay any such required rebate from its legally available funds.

16. Non-Arbitrage Certificate and Elections. Such officers of the City as may be requested by the City’s bond counsel are authorized and directed to execute an appropriate certificate setting forth (a) the expected use and investment of the proceeds of the Bonds in order to show that such expected use and investment will not violate the provisions of Section 148 of the Code and (b) any elections such officers deem desirable regarding rebate of earnings to the United States for purposes of complying with Section 148 of the Code. Such certificate shall be prepared in consultation with the City’s bond counsel, and such elections shall be made after consultation with bond counsel.

17. Limitation on Private Use. The City covenants that it shall not permit the proceeds of the Bonds or the facilities refinanced with the proceeds of the Bonds to be used in any manner that would result in (a) 5% or more of such proceeds or facilities being used in a trade or business carried on by any person other than a governmental unit, as provided in Section 141(b) of the Code, (b) 5% or more of such proceeds or facilities being used with respect to any output facility (other than a facility for the furnishing of water), within the meaning of Section 141(b)(4) of the Code, or (c) 5% or more of such proceeds being used directly or indirectly to make or finance loans to any persons other than a governmental unit, as provided in Section 141(c) of the Code; provided, however, that if the City receives an opinion of nationally recognized bond counsel that any such covenants need not be complied with to prevent the interest on the Bonds from being includable in the gross income for federal income tax purposes of the registered owners thereof under existing law, the City need not comply with such covenants.

18. Continuing Disclosure Agreement. The President of the Common Council and the City Manager, either of whom may act, are hereby authorized and directed to execute a continuing disclosure agreement (the “Continuing Disclosure Agreement”) setting forth the reports and notices to be filed by the City and containing such covenants as may be necessary to assist the purchaser of the Bonds in complying with the provisions of the Rule promulgated by the SEC. The Continuing Disclosure Agreement shall be substantially in the form of the City’s prior Continuing Disclosure Agreements, which is hereby approved for purposes of the Bonds; provided that the City Manager, in collaboration with the Financial Advisor, may make such changes in the Continuing Disclosure Agreement not inconsistent with this Resolution as she

may consider to be in the best interests of the City. The execution thereof by such officers shall constitute conclusive evidence of their approval of any such completions, omissions, insertions and changes.

19. Other Actions. All other actions of officers of the City in conformity with the purposes and intent of this Resolution and in furtherance of the issuance and sale of the Bonds are hereby ratified, approved and confirmed. The officers of the City are authorized and directed to execute and deliver all certificates and instruments and to take all such further action as may be considered necessary or desirable in connection with the issuance, sale and delivery of the Bonds.

20. Repeal of Conflicting Resolutions. All resolutions or parts of resolutions in conflict herewith are repealed.

21. Effective Date. This Resolution shall take effect immediately.

[FORM OF BOND]

Unless this certificate is presented by an authorized representative of The Depository Trust Company, a New York corporation ("DTC"), to the issuer or its agent for registration of transfer, exchange or payment, and any certificate is registered in the name of Cede & Co., or in such other name as is requested by an authorized representative of DTC (and any payment is made to Cede & Co. or to such other entity as is requested by an authorized representative of DTC), ANY TRANSFER, PLEDGE OR OTHER USE HEREOF FOR VALUE OR OTHERWISE BY OR TO ANY PERSON IS WRONGFUL inasmuch as the registered owner hereof, Cede & Co., has an interest herein.

REGISTERED

REGISTERED

No. R- _____

\$ _____

UNITED STATES OF AMERICA

COMMONWEALTH OF VIRGINIA

CITY OF WINCHESTER

General Obligation Public Improvement Refunding Bond

Series 2014

INTEREST RATE	MATURITY DATE	DATED DATE	CUSIP
_____ %	_____, ____	_____, 2014	_____

REGISTERED OWNER: CEDE & CO.

PRINCIPAL AMOUNT: _____ DOLLARS

The City of Winchester, Virginia (the "City"), for value received, promises to pay, upon surrender hereof to the registered owner hereof, or registered assigns or legal representative, the principal sum stated above on the maturity date stated above, subject to prior redemption as hereinafter provided, and to pay interest hereon from its date semiannually on each _____ and _____, beginning _____, 20__, at the annual rate stated above, calculated on the basis of a 360-day year of twelve 30-day months. Principal, premium, if any, and interest are payable in lawful money of the United States of America by the City Treasurer, who has been appointed paying agent and registrar for the bonds, or at such bank or trust company as may be appointed as successor paying agent and registrar by the City (the "Registrar").

Notwithstanding any other provision hereof, this bond is subject to a book-entry system maintained by The Depository Trust Company ("DTC"), and the payment of principal, premium,

if any, and interest, the providing of notices and other matters shall be made as described in the City's Letter of Representations to DTC.

This bond is one of an issue of \$_____ General Obligation Public Improvement Refunding Bonds, Series 2014, of like date and tenor, except as to number, denomination, rate of interest, privilege of redemption and maturity, and is issued pursuant to the Constitution and statutes of the Commonwealth of Virginia, including the City Charter and the Public Finance Act of 1991. The bonds are being issued pursuant to a resolution adopted by the Common Council of the City (the "Common Council") on _____, 2014, to refund certain of the City's general obligation bonds.

Bonds maturing on or before _____, 20__, are not subject to redemption prior to maturity. Bonds maturing on or after _____, 20__, are subject to redemption prior to maturity at the option of the City on or after _____, 20__, in whole or in part (in any multiple of \$5,000) at any time, upon payment of the following redemption prices (expressed as a percentage of principal amount of bonds to be redeemed) plus interest accrued and unpaid to the date fixed for redemption:

Period During Which Redeemed (Both Dates Inclusive)	Redemption Price
--	-----------------------------

[Bonds maturing on _____, 20__, are required to be redeemed in part before maturity by the City on _____ in the years and amounts set forth below, at a redemption price equal to the principal amount of the bonds to be redeemed, plus accrued interest to the redemption date:

<u>Year</u>	<u>Amount</u>	<u>Year</u>	<u>Amount</u>
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If less than all of the bonds are called for redemption, the bonds to be redeemed shall be selected by the chief financial officer of the City in such manner as such officer may determine to be in the best interests of the City. If less than all of the bonds of any maturity are called for redemption, the bonds within such maturity to be redeemed shall be selected by DTC or any successor securities depository pursuant to its rules and procedures or, if the book-entry system is discontinued, shall be selected by the Registrar by lot in such manner as the Registrar in its discretion may determine. In either case, (a) the portion of any bond to be redeemed shall be in the principal amount of \$5,000 or some integral multiple thereof and (b) in selecting bonds for redemption, each bond shall be considered as representing that number of bonds that is obtained by dividing the principal amount of such bond by \$5,000. The City shall cause notice of the call for redemption identifying the bonds or portions thereof to be redeemed to be sent by facsimile or electronic transmission, registered or certified mail or overnight express delivery, not less than 30 nor more than 60 days prior to the redemption date, to the registered owner hereof. If a portion of this bond is called for redemption, a new bond in principal amount of the unredeemed portion hereof will be issued to the registered owner upon surrender hereof.

The City may give notice of redemption prior to a deposit of redemption moneys if such notice states that the redemption is to be funded with the proceeds of a refunding bond issue and is conditioned on the deposit of such proceeds. Provided that moneys are deposited on or before the redemption date, such notice shall be effective when given. If such proceeds are not available on the redemption date, such bonds will continue to bear interest until paid at the same rate they would have borne had they not been called for redemption. On presentation and surrender of the bonds called for redemption at the place or places of payment, such bonds shall be paid and redeemed.

The full faith and credit of the City are irrevocably pledged for the payment of principal of and premium, if any, and interest on this bond. Unless other funds are lawfully available and appropriated for timely payment of this bond, the Common Council shall levy and collect an annual ad valorem tax, over and above all other taxes authorized or limited by law and without limitation as to rate or amount, on all taxable property within the City sufficient to pay when due the principal of and premium, if any, and interest on this bond.

The Registrar shall treat the registered owner of this bond as the person exclusively entitled to payment of principal of and premium, if any, and interest on this bond and the exercise of all others rights and powers of the owner, except that interest payments shall be made to the person shown as the owner on the registration books on the [15th] day of the month preceding each interest payment date.

All acts, conditions and things required by the Constitution and statutes of the Commonwealth of Virginia to happen, exist or be performed precedent to and in the issuance of this bond have happened, exist and have been performed, and the issue of bonds of which this bond is one, together with all other indebtedness of the City, is within every debt and other limit prescribed by the Constitution and statutes of the Commonwealth of Virginia.

[Remainder of page intentionally left blank.]

IN WITNESS WHEREOF, the City of Winchester, Virginia, has caused this bond to be to be signed by the President of the Common Council and the City Treasurer, its seal to be affixed hereto and attested by the Clerk of the Common Council, and this bond to be dated the date first above written.

(SEAL)

President of the Common Council, City of
Winchester, Virginia

City Treasurer, City of Winchester, Virginia

(ATTEST)

Clerk of the Common Council, City of
Winchester, Virginia

ASSIGNMENT

FOR VALUE RECEIVED the undersigned sell(s), assign(s) and transfer(s) unto

(Please print or type name and address, including postal zip code, of Transferee)

PLEASE INSERT SOCIAL SECURITY OR OTHER
IDENTIFYING NUMBER OF TRANSFEEE:

: :
: :
: :

the within bond and all rights thereunder, hereby irrevocably constituting and appointing
_____,
Attorney, to transfer said bond on the books kept for the registration thereof, with full power of
substitution in the premises.

Dated: _____

Signature Guaranteed

NOTICE: Signature(s) must be guaranteed
by an Eligible Guarantor Institution such
as a Commercial Bank, Trust Company,
Securities Broker/Dealer, Credit Union
or Savings Association who is a member
of a medallion program approved by The
Securities Transfer Association, Inc.

(Signature of Registered Owner)

NOTICE: The signature above must
correspond with the name of the
registered owner as it appears on the
front of this bond in every particular,
without alteration or enlargement or any
change whatsoever.

CITY OF WINCHESTER, VIRGINIA

PROPOSED CITY COUNCIL AGENDA ITEM

CITY COUNCIL/COMMITTEE MEETING OF: Sept. 23, 2014 **CUT OFF DATE:** _____

RESOLUTION xx [Two] **ORDINANCE** __ **PUBLIC HEARING** __

ITEM TITLE: Options for Meadow Branch Avenue

STAFF RECOMMENDATION: See attached.

PUBLIC NOTICE AND HEARING: NA

ADVISORY BOARD RECOMMENDATION: NA

FUNDING DATA: See attached.

INSURANCE: NA

The initiating Department Director will place below, in sequence of transmittal, the names of each department that must initial their review in order for this item to be placed on the City Council agenda.

<u>DEPARTMENT</u>	<u>INITIALS FOR APPROVAL</u>	<u>INITIALS FOR DISAPPROVAL</u>	<u>DATE</u>
1. Planning			9/18/14
2. Finance			9-18-14
3. Police			9/14/14
4. Fire			9/19/14
5. City Attorney	Anthony C. Williams <small>ANTHONY C. WILLIAMS, ATTORNEY AT LAW 1000 COMMONWEALTH AVENUE, SUITE 200 WINCHESTER, VA 22601 PHONE: 540-361-1100 FAX: 540-361-1101 WWW.ANTONYPWILLIAMS.COM</small>		9/19/2014
6. City Manager			18 Sept 2014
7. Clerk of Council			

Initiating Department Director's Signature: Date: 9/17/14



APPROVED AS TO FORM:

CITY ATTORNEY

9/19/2014

Revised: September 2

CITY COUNCIL ACTION MEMO

To: Honorable Mayor and Members of City Council
From: Perry Eisenach, Public Services Director
Date: September 23, 2014 (Council work session)
Re: Options for Meadow Branch Avenue

THE ISSUE: Options for Meadow Branch Avenue related to extending the street between Buckner Drive and Amherst Street.

RELATIONSHIP TO STRATEGIC PLAN: Goal #1 – Grow the Economy and Goal #2 – Create a More Livable City for All.

BACKGROUND: Earlier this year, City Council approved constructing a new John Kerr Elementary School along the proposed extension of Meadow Branch Avenue between Buckner Drive and Amherst Street. There are multiple options for City Council to consider regarding the construction of the new roadway and how Meadow Branch Avenue should be striped.

There are two primary issues for Council to consider:

1. Design and construction of the new section of Meadow Branch between Buckner Drive and Merrimans Lane (near Amherst Street).
2. Striping of Meadow Branch Avenue.

BUDGET IMPACT: The estimated cost of extending Meadow Branch Avenue between Buckner and Merrimans Lane (near Amherst Street) is \$4 million. Half of this cost will be paid for using State Revenue Sharing Funds. Construction on the roadway extension is expected to begin in the spring of 2015 and the funds for beginning the construction are included in the current FY15 budget.

Depending on Council’s decision regarding possible modifications to the existing section of Meadow Branch, new funding may need to be included in the proposed FY16 budget for the construction of other possible improvements.

OPTIONS: The following are the primary options for City Council to consider:

- I. Construction of New Roadway (between Buckner and Merrimans Lane near Amherst Street)
Option A – Divided four-lane with center median (except just north of Buckner due to right-of-way limitations)
Option B – Four-lane road with no center median.

Option C – Divided two-lane road with center median.

Option D – Two-lane road with no center median.

II. Striping of Meadow Branch Avenue

Option 1 – One travel lane in each direction, a bike lane, and on-street parking between Handley Avenue to approximately 700 feet north of Buckner Drive (south of the new school). From this location (approx. 700 feet north of Buckner Drive) to Merrimans Lane (near Amherst Street), the road would be striped with two travel lanes in each direction.

Option 2 – Two travel lanes in each direction (no bike lane or on-street parking) the entire length of Meadow Branch from Handley Avenue to Merrimans Lane.

Option 3 – No lane striping on existing section of Meadow Branch (leave as-is). The new extension of Meadow Branch could be striped at Council's discretion.

RECOMMENDATIONS: Staff recommends the following actions by City Council at this time:

Construction of New Roadway (between Buckner and Amherst)

Option A – Divided four-lane with center median (except just north of Buckner due to right-of-way limitations). In addition, staff also recommends the project include:

- A new traffic signal at the primary (north) entrance to the new school.
- Left-turn lanes at appropriate intersections.
- A 10-foot wide multi-use trail (Green Circle) on the east side of the street.
- A 5-foot wide sidewalk on the west side of the street.
- Streetlights.
- Tree plantings in the center median and between the curb and the sidewalk/Green Circle Trail where possible.
- Establish speed limit at 25 mph.
- Prohibit thru trucks.

Striping of Meadow Branch Avenue

Option 1 – One travel lane in each direction, a bike lane, and on-street parking between Handley Avenue to approximately 700 feet north of Buckner Drive (south of the new school). From this location (approx. 700 feet north of Buckner Drive) to Merrimans Lane (near Amherst Street), the road would be striped with two travel lanes in each direction. In addition, staff also recommends the following:

- All-way stops at Handley/Meadow Branch and Armistead/Meadow Branch remain in place due to limited sight distance.
- A new all-way stop installed at the intersection of Buckner/Meadow Branch due to limited sight distance.
- Maintain speed limit at 25 mph.
- Maintain thru truck prohibition.

When/if traffic volumes increase to a level in the future where one travel lane in each direction is not acceptable, staff recommends that Council consider at that time to convert the striping to a four-lane and install traffic signals at the Handley, Armistead, and Buckner intersections on Meadow Branch. Consideration may also need to be given at that time to prohibiting left turns from some side streets such as Johnston Circle. In addition, consideration will also need to be given to creating a safe facility for bicyclists between Buckner and Handley.

RESOLUTION

APPROVAL OF MEADOW BRANCH EXTENSION PROJECT

WHEREAS, City Council has approved the construction of a new John Kerr Elementary School that is scheduled to open in the fall of 2016; and

WHEREAS, the construction of the new school will require Meadow Branch Avenue to be constructed from Buckner Drive to Merrimans Lane near Amherst Street; and

WHEREAS, a preliminary design for the construction of Meadow Branch Avenue has been prepared by the City's consultant; and

WHEREAS, this preliminary design contains the following primary elements:

1. A roadway fully capable of providing for two travel lanes in each direction.
2. A divided center median in all locations except for a short section of the new roadway just north of Buckner Drive where right-of-way limitations preclude the center median.
3. A new traffic signal at the primary (north) entrance to the new John Kerr Elementary School.
4. A 10-foot wide multi-use trail (Green Circle Trail) on the east side of the street with a 5-foot separation between the curb and trail where possible.
5. A 5-foot wide sidewalk on the west side of the street with a 5-foot separation between the curb and sidewalk where possible.
6. Left turn lanes at primary intersections.
7. Tree plantings in the center median and between the curb and Green Circle/sidewalk.
8. Streetlights.
9. Drainage improvements that meet all of the state's new storm water regulations.
10. Establish speed limit at 25 mph.
11. Prohibit thru trucks.

NOW, THEREFORE, BE IT RESOLVED THAT: The City of Winchester Common Council hereby approves the preliminary design of Meadow Branch Extension as presented and authorizes staff to complete the final design drawings as required, advertise the project for bids, and complete the construction of this project.

Resolution No.

ADOPTED by the Common Council of the City of Winchester on the ___th day of _____, 2014.

Witness my hand and the seal of the City of Winchester, Virginia.

RESOLUTION

APPROVAL OF STRIPING MEADOW BRANCH AVENUE

WHEREAS, City Council has approved the construction of a new John Kerr Elementary School that is scheduled to open in the fall of 2016; and

WHEREAS, the construction of the new school will require Meadow Branch Avenue to be constructed from Buckner Drive to Merrimans Lane near Amherst Street; and

WHEREAS, the construction of this new roadway will increase the volume of traffic on the existing section of Meadow Branch; and

WHEREAS, this increase in traffic volumes will require that Meadow Branch Avenue be striped to protect the safety of the public; and

WHEREAS, staff has presented two primary options of striping Meadow Branch Avenue for City Council's consideration.

NOW, THEREFORE, BE IT RESOLVED THAT: The City of Winchester Common Council hereby approves and authorizes staff to implement [Option #1] [or] [Option #2] as follows:

Option #1

- A. Stripe Meadow Branch Avenue from Handley Avenue to a location approximately 700 feet north of Buckner Avenue with one-travel lane in each direction, a five-foot bike lane, and an allowance for on-street parking.
- B. Stripe Meadow Branch Avenue from approximately 700 feet north of Buckner to Merrimans Lane near Amherst Street with two travel lanes in each direction.
- C. Make the intersection of Meadow Branch and Buckner an all-way stop.
- D. Maintain the existing all-way stops at Meadow Branch/Handley and Meadow Branch/Armistead.
- E. Maintain speed limit at 25 mph on existing section of Meadow Branch between Handley and Buckner.
- F. Maintain thru truck prohibition on existing section of Meadow Branch between Handley and Buckner.

[OR]

Option #2

- A. Stripe Meadow Branch Avenue from Handley Avenue to Merrimans Lane near Amherst Street with two travel lanes in each direction.
- B. Reconfigure a short section of Meadow Branch Avenue immediately south of Buckner Drive so that the travel lanes line up safely with the new roadway on the north side of Buckner.
- C. Install traffic signals at the following three intersections: Meadow Branch/Handley, Meadow Branch/Armistead, and Meadow Branch/Buckner.
- D. Maintain speed limit at 25 mph on existing section of Meadow Branch between Handley and Buckner.
- E. Maintain thru truck prohibition on existing section of Meadow Branch between Handley and Buckner.
- F. Direct City staff to explore options for either widening the existing roadway between Handley and Buckner to provide for separate bike lanes on the street or widening the existing sidewalk on the west side of the street to provide for a multi-use trail that can be used by both pedestrians and bicyclists.

Resolution No.

**ADOPTED by the Common Council of the City of Winchester on the ___th
day of _____, 2014.**

Witness my hand and the seal of the City of Winchester, Virginia.

City of Winchester
Issues Related to Meadow Branch Avenue Extension Project
City Staff Summary Report

9/17/14

I. Issue #1 – Construction of extension of Meadow Branch between Buckner and Merrimans Lane (near Amherst)

A. Design Elements

The new John Kerr Elementary School will be constructed along the proposed extension of Meadow Branch Avenue which will consist of approximately 0.6 miles of new roadway between Buckner Drive and Merrimans Lane near Amherst Street (see Figure 1).

There are four options for Council to consider for constructing this new roadway. They are:

Option A – Divided four-lane with center median (except just north of Buckner due to right-of-way limitations)

Option B – Four-lane road with no center median.

Option C – Divided two-lane road with center median.

Option D – Two-lane road with no center median.

The existing section of Meadow Branch is a divided roadway capable of two lanes of traffic in each direction with a center, landscaped median. To be consistent with the existing roadway, staff has worked with the City's consultant, Painter-Lewis, to develop a preliminary design of the new road that is fully capable of carrying two lanes of traffic in each direction. The proposed design was presented at the public open house on August 28 and can be viewed online at:

https://www.winchesterva.gov/sites/default/files/documents/utilities/meadow_branch_exhibit_-_final17x5.pdf

The proposed new roadway is located within an 86-foot wide right-of-way and has a landscaped center median, except the section just north of Buckner. The existing right-of-way that was previously approved by the City in this section is only 70-foot wide. As such, there is no room in this section for a center median.

Other components of the proposed project include:

- New traffic signal at the primary entrance to John Kerr Elementary School.
- Left turn lanes at intersections.
- 10-foot wide Green Circle Trail on the east side of the street with a 5-foot separation between the curb and the trail where possible.
- 5-foot wide sidewalk on the west side of the street with a 5-foot separation between the curb and sidewalk where possible.
- Streetlights.
- Drainage improvements that meet the state’s new stormwater regulations.
- A small retaining wall and safety handrail is required on the west side of the street just north of Buckner due to challenges related to drainage and the narrowed 70-foot right-of-way.

B. Project Funding

This proposed project is estimated to cost approximately \$4 million and will be funded with a combination of City funds, private developer funds, and state Revenue Sharing funds. The estimated breakout of funding is:

Funding Source	Funding Amount
City of Winchester	\$650,000
Ridgewood Orchard (private developer)	\$1,350,000
State Revenue Sharing Funds	\$2,000,000
Total	\$4,000,000

The breakout of funding is also delineated on Figure 1.

C. Public Comments

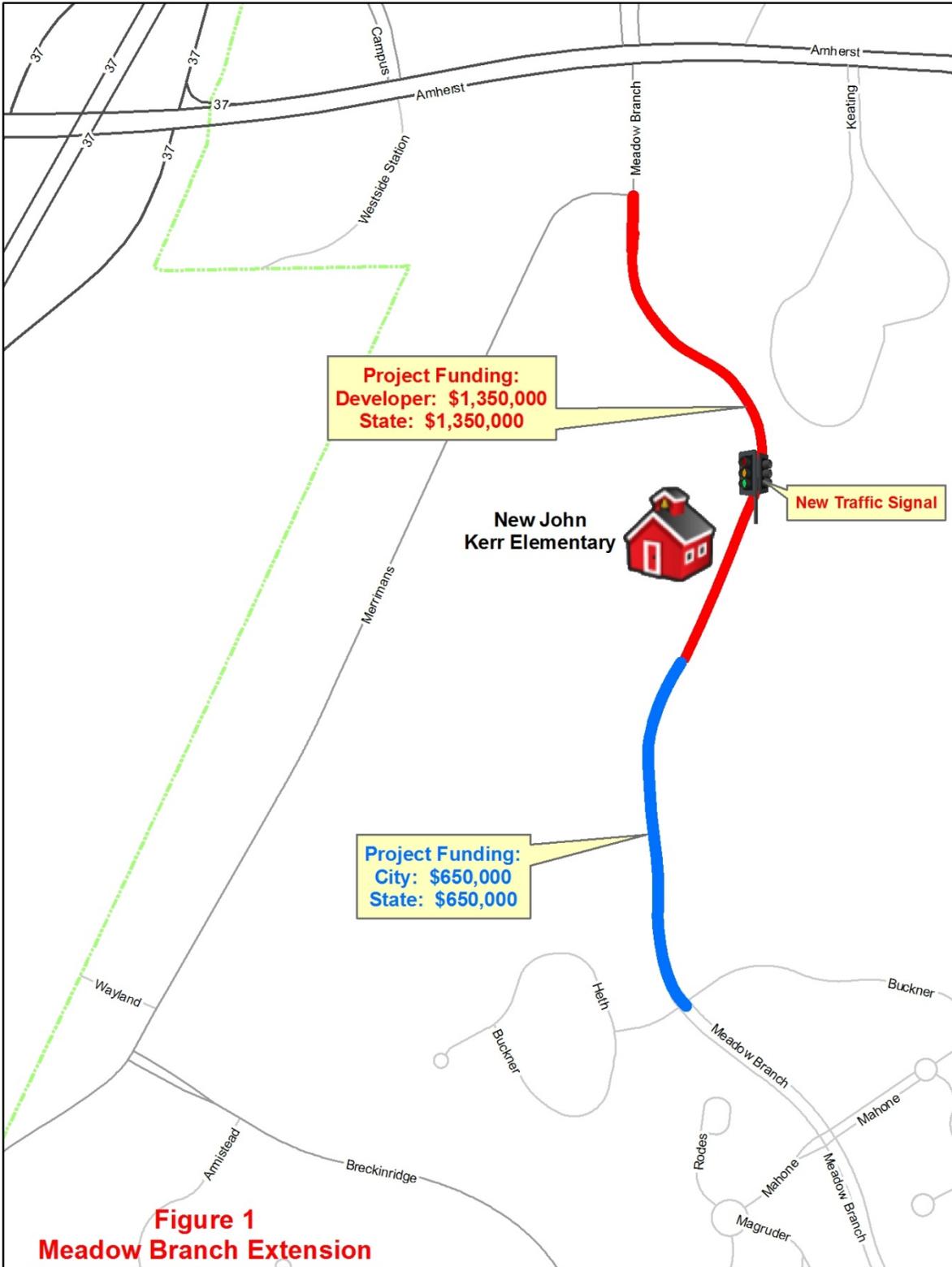
The vast majority of comments received at the open house and during the past few weeks regarding this proposed design were very positive.

D. Project Schedule

The current schedule calls for construction on the project to begin in the spring of 2015 and be completed by the end of 2015.

E. Staff Recommendation

Staff recommends that City Council approve the design for the project as described above and shown in the preliminary design schematic.



II. Issue #2 – Striping Meadow Branch Avenue

A. Primary Options

When Meadow Branch is extended all the way to Amherst, traffic volumes are expected to increase significantly on Meadow Branch north of Armistead. Due to this increase in traffic, modifications to the existing section of Meadow Branch may be necessary to ensure the safety of the public. The most significant potential change would be striping the roadway.

There are three primary options that Council can consider for striping the roadway. They are:

Option 1 – One travel lane in each direction, a bike lane, and on-street parking between Handley Avenue to a location approximately 700 feet north of Buckner (see Figure 2). From this location north to Merrimans Lane, the road would be striped with two travel lanes in each direction.

Option 2 – Two travel lanes in each direction (no bike lane or on-street parking (see Figure 3).

Option 3 – No lane striping (leave as-is).

The most important factor in determining how the road should be striped (one lane in each direction or two lanes in each direction) is the volume of traffic.

B. Traffic Volumes

Estimating the volume of traffic on Meadow Branch after the road is extended is very difficult because there several unknowns. These unknowns include:

- The proposed school re-districting that will take place before the new school opens in the fall of 2016.
- The type of commercial development that will occur north of the school and how quickly that development happens.
- Human behavior (how many motorists that currently use other routes that will choose to use this new route).

As a first step in attempting to estimate the future traffic volumes, staff collected traffic counts on Meadow Branch, Armistead, Breckinridge, and Merrimans in July 2014. The results of these counts are shown in Figure 4. Staff also collected counts at the same locations in late August and early September after school was in session. The results showed the counts collected after school started were slightly **lower** than those collected in July when school was not in session.

The primary purpose of these counts was to estimate the number of motorist that utilize the route of Meadow Branch – Armistead – Breckinridge – Merrimans to travel to/from destinations on the west side of Winchester. Based on the traffic counts and especially those on Breckinridge, it appears there are approximately 4,000 vehicles per day that travel this corridor that do not live in this immediate area. It is very possible that the majority of these motorists will choose to travel on Meadow Branch when the road is extended as opposed to this route. A comparison of this existing route (Meadow Branch – Armistead – Breckinridge – Merrimans) with the new route on Meadow Branch is shown on Figure 5. A comparison of the two routes is:

Route	Length
Existing (Armistead-Breckinridge-Merrimans)	1.4 miles
New (Meadow Branch)	1.0 miles
Difference	0.4 miles

As can be seen in the table above, the extension of Meadow Branch will result in a shorter distance of travel of 0.4 miles. While factors such as traffic volumes, stop signs, traffic signals, etc. will affect the time to travel either route, by assuming an average travel speed of 20 mph for both routes, the time savings for the new route that is 0.4 miles shorter would be approximately 72 seconds (1 minute and 12 seconds).

There are most likely other motorists that regularly travel other routes in the City that will choose to use this new route when Meadow Branch is extended. The big question is this: will the number of new motorists that choose to use Meadow Branch after the road is extended increase to the point where two travel lanes in each direction is required?

Generally, two-lane roads (one travel lane in each direction) with 12,000 vehicles per day or lower function at an acceptable level of service. The following table shows other streets within the City that are two-lane and four-lane and their current traffic volumes.

Existing Traffic Volumes Other Streets

	Vehicles/Day
<u>2-lane Streets</u>	
Valley Avenue (between Bellview and Handley)	11,000
N. Loudoun (between Cameron and NCL)	8,800
Boscawen (between Amherst and Stewart)	12,000
Gerrard	8,500

Fairmont (between Commerical and NCL)	11,000
Tevis (between Valley and Pleasant Valley)	7,200
<u>4-lane Streets</u>	
Berryville Avenue (near I-81)	25,000
Valley Avenue (between Middle and Weems)	20,000
Pleasant Valley (near Jubal Early)	22,000
Jubal Early (near Pleasant Valley)	20,000
Amherst (near hospital)	19,000

The following table shows different scenarios for the possible traffic volumes (vehicles/day) on Meadow Branch after the road is extended. "Outside traffic" consists of motorists that do not live in close proximity to Meadow Branch.

Traffic Source	Scenario A 50% Increase in "Outside Traffic"	Scenario B 100% Increase in "Outside Traffic"	Scenario C 150% Increase in "Outside Traffic"
Existing "Outside" Traffic	4,000	4,000	4,000
Residents that Live in Close Proximity	2,000	2,000	2,000
New "Outside" Traffic	2,000	4,000	6,000
Total Traffic Volume	8,000	10,000	12,000

From the estimates in the table above, "outside" traffic will need to increase approximately 150% from current levels for traffic volumes to exceed 12,000 vehicles per day.

C. Intersection Considerations

Two existing intersections on Meadow Branch are all-way stops (utilizing stop signs in all directions) – Meadow Branch/Handley and Meadow Branch/Armistead. These intersections are all-way stops due to the limited sight distances that exist. The intersection of Buckner/Meadow Branch also has very limited

sight distance. As such, for safety purposes, staff recommends that an all-way stop or traffic signal be installed at the Buckner/Meadow Branch intersection when the road is extended.

The City has multiple intersections in the City that are all-way stop intersections. Only one of these intersections, Adams Drive/Legge Blvd. has multiple travel lanes in each direction. All-way stops with multiple lanes are very difficult for some drivers to navigate. This is definitely the case for the intersection of Adams/Legge as there have been 20 reported accidents in the past five years, including six accidents in 2013. Due to this high rate of accidents, this intersection should probably be signalized in the near future.

Due to the potential safety problems that exist at all-way stop intersections with multiple lanes in each direction, staff recommends that traffic signals be installed at the following three intersections if Council chooses to stripe the existing section of Meadow Branch as a four-lane road: Meadow Branch/Handley, Meadow Branch/Armistead, and Meadow Branch/Buckner. The estimated cost for these signals is approximately \$750,000 (\$250,000 per intersection). Funding is not currently available for this expenditure in the City budget, however, one-half of the cost would be eligible for possible Revenue Sharing Funding from VDOT.

Another issue that needs to be considered is at the intersection of Meadow Branch/Buckner. Due to the narrowed right-of-way on the north side of the intersection that will not allow for a center median, if the existing section of Meadow Branch is striped for four-lanes, for safety purposes, the roadway on the south side of the intersection should be reconfigured by removing all/portion of the center median of Meadow Branch for approximately 200 feet south of the intersection so that the travel lanes line up properly at the intersection. The estimated cost of this roadway modification is approximately \$100,000.

D. Other Considerations

There are a few other considerations that Council may wish to consider when determining how Meadow Branch should be striped. These include:

- Highway Maintenance Funding – the City receives funding from the state for street maintenance based on the number of lanes miles of streets. Based on current funding levels, the City would receive approximately \$13,500 per year in additional funding per year if the section of roadway between Handley and Buckner (0.6 miles in length) is striped as a four-lane.
- Bike Users – If Option 1 (one lane in each direction) is selected by Council, a bike lane would be provided on the street. If Option 2 (two lanes in each direction) is selected, some additional construction would be necessary to provide a safe facility for bicycle users. This construction could consist of widening the roadway (i.e. possibly narrowing the center median) to provide a bike line on the street or widening the sidewalk so that it could be shared by bicyclists. Detailed cost estimates of these options have not been prepared at this time.

- On-street Parking – There are a few residents that live on Meadow Branch that regularly utilize on-street parking. The majority are located between Armistead and Handley. Striping Meadow Branch as a four-lane would eliminate all the existing on-street parking.
- Future Traffic Volumes – Estimating future traffic volumes over a long-term period is very difficult. Sometimes the results prove to be accurate and other times the results are very inaccurate. The long range transportation plan completed by the MPO in 2012 estimated that traffic volumes on an extended Meadow Branch in the year 2035 may be in the range of 20,000 – 30,000 vehicles/day.
- Jubal Early Extension – Jubal Early is still planned to be extended to Route 37 at some point in the future. This road extension would have the potential to divert a significant amount of “outside traffic” off of Meadow Branch.

E. Public Comments

The majority of the interest from the public has been focused on this issue – whether the existing section of Meadow Branch should be striped as one lane in each direction (Option 1) or two lanes in each direction (Option 2). Approximately 150 residents attended the open house on August 28 and many provided written comments at that time. There have also been numerous written comments received since the open house.

A total of 163 written comments were received from residents with a preference on the striping issue. Of this total, the following was the breakout of which option these residents preferred:

Option #1: 95 (58.3% of total)

Option #2: 67 (41.1% of total)

Option #3: 1 (0.6% of total)

All of the written comments received by residents are included after this staff summary report.

F. Pros and Cons of Each Option

The following table has been prepared that summarizes the advantages and disadvantages of each option.

Option	Advantages	Disadvantages
<p style="text-align: center;">#1 One Travel Lane Each Direction Bike Lane On-Street Parking</p>	<ul style="list-style-type: none"> • Lower initial cost than Option 2 as all-way stops could continue to be utilized and traffic signals would not be required until such time as the road is re-striped as a four-lane in the future. • Provides for an immediate bike lane (Green Circle). • Allows on-street parking to continue. 	<ul style="list-style-type: none"> • May be more difficult to stripe as a 4-lane in the future if conditions if traffic volumes warrant the conversion. • Receive less State roadway maintenance funds (\$13,500/year).
<p style="text-align: center;">#2 Two Travel Lanes Each Direction (No Bike Lane or On-Street Parking)</p>	<ul style="list-style-type: none"> • Can accommodate a higher volume of traffic. Traffic volumes in the future may warrant four lanes. • Receive more State roadway maintenance funds (\$13,500/year). 	<ul style="list-style-type: none"> • All-way stops on multiple lane roadways are not considered safe and difficult for some drivers to navigate. Staff recommends traffic signals at Buckner, Armistead, and Handley Intersections (cost of \$750k). • Would require constructing a wider street or sidewalk for bike users (Green Circle). • Restricts on-street parking for the few residences that regularly use on-street parking.
<p style="text-align: center;">#3 No Striping</p>	<ul style="list-style-type: none"> • Lowest cost 	<ul style="list-style-type: none"> • Least safe – can be confusing for drivers

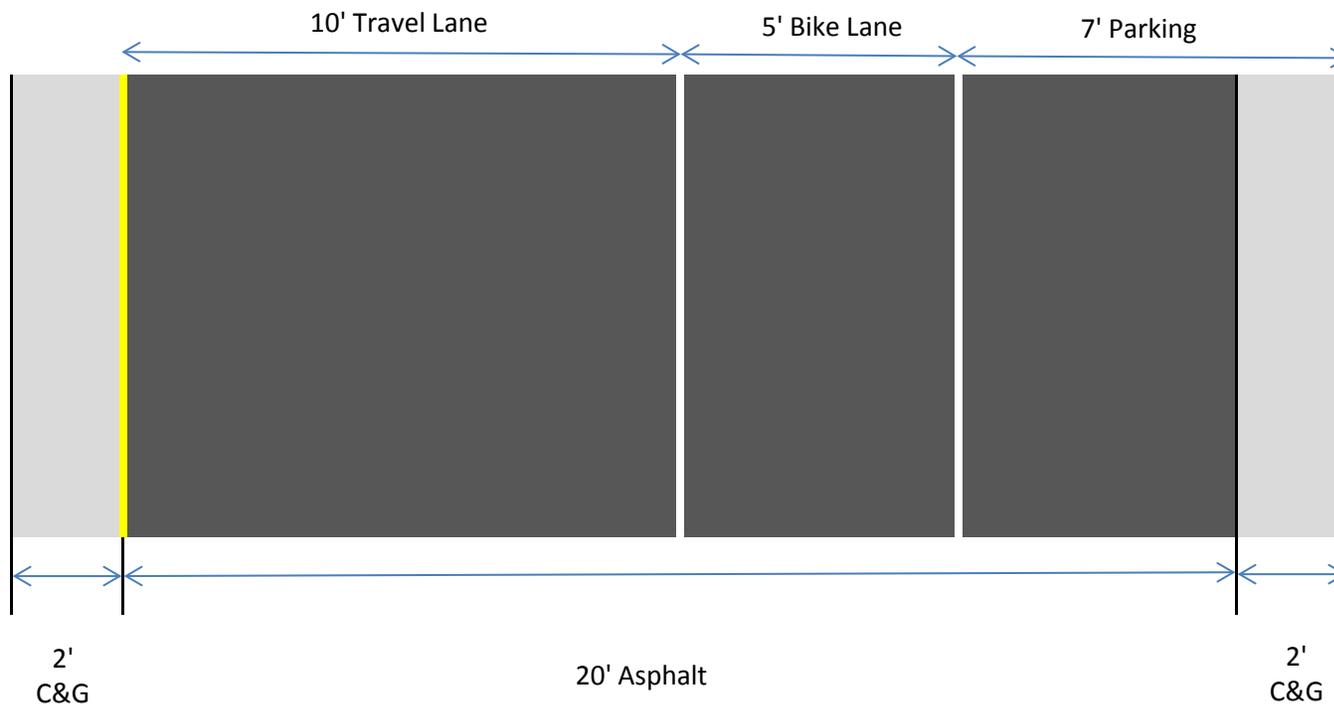
G. Staff Recommendation

There are pros and cons for each option to stripe the roadway and a significant amount of public sentiment on both sides. However, because the exact timing when future traffic volumes will exceed the capacity for a two-lane road is very difficult to predict and because staff is recommending that three traffic signals at a cost of \$750,000 be installed if and when the existing section of Meadow Branch is

striped as a four-lane, staff recommends that Council select Option 1 at this time – one travel lane in each direction, a bike lane, and on-street parking between Handley Avenue and a location approximately 700 feet north of Buckner Drive. In the future, if/when traffic volumes increase to levels where one lane in each direction is not acceptable, staff recommends that Council consider at that time to convert the striping to a four-lane and install traffic signals at the three intersections.

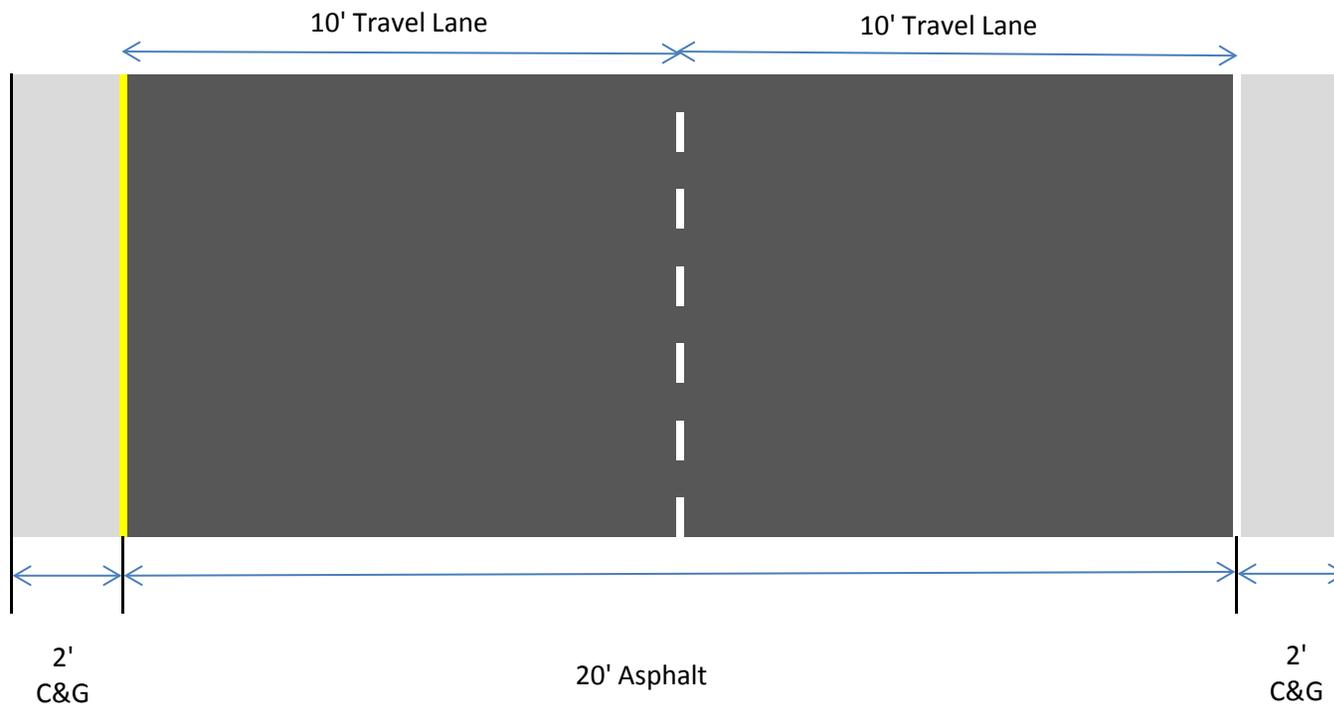
Staff does recommend that the new extension of Meadow Branch be striped as a four-lane from approximately 700 feet north of Buckner Drive to Merrimans Lane near Amherst Street.

Due to significant safety concerns, staff does not recommend that Option 3 be considered.



**Meadow Branch Striping
Option #1**

Figure 2



**Meadow Branch Striping
Option #2**

Figure 3

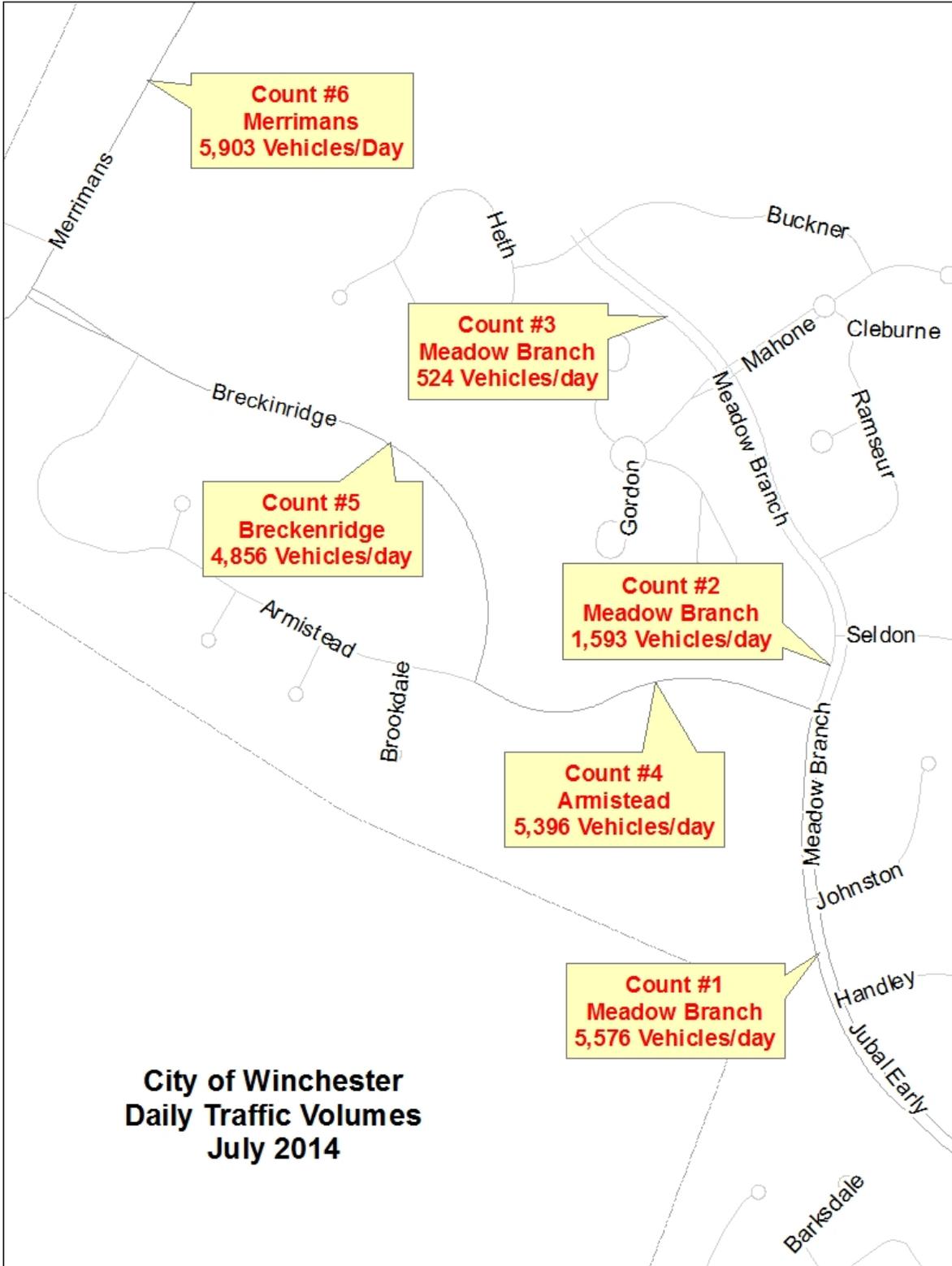


Figure 4

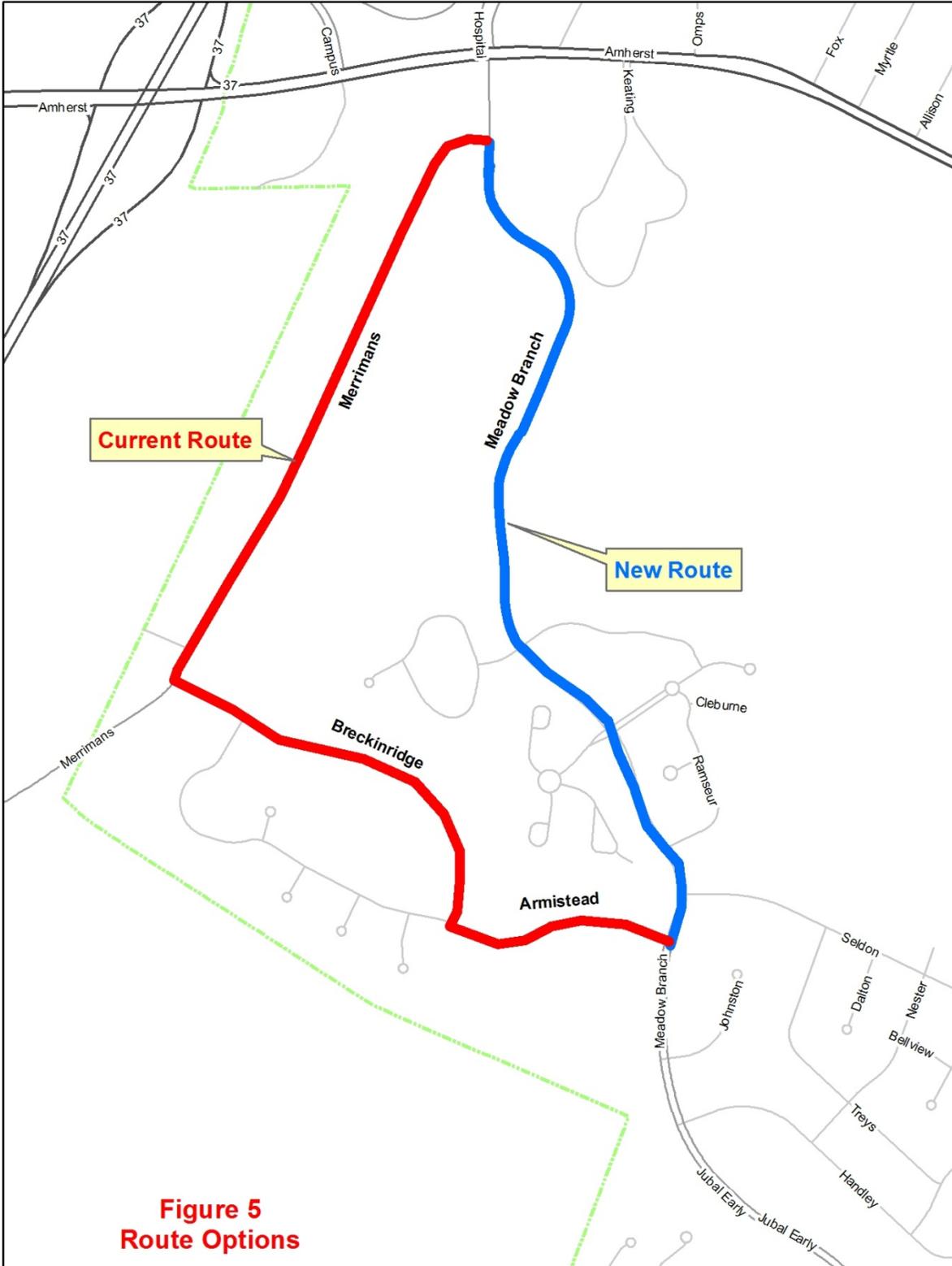


Figure 5
Route Options

CITY OF WINCHESTER
MEADOW BRANCH EXTENSION PROJECT OPEN HOUSE August 28, 2014
CITIZEN COMMENTS WORKSHEET
Revised September 15, 2014

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
1	Jimmy Dix 905 Mahone Drive Winchester, VA 22601	If you go to lone lane, please leave out bike lane. It will make the area look very, very tacky, with the striping.			
2	David D. Elsea 1856 Wayland Drive Winchester, VA 22601	No comment; was here to represent First Christian Church.			
3	John Zoller 936 Breckenridge Lane Winchester, VA 22601	Keep it 4 lanes. Two lanes TOTALLY UNACCEPTABLE.		X	
4	Colleen Zoller 936 Breckenridge Lane Winchester, VA 22601	I would like to see the road to be 4 lanes.		X	
5	Alice Burton 524 Lanny Drive Winchester, VA 22601	No comment left.			
6	Kevin McKew 12 North Washington St. Winchester, VA 22601	No comment left.			
7	Ed Smith 12 North Washington St. Winchester, VA 22601	No comment left.			
8	Louise P. Speakman 848 Buckner Drive Winchester, VA 22601	Please study stop sign at Mahone??			
9, 10	Ronnie & Kathy Ward 842 Buckner Drive Winchester, VA 22601	Like: 1 lane traffic, Parking. Please consider adding stop signs @ Mahone Drive.	XX		
11	Bonnie Flax 795 Johnston Court Winchester, VA 22601	As proposed fine. Please no 4-lane from Handley Avenue to Armistead. There is no sidewalk on "Johnston Court" side. Large grade between – difficult to see oncoming traffic to the	X		
12, 13	Stephen & Jacquie Wheeler 931 Buckner Drive Winchester, VA 22601	As you know many of us had concerns. As I go over the plans and see your recommendations, I am relieved of those concerns! I want to thank you for your efforts in making this a			

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
14, 15	George & Victoria Henzel 1539 Meadow Branch Winchester, VA 22601	This plan to leave parking lane for Meadow Branch as is, plus the bike trail lane, & now new stop signs, entirely meets the interests of residents on this street and neighboring	XX		
16, 17	Tom & Kathy Bell 1208 Rodes Court Winchester, VA 22601	No comment left.			
18	Bruce Santilli 1937 Sully Court Winchester, VA 22601	The planned route for the continuation of the Green Circle is great. I would agree with Option #1 for striping. That way there is a connection for bicycles to access the Green Circle	X		
19	Gail Pryde 709 Treys Drive Winchester, VA 22601	I like all the plans except that I think it should be 4 lanes on the entire stretch now. It has been in the city plans that way and it is likely that in 5-10 years, traffic counts will warrant 4 lanes-it should be done now, rather than later. Also, there is little need for a parking lane on the existing stretch-very few cars ever parked there. Those houses have long driveways with ample parking. Bike Lane-good idea.		X	
20	Nora Garber 1426 Ramseur Lane Winchester, VA 22601	I really don't like the idea of bike lanes on Meadow Branch. We are mostly elderly people & it won't be a very wide driving lane with parking & bike lanes.			
21	Susan Arthur 800 Buckner Drive Winchester, VA 22601	No comment left.			
22, 23	Dickie & Rita Blackwell 823 Buckner Drive Winchester, VA 22601	We support: 1. One lane in each direction. 2. Leaving the present Meadow Branch Avenue, as is. 3. Speed Limit, 25 mph.	XX		
24	M. Davis 1425 Ramseur Lane Winchester, VA 22601	No comment left.			
25	Pierre Ney 1400 Gordon Place Winchester, VA 22601	I suggest one travel lane each direction with Bike Lane & on-street parking for the entire length of Meadow Branch extension.	X		
26	James Lloyd 851 Buckner Drive Winchester, VA 22601	<u>Speed</u> will be the main issue for us along road. Safety-with proposed extension of Green Mile- <u>walkers-runners-cyclist</u> -in danger. <u>Kids</u> walking to school-dangerous situation.			

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
		How about speed bumps after each stop sign to eliminate jack rabbit starts- Green Mile on West side of Meadow Branch with crossover at traffic light.			
27	Cecil Rhodes 818 Mahone Drive Winchester, VA 22601	In residential section the speed limit should remain 25 miles per hour and remain 2 lanes not four.	X		
28	Janet Tennyson 818 Mahone Drive Winchester, VA 22601	In the current residential section that is affected by the proposed road change, I feel strongly that the current speed limit of 25 mph and one lane in each direction should be retained. Every effort should be made by the City of Winchester to preserve the pleasant quality of life that exists today in the Downs and Early's Green and the other developments in the area. Prior plans where four lanes were indicated should be disregarded as not relevant given these existing neighborhoods. To make a change of more lanes will be seen as serving only commercial and/or political interests and not the best interest of the citizens and community of Winchester.	X		
29	Bill Bauserman 822 Buckner Drive Winchester, VA 22601	No comment left.			
30	Dee Bauserman 822 Buckner Drive Winchester, VA 22601	Wish you didn't have to have bike lanes-they're a nuisance for drivers. Do not do away with parking-totally unfair to owners on Meadow Branch Avenue. Very opposed to 4 lanes of traffic. This is a residential area. At Buckner-Meadow Branch intersection-I think the elderly population will have difficulty with an all-way stop sign. That's a lot of traffic lanes to deal with (even with option #1).	X		
31	Pam Singer 1018 Heth Place Winchester, VA 22601	Plans look nice.			
32, 33	Mike & Zelda Head 739 Mahone Drive Winchester, VA 22601	Prefer 2 lanes on existing section of Meadow Branch. Sirens going to hospital should be limited to only when traffic demands. Leave the trees & median.	XX		

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
		No trucks. 25 mph speed limit.			
34, 35	Elizabeth & Howard Green 1545 Meadow Branch Ave. Winchester, VA 22601	We like option #1 and the city staff recommendations very much. It addresses all of our concerns which are: on-street parking, 25 mph kept, no trucks. We like the drawings very much, particularly that there would be a bike lane all the way to Amherst. Meadow Branch is heavily used by bikes, walkers & runners. Thank you for listening to our deep concerns and for proposing what we wanted.	XX		
36	Lisa Ney 1400 Gordon Place Winchester, VA 22601	My "council" vote is definitely for Option 1: *One Travel Lane each direction. *Bike Lane. *On-street parking. The increase in traffic with a cut-through Route 37 will become horrendous; creating air, noise, & car traffic & pollution through a calm, tranquil, and family-centered community with a wetlands park. Please vote with the community wishes to protect our children and wetlands.	X		
37	Robert B. Calamari 1031 Breckinridge Lane Winchester, VA 22601	Kindly send drawings of new extension.			
38	Judith Masi 1320 Ramseur Lane Winchester, VA 22601	Please: maintain 25 mph on existing & extension; maintain prohibition of thru-trucks. Please install option #1 for striping including bike lane & on-street parking between Handley & Buckner. No Trucks-Very Important! Will there be a plan in place for dealing with displaced wildlife during the habitat destruction phase? (rescue for nesting birds, etc.).	X		
39	Karen Dains 826 Winder Court Winchester, VA 22601	1. 1 lane, bike laned, parking. Option #1. 2. 4 way stop at Mahone? 3. No trucks. 4. 25 mph speed limit.	X		
40	Julia F. Rockwell 825 Winder Court Winchester, VA 22601	No comment left.			
41	Betty Hatfield 817 Winder Court	No comment left.			

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
	Winchester, VA 22601				
42	Greg Bott 722 Mahone Drive Winchester, VA 22601	No comment left.			
43	Evada Teets 858 Buckner Drive Winchester, VA 22601	Don't think a bike trail is needed. Has there ever been a true/valid survey done regarding the desire for one-I know that the last attempt turned out to be a real "disaster"-this			
44	Patty Taylor 1219 Rodes Circle Winchester, VA 22601	1) Please consider stop signs at Mahone/Meadow Branch. Downs residents have no other exit/entrance. 2) School zone matters (safety/security) will be interesting as the site plan detail evolves.			
45, 46	Thomas & Patricia Lynn 1401 Magruder Court Winchester, VA 22601	<u>Like:</u> -Love that Meadowbranch Avenue will remain a 2 lane street with parking and bike lane. -25 mph speed limit. -Prohibited trucks. -All-way stops currently in place will remain. <u>Dislike:</u> The plan to have commercial zoning between the new John Kerr Elementary School and Amherst Street (should be all residential).	XX		
47	Edward Acker 106 Clevenger Court Winchester, VA 22601	1. Concerned about Google Maps directing thru traffic to Meadow Branch as a bypass to downtown. 2. Concerned about the sweeping curve past the school. Trees in median could be a visibility blocker for left-turners. This happens on Amherst-it looks great and I love the trees, but they will need lower branch pruning. 3. Keep the one-lane 25 mph limit.	X		
48, 49	Sam & Lisa Ensogna 1911 Wayland Drive Winchester, VA 22601	No Comment left.			
50	Dan Troup 808 Buckner Drive Winchester, VA 22601	Very important to have one lane of traffic each direction through entire residential area. In addition to a four way stop at Buckner, there needs to be a four way stop at Mahone.	X		
51	Jane Troup 800 Buckner Drive Winchester, VA 22601	· Please stripe before more of the road is completed. · Perhaps more stop signs to slow traffic. · Find a way to enforce 25 mph speed limit.			

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
52, 53	Teri & Mark Merrill 765 Seldon Winchester, VA 22601	Follow Option #1-definitely make this one travel lane & bike path & parking. Keep speeds at 25 and enforce speeds or add speed bumps. Traffic on Jubal Early is already a	XX		
54	Damon DeArment 804 Armistead Street Winchester, VA 22601	I agree with the proposed Option #1 for striping of Meadow Branch as well as all of the City Staff recommendations listed in the summary statement.	X		
55	Richard Bell 119 Peyton Street Winchester, VA 22601	No comment left.			
56	Mary Margaret Wise 117 S. Washington Street Winchester, VA 22601	Looks positive.			
57	Michael Duffy 1010 Armistead Street Winchester, VA 22601	· Finally!!! · Thank you for designing the road with the extension of the Green Circle & sidewalks. · I know you will hear complaints from some on Heth Place and Buckner. The reality is you will not be able to satisfy them. Also, they should have known this day was coming. · Looks great and looking forward to the completion of this much needed project. · Our vote is for Option #1 on striping.	X		
58	Ray Woodrum 1529 Meadow Branch Winchester, VA 22601	New proposal looks much better. Would be nice if speed limits were actually enforced. A few stop signs along the way to help control speed.			
59	Rick Brown 1025 Armistead Street Winchester, VA 22601	Like Option #1.	X		
60, 61	Shirley & John Prosser 1540 Meadow Branch Ave. Winchester, VA 22601	1. Enforce 25 mph speed limit. 2. Okay as proposed with one lane each way – if it must be built!! 3. “Traffic Calming” demands only one lane in each direction from Handley Avenue to Buckner Drive. 4. Parking must be allowed on this section.	XX		
62	Marvin Goodman 729 Treys Drive Winchester, VA 22601	No comment left.			
63	Ruby Goodman 729 Treys Drive	-Cost-new street costs. -All children will need to be bused!			

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
	Winchester, VA 22601	<u>Existing</u> -Property next to John Kerr. -Streets. -Children can walk to school requiring fewer buses.			
64, 65	Sam & Faith Ensogna 806 Mahone Drive Winchester, VA 22601	Support Option #1-have concern about exiting Mahone Drive to Meadow Branch without 4-way stop or some control. Even with slower speed-traffic on Meadow Branch will make it	XX		
66	David W. Look 237 Jefferson Street Winchester, VA 22601	The proposed parking lanes on Meadow Branch Avenue (between Handley Avenue & Buckner) are unnecessary and will create a bottleneck considering it will be a major route to			
67	Terry Whitmire 927 Breckinridge Winchester, VA 22601	I am thrilled that this is finally going to happen. I thought it was supposed to have been done long ago. Those who live on Meadow Branch Avenue knew when they bought or built			
68	R. Trorhllil 1324 Ramseur Lane Winchester, VA 22601	No comment left.			
69	Jennifer T. Sorenson 943 Buckner Drive Winchester, VA 22601	No comment left.			
70	Velma Whitmire 927 Breckinridge Winchester, VA 22601	So, glad it will finally happen! We have owned our lot for 25 years and knew it was on the master plan. Thank you for this decision.			
71	Patricia Jackson 1344 Ramseur Lane Winchester, VA 22601	*At stop intersections-raise brick look raised area will slow traffic. *School slow down light. *Directions defining 1 lane to 2 lanes & so forth.			
72	Don Louque 769 Seldon Drive Winchester, VA 22601	Agree with Staff recommendations. Important to maintain only one traffic lane in each direction. 25 mph speed limit!!! No through trucks!!! Too nice a residential area to compromise safety with high speed traffic on Meadow Branch Avenue. Even with a 25 mph limit many vehicles will exceed that limit. Police presence especially after initial opening will be critical.	X		
73	Pat Louque 769 Seldon Drive Winchester, VA 22601	This proposal seems reasonable, however I strongly object to making the residential area on Meadow Branch Avenue into two lanes in either direction. I implore City Council to listen to the citizens & accept this plan.	X		

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
		No mention of changing the speed limit. I would like to see it stay @ 25 mph all the way through the length of the road. Will trucks be limited? Another concern.			
74	Martha L. Hardy 1010 Heth Place Winchester, VA 22601	1. Given the information provided Option #1 is the best solution. 2. We strongly support the striping of M.B. Avenue for parking & bike lanes all the way to J.K.E.S. 3. Behind 1010 Heth Place, I would ask that the Landscape Easement be bermed or raised behind the wall, to allow the screening of the homes to be higher, therefore providing more effective screening.	X		
75	Tim Coyne 440 Miller Street Winchester, VA 22601	Have only one lane in each direction for length of new roadway. This will help keep speeds down, especially in front of new school. Add a bike lane on both sides of the roadway. Provide for prominent pedestrian crosswalks @ Buckner & MB Avenue and add signage for construction of Green Circle. Maintain prohibition of thru trucks.	X		
76, 77	Richard L. Fieo & Bobbie Fieo 1845 Handley Avenue Winchester, VA 22601	No comment left.			
78	Karen Shipp 740 Seldon Drive Winchester, VA 22601	Overall I'm very pleased with the plan. I question whether the speed limit should only be 25mph (except for the school zone). Especially before the area is fully developed. I'm sure			
79	Jim Shipp 740 Seldon Drive Winchester, VA 22601	1. Current 25 mph speed limit on existing MB avenue ok; believe 35 mph with 25 mph school zone would be appropriate on new section. 2. Agree with thru truck prohibition. 3. Favor one-way stop on Handley & Jubal Early/MB Ave and on Armistead at MB Ave. There are no sight limitations at either; speed limit is only 25 mph ; and traffic on Armistead will be greatly reduced when MB Ave completed. 4. Believe traffic volume on new MB Ave will be considerably more than 5-8,000, but I agree with striping Option #1 initially. 5. Speed Limit on MB Ave extension should be 35 mph with 25 mph school zone during appropriate times. 6. Agree with thru truck prohibition.	X		

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
		<p>7. Requirement for traffic signal at new John Kerr intersection very questionable; not needed at all when there are no school activities.</p> <p>8. Agree with 4-lane north of Buckner.</p>			
80	<p>Heather Leonard 758 Seldon Drive Winchester, VA 22601</p>	<p>Support Option #1. At planned 4-way stops should consider raised crosswalks similar to Upperville (Rt 50) to slow traffic. Traffic stops by police are <u>not</u> enough to slow traffic currently on section near Children of America and frequently people cutting through speed 40+ mph. Crosswalks are needed at end of Seldon Drive across to sidewalk and a <u>stop</u> sign. This is particularly important for high school traffic or anyone from the neighborhood trying to make a left. Across the 5,000 plus cars traveling –this needs to be done at the time the road is put in <u>not</u> after the fact.</p>	X		
81	<p>Mark Leonard 758 Seldon Drive Winchester, VA 22601</p>	<p>The intersection of Seldon & Meadowbranch needs a marked (lighted) crosswalk to allow walkers/bikers/runners to cross the increased traffic on Meadowbranch. It will be</p>			
82	<p>Patricia Haislip 838 Buckner Dr. Winchester, VA 22601</p>	<p>No comment left.</p>			
83	<p>Patricia Folmar 800 Armistead Street Winchester, VA 22601</p>	<p>For me, as a resident in one of the most beautiful neighborhoods in the City of Winchester, for which we pay high (and increasing) taxes, this proposal is unfortunate. I would not object to relocation of John Kerr Elementary School to the proposed site if it was built on a cul-de-sac and, therefore, would attract only the transport of neighborhood children, their parents, teachers and school-related people.</p>			

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
		<p>Our quiet, people friendly Meadow Branch neighborhood will, inevitably, transform into precisely the kind of traffic ridden, public access roadway from which the residents here have worked hard to separate themselves. The more "difficult" alternatives to this proposal are not impossible. The preservation of the quality of life in our neighborhood, for which we pay dearly, is worth preserving and protecting from the convenient, the line of least resistance, the expedient and the easy. This proposal has, at its core, the interest in creating a convenient connection from one end of town to another. It will devalue our properties and ask us, audaciously, to fund the deterioration of our neighborhood with increased taxes.</p> <p>Relocation of John Kerr.....Yes! Connection of Meadow Branch Avenue to Amherst Street.....No!</p>			
84, 85	Gregory S. & Bambi P. Crawford 1841 Handley Avenue Winchester, VA 22601	As residents of this neighborhood we favor option # 1. The residential section of Meadowbranch should remain as it is-one travel lane. This is primarily to ensure the safety of those	XX		
86	Mark Jenkins 912 Breckinridge Lane Winchester, VA 22601	<p>-Support Option #2. -This is what was originally planned for. -If Option #1 is done-will be changed to #2 in near future because of volume of traffic.</p>		X	
87	Betsy Jenkins 912 Breckinridge Lane Winchester, VA 22601	<p>In favor of Option #2. When we bought our home in '96 this is what was promised. The road will be used by many buses and parents dropping their children off to/from school. Also, more people will use Meadowbranch when it is a straight shot thru town.</p>		X	
88	J. Thomas Kremer, Jr. 705 Mahone Drive Winchester, VA 22601	I'm one that feels John Kerr Elementary School have had a re-build on the existing JKES property on Jefferson Street. But, that didn't happen. So, we have the extension of Jubal Early Drive and Meadowbranch, that goes from 2 sets of 2 lane traffic (retail/business)to 1 lane traffic (residential), back to a 2 lane traffic flow (mixed use) and the new JKES.			

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
		<p>Living on Mahone, I travel on Meadowbranch/Jubal Early 5-6 times a day. I see the posted speed limit of 25 mph and strictly enforced. This is a farce. How about 35-50 mph to be the norm. Not only are they speeding, which is obvious because I've tailed some to not stopping at the stop sign at Handley Ave, Armistead, Breckinridge, Merrimans Lane at CVS. That's speeding and running 5 stop signs. Don't see any ticket writers.</p> <p>I thusly support Meadowbranch at 25 mph an strictly enforced with 1 traffic lane each way from Handley Ave to beyond Buckner, with parking on the road nearest the home with a bike lane on the street. Mr. Iman & Mr. Eisenach had the right plan when they prematurely lined over Meadowbranch and had to have their idea/plan painted over. This is the only plan that keeps our homeowners as safe as possible and does not present an adverse economic situation. Thank You.</p>	X		
89	Lyle Lumsden 1405 Magruder Court Winchester, VA 22601	I like the plan for the new proposed road (Meadowbranch extension). I attended this session to find out what was proposed for the existing section of Meadow Branch Road...I	X		
90, 91	Linda Ross, Tom Gibbs 529 Jefferson Street Winchester, VA 22601	It looks like a <u>fantastic</u> plan that our City has come up with! We are very happy.			
92	Karen Brill 1520 Nester Drive Winchester, VA 22601	<p>First, I am opposed to any plan for a road through Meadow Branch. Two reasons primarily: (1) Safety of children in the neighborhood/residents in the neighborhood/travelers in the neighborhood; and (2) effect on property values especially of homes on Heth Place, Meadowbranch Avenue, and Buckner Drive.</p> <p>The road will be especially dangerous for those of us who now enjoy a safe, pleasant walk along Meadowbranch, Buckner Drive, & Heth Place with our dogs.</p> <p>If I must choose an option –I would choose Option #1. This plan should include a sufficient number of raised speed bumps (such as near Handley High School on Jefferson Street/and stop signs to keep traffic at 25 mph. One lane only should also help keep traffic at 25 mph.</p>	X		

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
		On most any day the "two-lane" sections of Meadowbranch Avenue & Jubal Early Drive I observe persons speeding and/or ignoring stop signs (at least the traffic police will keep busy). Thank You.			
93	Meenu Gopal 1041 Breckinridge Lane Winchester, VA 22601	No comment left.			
94	Margaret S. Clowser 801 Buckner Drive Winchester, VA 22601	It Stinks!			
95	Sherisue Barber 746 Seldon Drive Winchester, VA 22601	-Prefer Option #1 with bike lane. -Speed from 25 to 35 mph after Buckner. Remove 4-way stops at Buckner & Armistead to allow traffic to flow. *Add sidewalks to Seldon & Handley for safety.	X		
96	Richie Pifer 601 Merrimans Lane Winchester, VA 22601	Turn lanes need serious adjustment for intended & future uses. 3-4 car lengths are not enough. The angle that is laid out to enter the turn lane should be more oblique. When too great like those on Amherst the first half is non-functionable.			
97	Mary Carolyn McLoughlin 1223 Rodes Circle Winchester, VA 22601	1. I would like to propose raised walkways on either side of the new school to allow children and parents to cross safely. An example of the crosswalk would be the new walkway at Handley High School on Jefferson St. Please consider this for safety of travel, sports & exercising residents. 2. Add a 4-way stop at the intersection of Early's Green and the Downs. This is a very busy intersection and dangerous for those entering Meadowbranch Drive.			
98, 99	Wade & Patricia Robertson 1034 Heth Place Winchester, VA 22601	Speed must remain 25 mph either 4 or 2 lane. To walk now down the stretch on Jubal Early by the Daily Grind –Handley Avenue on with 4 lanes is treacherous. I walk children and traffic goes way over the speed limit. That is not the case from Armistead to Handley because of 2 lanes-cars do not speed. Handley to Buckner and the 100 yards beyond should remain 2 lanes. My Question: Why can't Handley to CVS remain 2 lane? Speed limit must remain 25 mph. They go 50 now.	XX		

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
100	Dennis J. McLoughlin 1223 Rodes Circle Winchester, VA 22601	4-way stop where people exit the Downs and Early's Green would allow residents to safely enter & exit their neighborhood. In one alternative, a raised sidewalk across Meadowbranch Ave would hopefully slow traffic down to allow safe ingress and egress to the 2 neighborhoods. I believe one name as street on both sides of Meadowbranch is Mahone Drive (?)			
101, 102	Susan & Kurt Nyberg 1533 Meadowbranch Avenue Winchester, VA 22601	We are in strong support of Option #1 for striping. It's best to take a conservative approach. You can always go from 2 to 4 lanes, but you can't go from 4 back to 2. The houses on Meadow Branch depend on on-street parking and a bike lane would be a fantastic addition to the neighborhood and community as a whole.	XX		
103, 104	Michelle & Gar Sydnor 1518 Meadowbranch Winchester, VA 22601	We support Option #1: One travel lane in each direction.	XX		
105	Kenneth W. Vorpahl 1526 Meadow Branch Ave. Winchester, VA 22601	1. We have lived at Meadow Branch Ave. for over 20 yrs.; before the Jubal Early extension. Our initial address was Jubal Early subsequently changed to Meadow Branch. To be more specific we live at the Meadow Branch-Armistead intersection. My comments address traffic safety although the parking issue is of equal importance to many. 2. I drive on Meadow Branch and Jubal Early almost daily. To date traffic along Meadow Branch is not a volume problem – as substantiated by the recent traffic study. There are two high use periods; Monday thru Friday work related commutes when people go to work and when they return from work. Traffic is much less during the rest of the day and weekends. Accessing Meadow Branch has never been a significant problem for us. We have not noticed a significant increase in traffic since Jubal Early opened and we expect no significant increase with the Meadow Branch extension.			

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
	Kenneth W. Vorpahl - continued 1526 Meadow Branch Ave. Winchester, VA 22601	<p>3. My observations regarding traffic on Meadow Branch driving toward Armistead. Here people develop an extra lane when they line up next to each other to either turn left or go straight. This procedure develops some distance from the intersection and vehicles travel essentially almost on the gutter section of the road. We feel very uncomfortable when working our lawn area near the road and more than once I have almost been hit by cars while accessing my mailbox. If Meadow Branch becomes 4 lanes all other people living along the road will have the same problem. Also it would be extremely difficult to enter or exit our driveway (we share with the Sydnor's) if Meadow branch were a 4 lane road since traffic on both directions would not stop at the same time at our intersection with Armistead. The section of Meadow Branch where we live is a residential community—kids playing (about 26 of various ages), dogs barking people doing yard work. This is not and should not be a thruway.</p> <p>4. Speed. I have never seen anyone drive below the 25 mph speed limit but I have seen the majority drive at or in excess of 35 mph during my frequent driving on Jubal Early. A second lane just enables people to pass and to go faster. I think some people just feel that they must go faster than the car ahead of them. Speeding becomes a safety issue. Fast car accidents result in greater injury and damage. One lane roads are simply safer.</p>	X		

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
	Kenneth W. Vorpahl - continued 1526 Meadow Branch Ave. Winchester, VA 22601	The original plan. Why have a 4 lane road? Because of the vintage 1958 plan? Times change. There are now more roads than in the 90s or before. More people now use bicycles. There was supposed to be an access road at our house to include adjacent homes (I have a 1991 plan). The original plan to have a 4 lane roadway through a residential neighborhood with houses fronting directly on the road with no parking was a flawed plan. Times change and old designs can change. Wide roads may be appropriate in commercial or high density housing but they are not needed in Meadow Branch residential areas. Other current road layouts seem to work: Traffic from Jubal Early 4 lanes onto 2 lane Meadow Branch; Valley Avenue going from 4 to 2 lanes; Amherst going from 4 to 2 at Medical St. There may be more. A big mistake for the area was not extending Jubal Early to Rt 37.			
106	Leisa Robinson 901 Breckinridge Ln Winchester, VA 22601	Ms. Robinson's comments & pictures are at the end of this document.		X	
107	Bryan Hyde 1539 Ramseur Lane Winchester, VA 22601	<p>Why does Meadow Branch Avenue need to be extended to support the new John Kerr school? The infrastructure for school support already exists out on Amherst Street. Would it not be better to have support for the new school come from an existing infrastructure already capable of handling large amounts of commercial and support traffic as well as school buses? Why would it not be feasible to have entrances and exits for the new John Kerr directed towards Amherst Street. The present school zone on Amherst Street could be extended to include John Kerr.</p> <p>Meadow branch Avenue could still be extended but terminated at the southern boundary of the new school property. This would keep the residential character of the area intact, as it should be. Property from Buckner to the southern end of the school site could still be developed as residential, as it should be, next to a school.</p>			

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
	<p>Bryan Hyde - continued 1539 Ramseur Lane Winchester, VA 22601</p>	<p>Putting 5000 vehicles per day into a residential neighborhood can only create a disaster for its residents and will ultimately result in the destruction of some of the best, highest tax paying neighborhoods in Winchester. Most people who live in these neighborhoods do so, because they are quiet, peaceful, clean and friendly. These are not the qualities of a neighborhood hosting 5000 vehicles per day.</p> <p>Even with limited traffic, problems already exist on the current portion of Meadow Branch north of the Armistead Street intersection. The 25 mph speed limit is not enforced. Many people run the stop signs at Meadow Branch and Armistead making it a very dangerous intersection. Most are unaware that Meadow branch Avenue north of Handley Blvd is a single lane street. Some time ago, my own vehicle was struck by a motorist attempting to pass illegally on the single lane section of Meadow Branch.</p> <p>The proposed tenfold increase in traffic will bring a number of environmental problems: Significant decrease in air quality caused by the increase in auto exhaust pollutants. Many senior citizens live on Meadow Branch Avenue or in the bordering neighborhoods, and many have increased respiratory and allergenic health problems. What will poor air quality do for them? We can expect an increase in noise to unhealthy levels. Meadow Branch neighborhoods are already subject to noise from aircraft on the Dulles glide path, aircraft on the Winchester Airport approach and very loud MedEvac helicopters going to and from Winchester Medical Center. How much of an increase in noise can residents be expected to tolerate from all this additional traffic, as well as the attendant increase in the amounts of dust created on a now very busy city street . Are there any plans for an Environmental Impact assessment? Before proceeding further, these environmental questions should be addressed.</p>			

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
108	Judith Reed 855 Buckner Drive Winchester, VA 22601	Prefer Option #1 one travel lane in each direction, and on street parking. Frankly it is a shame you have to ruin a nice quiet neighborhood where we all have an investment in our homes. This was an ideal place for Senior Citizens. You don't have that many areas for senior living homes!!. Our homes will depreciate from what we purchased them. It seem like you could have gone down one more traffic light on Valley Avenue....out Cedar Creek Grade and gotten on the 37 bypass to exit or continue onto your next destination. I really don't understand your thinking.	X		
109	John Zoller e-mail comment	I feel that it is incomprensible that anything less than four lanes would be considered for Meadow Branch Avenue. The		X	
110	Tracie Heglas 616 Merrimans Lane Winchester, VA 22601	Please accept this email as my request for Striping Option #2: Two car travel lanes in each direction.		X	
111	Suzy Oliver 932 Breckinridge Lane Winchester, VA 22601	I am writing to express my wish for the city to opt for Striping Option #2 with 2 car travel lanes in each direction. This has been the plan for years and it is what the road is designed for. I also believe the volume of traffic will require 2 lines once the school is built.		X	
112	Betty Curtis E-mail Comment	I urge city council to make this four lanes as has been the plan. I urge you to vote for plan 2, 2 car travel lanes in each direction. This is an important connector road.		X	
113	William C. Stern E-mail Comment	I think that Option 2 (two lanes in each direction) is the way to go on this project. I think that traffic will increase on		X	
114	Cheryl Crowell 710 S. Washington Street Winchester, VA 22601	Meadow Branch Ave. should be 4-lane with bike lane striping in both directions. There should be no parking allowed on this street as it was always planned to be a street to conduct traffic through town, not for private parking use. Homes along this route should be planned and constructed with off street parking. Bike travel is to be encouraged and planned, and is not safe to also have on street parking.		X	

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
		There should also be a minimum 5' sidewalk planned in both directions the whole length of the new road with a minimum 6' tree space between the sidewalk and the road, preferably 10' wide to support large canopy trees. Large canopy trees planted along the road and in the vegetated median supports the city tree canopy goal.			
115	Curtis Thwing E-mail Comment	Having lived in Winchester for the past 15 years, I feel strongly that in order to keep up with the growth of a dynamic		X	
116	B. Lynn Volkmann E-mail Comment	I prefer option #2, 4 lane striping.		X	
117	Lee Boppe E-mail Comment	<p>My Wife and I support plan one. Our sole concern is safety of ingress & egress. From Buckner to Handley Avenue there are six (6) streets with a total of 175 houses which have no choice but to ingress and egress onto Meadow Branch drive. Experience at Armistead and Meadow Branch drive three (3) way stop sign shows that many drivers are uncertain of who has the right away. The addition of two more lanes at Handley, Armistead and Buckner with increase traffic volume significantly increase the risk of these intersections. If you question that statement go to a low volume 4 way stop sign with a total of 6 lanes at the intersection at Legge and Adam drive.</p> <p>When Meadow Branch was being developed it was marketed to attract senior citizens even though the sub division was not age restricted. Early Greens Home owners association which I am knowledgeable about has 67 houses with 67% of its residence 70 years of age or older. I suspect that our HOA is not that different from the Downs and the Mews HOA who are our neighbors. Senior Citizens reflects have slowed and negotiating these traffic intersections will be more challenging.</p>			

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
	Lee Boppe - continued E-mail Comment	<p>The sub division has a high volume of people who jog, walk and take advantage of the Green Trail. Crossing four lanes of Meadow Branch Drive on foot at these stop signs will not be easy. Currently the city is planning a round about circle bringing National Ave. and Piccadilly street together with one of the purposes is to increase safety. It is hoped the same consideration be given to the Meadow Branch drive residents.</p> <p>The movement of traffic is important but currently the volume of traffic does not warrant four (4) lanes. It is further noted that nothing has been said about the plan to extend Jubal Early Drive to Rt 37 which would afford traffic a quicker and easier method to this side of Winchester. By the time the traffic reaches the 12,000 volume the development of Jubal early may again be back on the planning table.</p> <p>Meadow Branch Drive quite frankly does not lend it self to a high volume road. It has many streets intersection, narrow lanes, poor vis-ability, a winding layout passing through a residential neighborhood. Virginia Department of Transportation chief engineer at the Edinburgh Office advised when the Meadow Branch Sub-Division was being planned in the late 80's that putting a high volume four lane road through such a residential neighborhood was a bad idea.</p> <p>I greatly appreciate the city staff consideration in recommending one lane of traffic each way. I hope that city council will support this recommendation and provide the same safety consideration that they have exhibited in other areas of the city.</p>	X		
118	George Glaize, Jr. E-mail Comment	<p>We support Striping Option #2. Makes sense, will move the traffic along and will be much safer.</p> <p>The other options are not logical and will cause traffic backups.</p> <p>It's not broken, don't fix it.</p> <p>Thanks</p>		X	
119	George Glaize, Jr. E-mail comment	I prefer Striping Option #2. Two car travel lanes in each direction.		X	

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
120	Carolyn Glaize E-mail Comment	I prefer Striping Option #2, Two car travel lanes in each direction.		X	
121	Jennifer Bousquet E-mail Comment	<p>From the article I read in today's *Winchester Star *(September 9, 2014), I understand that a flier has been circulated by an interested group that states, "Meadow Branch Ave. is an important connector roadway and commuter route." For that very reason, I agree that the route should be striped with an appropriately-sized biking lane, as advocated by city staff. I also agree that all-way stops will be much easier and safer to navigate for drivers, bicyclists, and pedestrians if the existing stretch of Meadow Branch remains limited to two traffic lanes. If the roadway is converted to four lanes, attention needs to be given to upgrading safety of intersections -- and at all costs, bike lanes are needed.</p> <p>Additionally, I have read nothing in the newspaper about bike lanes along the new stretch of Meadow Branch, and from looking at the diagram on the City's website, it does not appear that bike lanes are anticipated along this portion of the road. I hope this is not the case. Certainly the City would not want to purposely build a road that serves an elementary school without providing a safe bikeway! Perhaps sidewalks are planned to be wide enough to accommodate (and welcome) both bicyclists and pedestrians. I would appreciate knowing how bicycles will be accommodated along the Meadow Branch Extension.</p> <p>Thank you for your hard work on this and many projects that are so critical to the livability of our community.</p>	X		
122	Greg Elwood E-mail Comment	My name is Greg Elwood..we've met. I used to own and live at 25 W Piccadilly (Joes Seak) so I am familiar with being inconvenienced by projects/traffic flows etc. for the good of the many.			

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
	Greg Elwood - continued E-mail Comment	<p>I now live in Whittier Acres and use the "cut thru" Merrimans/Breckinridge/Amistead on a regular basis. So am familiar with the traffic pattern.</p> <p>Could not two of the 4 ways be eliminated there with traffic circles that leaves only Buckner which isn't an issue because demand coming from Buckner is very low. Most times there would be no wait on Meadow Branch. Traffic on Meadow Branch should flow smoother IMO than ideas currently put forward. Is there not enough room or do they cost too much?</p> <p>I cannot imagine not building Meadow Branch as 4 lane, looking at a map of Winchester the benefits seem quite obvious.</p> <p>Reduce "cut thru" on Merrimans/Breckinridge and I would guess Stewart and Braddock. Coming from the west, Meadow Branch is a straight shot to I81..and the major shopping areas. I can imagine it would only help to alleviate traffic in the downtown areas'.</p> <p>There are very few houses on Meadow Branch, I counted 12 this morning at 6 AM with only 2 cars on Meadow Branch, there was plenty of room in their driveways for them both. Besides a street with parking doesn't look as nice as a wide open BLVD..it cheapens it IMO.</p> <p>I cannot see any reason to not build a 4 lane. The benefits of the many seem over whelming. I am not a part of the 4 Lane group mentioned in todays Star...but I agree with them. A small vocal group is stalling a much needed traffic project. They knew the train was coming when they moved near the track!!</p>		X	
123	Jason Robertson E-mail Comment	<p>I live on Breckinridge Lane, so certainly any traffic that goes through the Meadowbranch extension only helps reduce traffic on my street :) However, I do not support widening the lanes to 4 for the following reasons.</p>			

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
	Jason Robertson - continued E-mail Comment	<p>First, contrary to what is claimed by supporters, the section of Meadowbranch/Jubal Early prior to Handley Ave is very different than the context after. Prior, all the way from 81, there is commercial development and no residential. Beginning at Handley, the street moves through a residential neighborhood. Therefore I see no reason to keep the lanes the same if the development type is different. Related to this, there are no traffic calming measures in place. Proponents mention buffered landscaping. There is none. Modern planning would incorporate a pedestrian buffer between the sidewalks and a 4 lane street. Meadowbranch has none. Walking on the street, already a dicey proposition if there are speeders, would become downright inadvisable.</p> <p>Secondly, I'm sure I don't need to advise City Planners on the massive changes in urban and suburban planning thinking that have gone on in the last 50 years since this plan was originally put into the City Master Plan. Indeed, the argumentation that "this has been in the plan for 50 years" seems to be the most ridiculous reason to do anything! We should be constantly re-evaluating our planning in light of new priorities and new thinking in the field of urban planning, not defaulting to a plan that was made 50 years ago! In fact I support the City's Master Plan strategy to devise multiple routes to destinations as being consistent with current best practice planning. Having a parking lane has in fact been shown to be an effective traffic calming measure, as will having all roads in the residential section being 2 lanes.</p> <p>My street and Merrimans currently support all the proposed traffic being discussed for Meadowbranch and I see no traffic jams, choked traffic, or catastrophes on these two lane roads. I fail to see why this would change if the Meadowbranch extension were to be only 2 lanes instead of 4. Having single, large traffic thruway is indeed a plan from 50 years ago. Generally planned developments now try to steer away from such a plan, favoring a grid system, as the City's own Plan document supports.</p>	X		

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
		In summary, I think widening the Meadowbranch extension to 4 lanes is a terrible idea. Please don't hesitate to contact me with questions :)			
124	Jeff Cesnik E-mail Comment	I wanted to take a moment to voice my opinion regarding the proposed Meadow Branch Extension. I am a resident of	X		
125	David & Christy Chandler E-mail Comment	<p>I wanted to share with you my and my wife's thoughts regarding the plans for the new Meadowbranch Ave project. In terms of background, we have lived in Winchester since 1981. In 1994-2001, I served on the City Planning Commission, and was Chairman for the last two years of my second term. We spent a lot of time looking at the issues related to East-West traffic flow in the City in general, and specifically we looked at Meadowbranch Ave in detail several times.</p> <p>For as long as we have lived in the City, there have been issues related to East West traffic flow. The solution has always been Meadowbranch Ave, and it has always been planned as a 4-lane road, essentially passing from the Mall area through the City to the Hospital. The idea of having the road work as a four lane road, choking down to two lanes for a few blocks, and then opening up as four lanes again will hinder that vision. Once you change the plans that have been in place for 50-years, allowing parking along the street, etc. changing that configuration a short time later when traffic grows will be difficult. I would urge you and City Council to stick with the plan, and make Meadowbranch Ave 4-lanes all the way through the City.</p>		XX	
126	Dave Clarke E-mail Comment	I hope that the City will not let a minority of people who live along a half-mile stretch of roadway constrict traffic through Winchester for all of us. Meadow Branch Avenue needs to be four lanes from Amherst Street to Jubal Early Drive.			

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
		<p>The City is finally completing the Southern Loop close to what was originally envisioned. When Meadow Branch was subdivided, the road now called Meadow Branch Avenue was designated Jubal Early Drive. In fact, I recall that the street signs even called it Jubal Early Drive until it was changed around 2000. The point is that the people purchasing homes along that street knew that such a road was to pass by the homes at some point in the future. The same is true for those homes on Heth Place that will now back up to that extended roadway.</p> <p>I can also recall what happened on that same stretch of roadway about five years ago when the City decided to restripe it just as you propose in your two-lane option. It was a fiasco that the same people complained about and the City returned to the original striping in a matter of days. For those few people that are inconvenienced, many more will be relieved of the same traffic that now wends its way down Merriman's Lane, Breckinridge and Armistead. The new roadway will be safer and more convenient. Please don't create a bottleneck by squeezing four lanes down to two for a couple of blocks.</p>		X	

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
		<p>We would also like to endorse the option of an all way stop-sign at Buckner as well as an all way stop at Mahone. I would like to suggest that having an all way stop at this intersection will help control traffic speed as it is the only means of ingress/egress from the Downs neighborhood on the east side of Meadow Branch Avenue.</p> <p>The proposal of having a four lane road in Meadow Branch is ludicrous and simply hazardous and will likely cause severe injuries and fatalities to the residents who currently reside and will be residing here. If you personally lived here in our neighborhood and you had your young child riding their bike on the bike lane then you too would understand why so many of us are absolutely against making our neighborhood into a transportation route only for more than 5,000 vehicles a day. This neighborhood is one of the nicest in Winchester and it is imperative we adhere to the safety and property values we have grown accustomed to having by assessing the current situation now and not grandfathering in a proposed plan from many years ago.</p>			
128	Mabel Snyder E-mail Comment	Option # 2		X	
129	Scott Patnode E-mail Comment	4 Lane the entire length due to noise considerations from slowing and accelerating in the 2 lane section.		X	
130	Scott Patnode E-mail Comment	<p>Bottom line: Meadow Branch needs to be 4 lane the entire length.</p> <p>Discussion: If we make it 4 lane east of Handley and 4 lane west of Bucknell. but two lane between them, we create two choke points where traffic moves from two to single lane traffic. This will create back-ups and increase noise levels through this area as cars and light trucks slow down and accelerate. If the traffic stays 4 lane throughout this stopping and starting is reduced except for the intersections. Traffic enforcement will be critical, however, as this could easily turn into a 40 mph route.</p>		X	
131	John Conrad E-mail Comment	Thank you for encouraging our community to weigh-in on the composition of Meadow Branch Avenue.			

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
		<p>Trip counts are a way of measuring the road use which in turn is used to determine the design of the road. The trip counts computed by the City of Winchester's traffic counters on Meadow Branch, Armistead, and Breckinridge clearly indicate that the vehicle count on these roads that was projected 20 years ago simply have not materialized. The growth rate of Frederick County and the City projected for the next 16 years (to 2030) is modest. There is not any evidence that provides a compelling reason why a four lane Meadow Branch from Valley Avenue to Amherst is warranted. It is understood that the Comp Plan specifies a four lane road and it does make sense that four lanes be built with the extension, but that does not warrant a four lane use.</p> <p>The Staff has analyzed the current use and determined that until there is a substantial increase in traffic on Meadow Branch that the existing road will be striped for one lane in each direction, allowing for a bike and parking lane. Based on the traffic count this arrangement should be sufficient for at least the next ten years but at any time if the traffic warrants another look, the road can always be re-striped to allow for four lanes.</p> <p>I'm willing to bet that once the four lane divided Jubal Early Drive is built to Route 37 the traffic on Meadow Branch will decrease and we will wonder if the four lane cart-way was really needed.</p> <p>Please allow logic and sound judgment to prevail and maintain the existing Meadow Branch Avenue to remain a two lane roadway.</p>	X		

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
134, 135	Sandra & Ronald F. Miller E-mail Comment	My husband and I have lived at 1010 Breckinridge Lane for over 10 years. We support the cities proposal to keep	XX		
136	Annette Dorsey E-mail Comment	<p>My family lives at 959 Buckner Drive. I'm sure you have heard all the reasons why Meadow Branch Avenue should be striped for a one-lane road in both directions: the need for a bike lane and on-street parking, better adherence to the 25-mph speed limit, traffic volume, etc.. I cannot stress enough that the reality is this road lies directly in the middle of various retirement communities! Driving this road several times a day, I continuously see elderly men and women walking the entire stretch of this road. There are also many young kids who walk and ride their bikes in the neighborhood which includes Meadow Branch Avenue. Safety first?</p> <p>Four lanes? It sounds plausible, but the reality is that it is not practical given all the ramifications. Meadow Branch Avenue lies through a neighborhood.</p>	X		
137	Jeff Davis E-mail Comment	The houses on the west side of Meadow Branch Ave. (then, late 80's was Jubal Early) between Armistead and Handley Ave. was to be accessed by a "feeder" road from Armistead. This proved to be awkward as you would drive into the rear of your house or the rear of your house would face Jubal Early. There were to be no curb cuts on Jubal Early. With the name change of the road curb cuts were concocted by the developer and city officials to allow the developer to sell the lots on the west side of Jubal Early. City Council subsequently voted down Jubal Early to 37 thus, the situation at the present.			
138	Ed Dwyer E-mail Comment	Providing Striping for on street parking is nonsensical given that the houses along Meadow Branch Ave have huge			
139	Linda Noll E-mail Comment	I think the City should just do the four lane striping, no parking or bike lanes now. Use the state money to put in sidewalks for pedestrians and bikes.			

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
		<p>My reasoning- right now Armistead is striped for parking, bike and pedestrian- no sidewalks. It is a nightmare. Cars do not obey the 25 mph, you have pedestrians- mostly kids- in the road on bikes, people parking outside of lanes. You never know what will be around the next corner. I am also not sure bike traffic was counted.</p> <p>I know folks don't want to lose their parking. Maybe the city should give variances for those who will want a wider driveway. You measured traffic further up Meadowbranch when you should have looked at the. Breckinridge traffic which will move to Meadowbranch as soon as the road is open. Add to this school traffic- take your counts from Jefferson and you cannot expect pedestrians and bikes to share the road with those totals. It's a tragedy waiting to happen.</p> <p>The entire area needs sidewalks desperately. Take out the median if you want to retain parking. We also need more enforcement.</p>		X	
140	Kathy Rosa E-mail Comment	I live on Harvest Drive off of Jubal Early. I believe it is in the best interest of the tax payers and long term strategic plan to		X	
141	Carl J. Ekberg E-mail Comment	<p>According to the Star (Tuesday, September 9), the City's staff recommends "striping the existing Meadow Branch . . . with a 10-foot-wide travel lane, a 5-foot -wide bike lane and 7-foot-wide parking lane in each direction." City staff's recommendation appears ill-conceived and ill-considered for the following reasons:</p> <p>1. It flies in the face of deliberate and rational planning conducted for more than 50 years (including that done recently [2012] by the Winchester-Frederick County Metropolitan Planning Organization's Long-Range Transportation Plan), which proposes developing Meadow Branch as a major cross-town artery leading to the hospital.</p>			

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
		<p>2. With the completion of the new John Kerr School, Meadow Branch corridor will see a dramatic increase in traffic during morning and evening rush hours, including numerous school buses (which would occupy the entire proposed 10-foot wide lane). Given this situation, deliberately to impede traffic on that corridor (and parking and biking lanes would indubitably impede traffic) is patently counter-intuitive and counter-productive.</p> <p>3. To extend, as City staff recommends, a two-lane Meadow Branch for 700 feet northward beyond Buckner to join with a four-lane roadway coming southward from Amherst makes no sense whatsoever, for most John-Kerr-School traffic will be coming not from Amherst but rather from the other direction, from Jubal Early Drive.</p> <p>If I am factually incorrect about any of the above, please do bring this to my attention.</p>		X	
142, 143	Robert & Elaine Ogden E-mail Comment	<p>Mr. Perry Eisenach: This email is to submit 2-more votes for Striping Option #2. We are in favor of 4 lanes on Meadow Branch Avenue as originally planned over 50 years ago. This will eventually have to be done so it makes sense to do it now rather than choke the flow of traffic with only two lanes. Also, it is not wise to lose \$13,500 of state roadway funds by delaying this expansion. This would be poor planning.</p> <p>We are in favor of Option #2.</p>		XX	
144	Joyce Strother Dirting E-mail Comment	<p>I believe the road be striped for one traffic lane in each direction, with a striped parking lane and bike lane.</p> <ul style="list-style-type: none"> - One traffic lane each direction will help ensure better adherence to the 25 mph speed limit. Observation shows motorists tend to drive well above the speed limit on the four lane portion of Jubal Early between Valley Ave. and Handley Ave., but drive closer to the speed limit on the current section of Meadow Branch Ave. that is not striped for four lanes. - All way stops with two lanes of traffic in each direction are very difficult for drivers to negotiate. One lane of traffic each direction at all way stop intersections reduces confusion and reduces the risk of accidents. 			

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
	Joyce Strother Dirting - cont'd E-mail Comment	<p>- Plans still call for the extension of Jubal Early Drive to Route 37. This is planned as a limited access, four lane road, and, when built, will substantially reduce traffic volume on Meadow Branch Avenue.</p> <p>- Striping Meadow Branch Avenue for four lanes of traffic would cause major issues for the Green Circle Trail through the residential portion of this area. Because of the topography, the city would incur significant expense to widen the existing sidewalk to the width required for the trail path. Striping the road with a bike lane eliminates the need to widen the walkway</p> <p>- Although Meadow Branch Avenue was originally planned as a four lane road, situations have changed since that plan was approved many years ago. Concessions such as having homes fronting directly on Meadow Branch Avenue with no allowance for parking in front of homes were approved to gain the right of way from the developer. It is not practical or safe to prohibit parking in front of these residences. This road plan would not be recommended under good planning practices.</p> <p>- Current traffic volumes do not necessitate a four lane road, and likely won't for many years. This area is heavily used by recreational walkers, whose safety would be jeopardized by having a four lane road.</p> <p>- City staff recommends adding an all way stop at Buckner. Most residents also favor an all way stop at Mahone. Adding an all way stop at this intersection will help control traffic speed. It is the only means of ingress/egress from the Downs neighborhood on the east side of Meadow Branch Avenue.</p>	X		
145	Mary Gardiner E-mail Comment	This road was designed with the master plan for development for this city as well as the Meadow Branch		X	
146	Ed McKay E-mail Comment	<p>I reside at 771 Johnston Court, and I have closely followed the debate on the Meadow Branch extension.</p> <p>My personal opinion is that I would like to see Meadow Branch remain as a two-lane road. However, I understand that a four-lane road has been in the Winchester City plans for many years, and I was well aware of this when I built my house in 2007.</p>			

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
		<p>There is no doubt in my mind that traffic will increase on Meadow Branch once it is extended to Amherst Street, and the volume of traffic will eventually require a 4-lane road. If Meadow Branch is made into a 4-lane road, the City needs to make sure that there are sidewalks on BOTH sides of Jubal Early/Meadow Branch from Valley Avenue all the way to Amherst Street. Without this, there will be a tremendous safety hazard when anyone tries to cross the street from the east side of Jubal Early/Meadow Branch. Pedestrians would have to walk along a 4-lane road with no shoulder until they can get to a stop sign or traffic light to safely cross the 4-lane road.</p> <p>If the City does decide to make Meadow Branch a four-lane road, please ensure the safety of pedestrians by installing a sidewalk on the east side of Jubal Early/Meadow Branch from Valley Avenue all the way to Buckner Drive and beyond. Designing a road for future traffic growth is important, but safety for pedestrians is even more important.</p> <p>I would appreciate confirmation that you received this e-mail as well as your feedback on my concerns.</p>	X		
147	Jaqueline Wheeler E-mail Comment	<p>Several people (who do not live in the affected areas) have provided their input for the Meadow Branch Extension Project to be a four lane major thoroughfare through the City, which will allow them to short cut their way through town. We already have roads being used for this purpose and don't need more.</p>			

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
	Jaqueline Wheeler - continued E-mail Comment	<p>The words "Special Interest Group" have been used to refer to the actual residents of the area that this DIRECTLY affects. I would say I am not part of a Special Interest Group but a Direct Interest Group which in itself should be given more weight than those who are not affected on a daily basis by the decision. The safety of our children and citizens as well as the property values in the area, seem to be of less importance to these people and our City Council, proven by their forcing an elementary school to be built in a commercial area, against all other recommendations. But that is obviously a "done deal" and it's time to move on. However, now is a chance to calm the bitterness of that issue some by holding to a 2-lane roadway for the extension and including bike lanes and parking. The old plan to eventually make Meadow Branch Avenue a four lane road "in the future" was negated when homes were built with driveways opening onto Meadow Branch Avenue and open</p> <p>parking along the curbing. That argument no longer holds water – let it go.</p> <p>One lane of traffic in each direction with all-way stop signs strategically located will help to control and protect our driving population as well as our biking and pedestrian traffic. The words "neighborhood school" were thrown about during the controversy of where to build the new John Kerr Elementary and now it again seems no one is thinking about the safety of our children (ages 10 and under) when they even contemplate making a four lane roadway in front of an elementary school.</p>	X		

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		<p>Simply based on the information provided by the City entitled "Issues Related to Traffic Volumes", traffic volume does not justify a four lane road. If Valley Avenue, a 2-lane roadway is currently supporting 11,000 vehicles per day without complaint, why in the world would Meadow Branch Avenue which is currently receiving less than a 5,600 car per day usage near Handley Avenue need to be a 4-lane roadway? If the projection is accurate, the anticipated traffic on the extended portion will still only possibly rise to a daily usage of 5,000-8,000 cars per day. Again – a TWO LANE roadway number.</p> <p>Simply put, there is no common sense justification in making Meadow Branch Avenue a major thorough fare through the City of Winchester.</p>			
148	Jeremy Berkebile E-mail Comment	I looked over the proposed changes and it looks good. You can either deal with it in advance or after the traffic			
149	Mark Lemmon E-mail Comment	My family moved to Winchester in 1992 so we have been residents of the city for 22 years. When we were searching			
150	Joseph C. Blake E-mail Comment	<p>As proposed by the Staff, I would also like to recommend keeping Meadow Branch Avenue striped for two lanes until such time that the need for a four lane super highway is needed. As a residential community with both young children and senior citizens, it only makes sense to keep the residential portion of the road the way it is with minimal changes to the striping on the road. The facts of the traffic studies plus the simple fact that it is the safest course of action at this time bear this out. In addition to safety and to curb the excessive speeds in the neighborhood portion of the road, the following items are also germane to the discussion:</p> <p>- One traffic lane each direction will help ensure better adherence to the 25 mph speed limit. Observation shows motorists tend to drive well above the speed limit on the four lane portion of Jubal Early between Valley Ave. and Handley Ave., but drive closer to the speed limit on the current section of Meadow Branch Ave. that is not striped for four lanes.</p>			

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
	Joseph C. Blake - continued E-mail Comment	<p>- All way stops with two lanes of traffic in each direction are very difficult for drivers to negotiate. One lane of traffic each direction at all way stop intersections reduces confusion and reduces the risk of accidents.</p> <p>- Plans still call for the extension of Jubal Early Drive to Route 37. This is planned as a limited access, four lane road, and, when built, will substantially reduce traffic volume on Meadow Branch Avenue.</p> <p>- Striping Meadow Branch Avenue for four lanes of traffic would cause major issues for the Green Circle Trail through the residential portion of this area. Because of the topography, the city would incur significant expense to widen the existing sidewalk to the width required for the trail path. Striping the road with a bike lane eliminates the need to widen the walkway.</p> <p>- Although Meadow Branch Avenue was originally planned as a four lane road, situations have changed since that plan was approved many years ago. Concessions such as having homes fronting directly on Meadow Branch Avenue with no allowance for parking in front of homes were approved to gain the right of way from the developer. It is not practical or safe to prohibit parking in front of these residences. This road plan would not be recommended under good planning practices.</p> <p>- Current traffic volumes do not necessitate a four lane road, and likely won't for many years. This area is heavily used by recreational walkers, whose safety would be jeopardized by having a four lane road.</p>	X		
151	Greg Miller E-mail Comment	<p>In my opinion, if the road was designed, built, and planned around to be a high volume - low speed roadway, then that's how it should be utilized.</p> <p>My suggestion would be to apply temporary striping now as a four lane and monitor any issues as they arise. Little to lose and everything to gain. Just my two cents.</p>		X	

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
152	<p>Dr. Edward Sabatino E-mail Comment</p> <p>Dr. Edward Sabatino - continued E-mail Comment</p>	<p>I am writing in support of the staff recommendation concerning the future of Meadow Branch Avenue from Handley Avenue to Buchner. I strongly support the continuation of the 25 mph speed limit and the continuation of one lane traffic in each direction.</p> <p>Although the original plan envisioned a four lane roadway here, the area has developed into a residential area with several cul de sacs with an outlet only to Meadow Branch Avenue. From a safety viewpoint, a four lane roadway will make entrance to and exit from these cul de sacs significantly more dangerous.</p> <p>Additionally, the city approved the building of several homes fronting directly on Meadow Branch Avenue. A change to a four lane roadway will prohibit not only these home owners from parking in front of their homes but also any visitors to those homes. Since the city allowed this situation to exist, the city should not now cause an undue hardship on these home owners.</p> <p>Furthermore, I would strongly support the prohibition of truck traffic. These neighborhoods are residential and it would be a benefit to the city to maintain that status now and in the future.</p> <p>Finally, current volumes, based on your staff study, do not necessitate a change to a four lane road. Based on this study, I support your recommendation to maintain this roadway as a two lane roadway with a 25 miles speed limit.</p>	X		
153	Joseph A. Beaudoin E-mail Comment	Please pass "Striping Option #2" for the Meadow Branch Avenue Roadway. That is what has been planned and,		X	
154	Nancy Owens E-mail Comment	In my opinion, the number one concern should be the safety of pedestrians and bicyclists. Therefore, I agree with the	X		
155	Meenu Gopal E-mail Comment	This is to support option 2: for 2 car lanes lane striping in each direction for Meadow Branch ave.		X	
156	James R. Phillips E-mail Comment	I reside at 802 Winder Court on the East side of Meadow Branch Avenue and wish to offer a few comments on the existing Meadow Branch Avenue between Handley Avenue and Buckner Drive.....as it leads towards the proposed John Kerr Elementary School.			

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
		<p>.....Maintain the existing one-lane direction each way. Concur with the proposed recommendation to strip for off-street parking and a bike lane.</p> <p>.....Maintain the existing 25 mph speed limit.</p> <p>.....One-lane direction and the existing speed limit for safety in the residential area and primarily for the safety of school bus traffic which will increase once the school is in place.</p> <p>.....Prohibit thru-truck traffic.</p> <p>.....Maintain the existing all-way stops for ease of traffic flow and less confusion.</p> <p>.....Consider installing a flashing light system at intersection of Meadow Branch Avenue where it intersects with Buckner Drive. There are blind spots at that intersection.</p> <p>.....Meadow Branch Avenue is a beautiful street. Don't run it with two-lane traffic each direction which would be a safety hazard.</p> <p>.....Hopefully one day Jubal Early will be extended to Route 37 as it should have been several years ago.</p>	X		
157	Jimmy Dix E-mail Comment	Make Meadow Branch Ave 4 lane all the way from Valley to Amherst St. Just makes good sense so it won't have to be		X	
158	William Rawls-Bryce E-mail Comment	<p>I am in support of a 4 lane striping plan road between Handley Ave and Buckner Dr.</p> <p>1st, the proposed "parking lane" will not serve the residents of the community any more than it does now (which is virtually few if any cars), and will benefit only a few, while all others will see only reduced traffic capability.</p> <p>2nd, This road WILL become a thoroughfare for traffic through the city. To limit it to 2 lanes will only increase congestion along this roadway.</p> <p>3rd, Traffic Will increase over time. Making it a 4 lane now will serve the community better as traffic increases.</p> <p>Please consider changing this to a 4-lane striping plan.</p>		X	
159	Steve Nichols E-mail Comment	I have watched the exponential growth of traffic in the Meadow Branch-Armistead-Breckinridge-Merrimans Lane		X	
160	Steven Berkenkemper E-mail Comment	I'm excited about the new connection from my neighborhood to the hospital. it will be a quicker and safer route for my wife to get to her job as an ER nurse.			

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
	Steven Berkenkemper - cont'd E-mail Comment	<p>About the proposed options, I strongly recommend considering bicycle traffic in this construction and all other constructions for many reasons. Having city streets with bike lanes or paved paths that accommodate bicycle traffic contribute to a healthier, happier, safer community. Bike lanes and paths are essential to an active, family oriented community, and in many opinions is what separates a thriving city like winchester from a subdevelopment or a country town. In northern virginia, DC, Pittsburgh, and other modernized areas, bicycle paths are considered a semi-functional way to get from one end of town to the other. They offer an option for mothers with babies to get out of the house, and for anybody with a bike, feet or wheelchair to safely get from one part of town to another.</p> <p>One thing that concerns me about winchester, is the seemingly random and sporadic collection of bike trails in and outside of the city. There are small pieces of bike trails in random areas such as the Walmart on Rt. 50, the Walmart on Rt. 522, The Alamo, The Puppy Cottage, Winchester Medical Center, Amherst Street, Abram's Creek Wetland Preserve, Kent Street, Jim Barnet, Harvest Drive, Etc.</p> <p>I Actually live near harvest drive and I have no seemingly safe way to walk a baby stroller to handley highschool, or to ride my bike to most parts of town without popping a tire, bending a rim, or biking on the middle of a busy street. there's no way to cross jubal early to get from Harvest Drive to Valley Avenue. It's dangerous and not well planned. As the father of twins, i'm frustrated at the lack of places i'm able to walk with a stroller out of my neighborhood. I could go on about many different proposals for alterations on city streets, paths, and sidewalks. My idea is this:</p>			

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
		<p>If you don't opt for the bike lanes, use the extra funding to complete and connect the bike paths throughout town. I think bicyclists would 10-1 choose a bike bath over any bike lanes. All of the people who are voting for bike lanes, are mostly afraid of another street being re-paved with no consideration for bicycle traffic. There's not enough bike traffic to really justify a bike lane and I'm not sure why people would use the parking. If the bike path is approved, I would say just take that momentum and run with it. Build the path, connect it to abrams creek and amherst street paths, and use the government funding to continue connecting paths throughout the city. With more bike paths, citizens are more happy and proud of where they live. Everybody will be able to go outside more, and our population as a whole will be healthier. that's all.</p>			
161	Kelly Botta E-mail Comment	<p>I am in favor of keeping 4 lanes- 2 lanes in each direction. There may not be traffic now to support it, however, there</p>		X	
162	Marsha B. Barley E-mail Comment	<p>Please keep Meadow Branch Avenue a 2 lane street with a 25 mph speed limit. I live in The Downs, a neighborhood of 40 homes, off of Meadow Branch Avenue. Our neighborhood is not age restricted, but many of our folks are up in years. A four (4) lane intersection at our entrance (Mahone) may be challenging - for any age of drivers! Please consider the safety of all as you make your decisions. We know that the plans for the extension have been laid out for many years, but "plans can change" and we hope that you'll realize that there is a need for change in the plan. Again, please keep Meadow Branch Avenue a 2 lane street with a 25 mph speed limit.</p>	X		
163	Dale M. Barley E-mail Comment	<p>Thank you for allowing residents to contact you regarding the extension of Meadow Branch Avenue. I am on the Homeowners Board for The Downs at Meadow Branch. We are a 40 home community located adjacent to Meadow Branch Avenue.</p>			

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
		<p>I want to thank the staff on the recommendations they are presenting. The "Safety" issues are definitely addressed properly. The Downs is not an age restricted community but over 90% of our homeowners would qualify if it was so labeled. We have one entrance/exit (Mahone Drive) to access our community and Meadow Branch Ave. Several of our residents are 80-95 years of age and drive these roads daily. With the recommended 25mph and the single lanes each way, this will allow a much more safe entrance and exit.</p> <p>Being a life long resident of Winchester, I am proud that the staff is addressing these safety issues along with allowing parking on the streets and a much needed bike path. Along with Early's Green and the Mews (both located east of the Downs and also adjacent to Meadow Branch Ave.) we have over 120 homes between Buckner Drive and Seldon Drive that are effected by your safety concerns and recommendations. This is a lot of homes and several hundred persons in approximately a 4 city block length. Thank you for your work and again thank you for listening.</p>	X		

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
164	<p data-bbox="224 196 548 253">Mary Carolynn Mcloughlin E-mail Comment</p> <p data-bbox="224 1097 682 1154">Mary Carolynn Mcloughlin - contined E-mail Comment</p>	<p data-bbox="695 196 1436 867">Dear Perry and all city council members, I am a long time resident of Winchester and have a vested interest in this city and it's workings. There have been some very iffy decisions regarding the placement of our new (never to be able to WALK to elementary) school with obvious special interest considerations. I ask that now that the school placement and the commercial development interests have been catered to that the safety issues of the existing communities and residents be given a fair shake. The traffic does not warrant a change in the existing striping of the residential neighborhoods and it may not for years to come. If the cost of the painting was an issue the just take the last mistaken striping out against having to do it again. The \$13.000 is but a small percentage of our city road budget and does not weigh evenly against the dangers of navigating the four lanes of traffic racing from stop sign to stop sign and no one ever knowing how to proceed! Have you ever tried to go to Target and gotten caught on that hill with eight cars all claiming their turn to GO!! It is a nightmare and would be harrowing for our jiggers, dog walkers, nature trail amblers and active children.</p> <p data-bbox="695 873 1436 1092">We know the commercial interests are at work to develop, develop, develop and the mighty greed for more dollars is powerful BUT the city was thrilled to have developments go in these natural fields 20 years ago and it's tax paying residents deserve to have reasonable safety considerations in the planning of this thoroughfare. Please visualize the "people" attempting to traverse these four-lane roads.</p> <p data-bbox="695 1099 1436 1287">When the traffics warrants, then the new traffic lights and more stop signs can be studied along with striping again. I believe that the existing two lanes are safer, easy to navigate for traffic and residents and future children riding to school. Help keep our roads as safe as possible. Thank you for your consideration.</p>	X		

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
165	Neil R. Burton E-mail Comment	<p>There are only two residences on the stretch of Meadow Branch Avenue under discussion that use on-street parking, and a quick look will satisfy anyone that both have ample driveway space to park all of their vehicles. I understand that it is a matter of convenience to be able to park on the street right in front of your house, but why should we let two residences inconvenience the entire city and force a change to a long-standing plan for this street?</p> <p>I am looking forward to a straight route to Amherst St. past the new school, but I am not looking forward to traffic slowdowns and choking at every intersection twice a day. Common sense would dictate making Meadow Branch Ave two travel lanes in each direction.</p>		X	
166	Maggie Peterson E-mail Comment	<p>There are multiple reasons why the extension should be a four-lane divided road as originally platted. East-west travel in Winchester is now difficult, and this connector was platted as a solution to that problem. The construction of Jubal Early Drive was intended as the eastern end of a divided connector, to terminate at the hospital, via Meadow Branch. That project is still necessary.</p> <p>Additionally, the traffic flow that will result from any connector will make us wish that we did it right the first time. If the road is narrower than originally planned, we will be back at it in a mere matter of years, widening what should have been constructed in the first place.</p> <p>The wealth and political clout of some who live in Meadow Branch thwarted the project originally. Today, Meadow Branch subdivision is used as a cut-through to Jubal Early, along roads never intended for through traffic. It is time to build a better road!</p>		X	
167	Rebecca Allen E-mail Comment	<p>I encourage the city to to adopt the two-lane with parking option for Meadowbranch Ave for the following reasons:</p> <p>1. This is a residential street with driveways into which drivers will need to pull in and/or back their cars in and out of. Also sidewalks are limited, so pedestrians need some space.</p>			

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
		<p>2. Other major thoroughfares through town are two lanes and while sometimes crowded do not seem to hinder travel. I liken Meadowbranch to Valley Ave at Sheridan Ave, where I live and exit and enter all the time without difficulty. Fairmont, Kent, Cork, Cameron, Weems are similar. I pity the people who have to exit and enter onto Pleasant Valley.</p> <p>3. I learned from my sister's community of West Hartford CT that 4 lane traffic encourages higher speeds. W Hartford spent millions of dollars trying to slow down drivers by eliminating two of the 4 lanes and adding parking and median strips. If it's hard to go up to four lanes, think how difficult and expensive it will be to go back to two lanes after a couple severe accidents.</p> <p>I think it's important to remember that the existing Meadowbranch is residential. I don't know what the future holds for the new section; if it's businesses then maybe 4 lanes is appropriate there, but not for the existing.</p>	X		
168, 169	Wade & Pat Robertson E-mail Comment	<p>1. One traffic lane each direction will help keep cars from exceeding the 25 mph speed limit. When I travel on the four lane portion of Jubal Early between Valley Ave. and Handley Ave., I notice that motorists speed but drive closer to the speed limit on the section of the two lane Meadow Branch Ave.</p> <p>2. How can drivers negotiate all way stops with two lanes of traffic in each direction? One lane of traffic each direction at all way stop intersections reduces confusion and hence the risk of accidents.</p> <p>3. Having homes fronting on Meadow Branch Ave. with no allowance for parking in front of homes would not be practical or safe,</p> <p>4. Current traffic volumes do not require a four lane road. Recreational walkers use Meadow Branch Ave. and their safety would be in jeopardy by a four lane road.</p> <p>5. Most residents also favor all way stops at Buckner and at Mahone which will help control traffic speed.</p>	XX		
170	Mark A. Vann E-mail Comment	The Meadow Branch extension should be 4 lanes for the good of the community. Present and future traffic flow		X	

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
171	Richie Pifer E-mail Comment	<p>I am quite surprised that staff is supporting a two lane design for the road. Since its design it has always been four lanes and I see no reason or logic why reduction to two lanes can be supported. We all know ultimately it will be four lanes and see this as an attempt to appease those that will be most affected by the road. Let's make it work for the future and address it now so we don't have to go through this again. It is obvious when one drives down the road that it will be four lanes and that the property owners bought accepting these conditions. With budget concerns the loss of state funds for maintenance is another consideration. The exiting portion of the road needs to be striped as four lanes as well so we can get that additional state money.</p> <p>I made written comments the night of the open house and even spoke to Tim Painter about design issues such as taper lengths (for vehicle stacking) and more oblique user friendly angles for entry into the taper as well as a radius at the curb transition beginning rather than an angle. The ones on Amherst are not user friendly and consequently not all the taper is functionable.</p>		X	
172	Betty Hatfield E-mail Comment	I live off of Meadow Branch in the Early's Green subdivision. After attending both open houses where the Meadow Branch improvements were presented and discussed, the proposal to stripe the Avenue with one travel lane in each direction with on-street parking and a bike lane appears to be a sensible solution for the residential area of Meadow Branch until traffic volumes necessitate two travel lanes in each direction. This will allow a transitional period for residents and motorists alike.			

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
		<p>As a resident, I want to emphasize that Buckner Drive has sight issues on the east side (the Early's Green side). Left turns may present a safety issue. At least with one travel lane in each direction, navigating a left turn will be somewhat safer than it would be if there were two travel lanes in each direction. With a one lane in each direction transition period, the City will have the opportunity to collect data on the safety of the Buckner intersection, on the safety of those using the Green Circle Trail to cross over at Buckner to the west side, on the adherence to the 25 mph speed limit, and to evaluate any other unforeseen safety issues.</p> <p>Thank you for your consideration of my comments.</p>	X		
173	Diane J. Schnoor E-mail Comment	I question the necessity of the Meadow Branch Extension. It runs through a residential neighborhood and the idea of			
174	Gar Sydnor E-mail Comment	<p>Comments about proposed project: We agree with the City Planners' recommendation to keep the existing section of Meadow Branch single lane in either direction with bike trails and parking. The reasons for this recommendation are now firmly based on the facts that neither the existing traffic, nor the projected increase in traffic, would justify a four lane highway. We would add these facts in support of the existing recommendation: Speed:</p>			

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
	Gar Sydnor - continued E-mail Comment	<p>According to the US DOT, pedestrians have a survival rate of 90-95% when struck by a vehicle traveling less than 20 mph. The survival rate drops to 15-17% when vehicles are traveling at 40 mph. Even at posted speed limits of 25 mph, existing four lane roads in Winchester experience vehicle traffic in excess of 25 mph. If you drive, you know this. Four lane highways encourage passing and higher speeds, which in turn causes difficulties turning into and against traffic and discourages all pedestrian and bikers crossing traffic. Mother with strollers and elementary aged children aren't usually found on four lane highways. Creating a four lane highway to serve a "neighborhood" elementary school is incongruous.</p> <p>Neighborhoods: 50 years ago, Meadow Branch Ave was a planned artery on a piece of paper drawn through open pasture land. Today, Meadow Branch is a reality. It is a low density, residential neighborhood with stop signs, children, bikers, runners, walkers, stop signs, low posted speed limits, and no large truck through traffic. For the most part it works pretty well. If a problem arises in the future, it can be addressed sensibly at that time without the aid of 50 year old ideas on vehicle traffic and neighborhood planning.</p> <p>Traffic Congestion: No traffic congestion exists now. There is adequate room to pull over when emergency traffic must pass through. While an extension of Meadow Branch along with a new elementary school may increase traffic, the threshold needed to require a four lane highway is in excess of 12,000 trips per day. Again, there is nothing to fix.</p> <p>I understand there are interested parties in the community that wish to shorten the trip along the newly extended Meadow Branch, possibly as much as a minute or so, by striping four lanes. However, citing outdated planning documents that have been wisely ignored for years by generations of city leaders and making a race track out of a quiet neighborhood road would only create new problems that require even more expense and time to undo.</p>	X		

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
175, 176	Howard & Elizabeth Green E-mail Comment	<p>We support the planning commissions recommendations.</p> <p>We live on Meadow Branch Avenue. Our neighborhood must retain street parking and a safe 25 mph speed limit. The section of Meadow Branch Avenue between Handley and Armistead contains about 20 children. Safety must be the primary consideration. Four lanes simply will not be safe.</p>	XX		
177	Stephen M. Vann E-mail Comment	Reducing lanes to two travel lanes on Meadow Branch Ave. in one section when completed is a terrible idea. Let's do all		X	
178	Bob Robinson E-mail Comment	I support striping the existing portion of Meadow Branch Ave. with 4 car travel lanes. Option #2.		X	
179, 180	Richard & Amelia Wheeler E-mail Comment	<p>COMMENTS RE: MEADOW BRANCH AVENUE</p> <p>Over fifty years ago city planners approved a plan for a four lane road running east-west through Winchester with the thought of promoting growth and good movement of traffic. Jubal Early (striped for four car lanes) extended into Meadow Branch (unstriped) which reached to Buckner. The original plan stood. Twenty years ago, however, land adjacent to Meadow Branch was, by agreement, built up into residential neighborhoods. High-speed, heavy traffic in the area is now NOT an acceptable option. The area is quiet, automobile traffic is slow, the residents and families are middle-aged to retired, pedestrians walk along the road to gain access to Abrams Wetlands Preserve and the Green Circle Trail. The area has changed since the original road plan was agreed on.</p> <p>If, to accommodate a new school, Meadow Branch is to be punched through to Amherst, we strongly urge the Council to consider the citizens of Winchester who chose (as we did four years ago) to live in a residential neighborhood. A road striped for ONE lane in each direction of car traffic (allowing for parking and bikes on Meadow Branch between Jubal Early and Buckner), a 25 MPH speed limit and stop signs at Mahone and at Buckner would help preserve current property values and the residential character of the neighborhood. Such a decision would also make it known that the City Council considers all citizens of Winchester and present realities in making decisions.</p>	XX		

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
181, 182	David & Kathleen Griffin E-mail Comment	<p>Thank you for FINALLY moving forward with the connector road. This is 25 years overdue. We have a huge traffic problem in Winchester. It takes longer to get across Town than to get from the border to Warren County, to Fauquier County, to Hampshire County. I live .75 miles from work downtown. It takes 12 minutes on the average to get to work. The City has shirked its responsibility for transportation long enough!</p> <p>The extension must be four lanes. Anything less makes the City continue to prove that the City administration cowers to the blessed chosen ones that live in Meadowbranch, as we saw happen 20 years ago when the City lost a substantial advance on roadwork construction funds for its refusal to build out an extension. The word is leadership, and one that City officials should not retreat from; build the road out as planned. Stand behind your long range plans and do the right thing.</p> <p>Health and safety - to reach the hospital from the east side or from the County, requires a tortured path through 18 stoplights and multiple turns, instead of the straight clear and direct path. Building out the road to provide only two lanes will create a traffic nightmare, and force a correction within a very short time. In the meantime, it's like having Pleasant Valley dropped to two lanes in the middle. It is a funnel on both ends with a disastrous center. There is not one single solitary HONEST objective basis for doing so.</p>			

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
	David & Kathleen Griffin - cont'd E-mail Comment	<p>Property values - There is property in the City other than Meadowbranch! Removing overloaded traffic from the rest of the City will increase their values far more significantly than the alleged decrease in value on this one section of Meadowbranch. I have a good friend realtor who repeatedly comments that some of the beautiful homes in Winchester carry a much lower sales price because they do not sell as easily due to through traffic headed east/west. The City needs to invest in more than Loudoun Street Mall and National Avenue. Let's take care of the rest of the City. Where would the City be today without Pleasant Valley, or even the first leg of Jubal Early from Pleasant Valley to Valley? That was good long range planning, which begs for completion.</p> <p>Public views - I received a flyer at my house and a personal visit from a fellow resident who is so concerned about the City's plan to take the "capitulation to Meadowbranch" route that they were hitting the streets. At our neighborhood block party not a single person had anything positive to say about the proposed striping plan to make the cut through road two lanes. We applaud and are grateful that the City is finally building the rest of this road. Make no mistake, wimping out again and not finishing this as planned and envisioned has dire consequences on public support for anything else this City with its current administration takes on. Can we have some leadership here?</p> <p>Cost - The City will lose road maintenance funds if the road is painted to two lanes, yet it will still have to be maintained at four lanes. Excuse me - stop giving back our share of road money!</p>		XX	

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
	David & Kathleen Griffin - cont'd E-mail Comment	<p>Planning - The four lane roadway has been on the books as a planned roadway for more than 50 years - almost as long as we have had the interstate system with us. After fifty years of this plan, it is untenable that the City would ignore what has been blessed as a good plan all along. Not one of the residents of Meadowbranch lived on this road when this plan was developed. They have no basis to complain about surprise or a "change" in the plan. Indeed, the only "change" in the plan is to limit the roadway to two lanes, which really accomplishes not one positive thing.</p> <p>On street parking - Really? This is a non sequitur! All these developed properties that front the road have large driveways and multiple garages. This argument is really reaching and demonstrates just how little facts actually support the demand to stop the road or to limit it to two lanes.</p> <p>Please complete the roadway and complete the roadway as planned and envisioned - four lanes all the way.</p>			
183	Gary Martin E-mail Comment	<p>Striping option 1 is preferred. It supports current and projected near term traffic flow.</p> <p>It also makes the street more pedestrian friendly which is desperately needed in Winchester.</p> <p>I'm a new resident of Winchester. If not already in place, the City should modify zoning regulations and guidelines for construction permit approval to require future developers of the property adjoining the road to construct (and maintain?) a bike lane and sidewalk. Therefore, once the land is developed, increasing traffic, there would be four lanes as well as a bike lane and a sidewalk. This should be the ultimate long term standard for new road construction, whether two lane or four lane. Sidewalks and bike lanes will make Winchester a much more resident friendly city.</p>	X		

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
184	Jennifer Skedsvold E-mail Comment	<p>This is to advise that I strongly oppose making Meadowbranch Extended into a two-lane road. I am in favor of making it a four-lane road. Once in place, this road will be a major corridor for the new John Kerr School, for the Winchester Medical Center, for access to Route 37 and for all of the other medical provider offices and retail stores and restaurants on Route 50 West. The road will quickly become congested with normal traffic, school buses, emergency medical vehicles, etc. I see no good reason at all to pave a road for four lanes but paint it for two. I understand that some residents of Meadowbranch are asking for two lanes rather than four, so that they can have off-street parking. However, most, if not all, of the homes in this neighborhood have two-car garages and large driveways. It is unreasonable to provide off-street parking to these residents while the rest of Winchester/Frederick County residents will have to endure bottlenecks and backups.</p> <p>Thank you for your consideration of this opinion.</p>		X	
185	David W. Look E-mail Comment	<p>I Support the Original Design of Meadow Branch Avenue with Four Lanes of Traffic When Meadow Branch Avenue is extended to Amherst Avenue, it will terminate at the Winchester Hospital. It will be one of the major arteries to the hospital along with Amherst Avenue, Highway 522, and the Highway 37. The Jubal Early/Meadow Branch Avenue corridor was originally designed as a major cross-town, four-lane artery. Hardly anyone parks on Meadow Branch Avenue. In all the years I have used Meadow Branch Avenue, I have only seen a couple cars parked in a stretch of about one mile.</p> <p>To allow parking from Handley Avenue to beyond Buckner Street will create a bottleneck that will encourage speeding and passing on the right—both are unsafe conditions. If the residents of Meadow Branch Avenue believe that parking is absolutely necessary, then that section should be widened to six lanes (four lanes for traffic and two parking lanes).</p>		X	

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
	David W. Look - continued E-mail Comment	<p>For much of Winchester this will be the shortest route to the hospital for rescue vehicles. It makes no sense to create a bottleneck. Whether it is a stroke victim from the Downs, a heart attack at the Willows, a pregnant mother, or an accident at two of the busiest intersections (Jubal Early and Valley Avenue or Pleasant Valley Road) or Interstate 81, a bottleneck on Meadow Branch Avenue may result in a death(s), sooner or later.</p> <p>If there is a natural or man-made disaster (heaven forbid) at or near the John Kerr School, emergency vehicles and parents will be coming in both directions. A bottleneck is an unsafe condition and unwise planning.</p> <p>I support striping the existing portion of Meadow Branch Avenue with four car travel lanes (Option #2, the original design).</p>			
186	Terry L. Frye E-mail Comment	<p>Extension of Meadow Branch Avenue to Amherst Avenue</p> <p>When Meadow Branch is extended from Buckner Street to Amherst Avenue, it will complete a major cross-town link that has been planned for about 50 years. That combined with the completion of John Kerr School will result in a great increase in traffic including school buses and truck making deliveries to the school. Much of the commuter and hospital traffic that now used Merrimen's Lane, Brickenridge, and Armistead will move over to Meadow Branch Avenue because of the shorter distance. To restrict this new flow of traffic on Meadow Branch Avenue for parking, which is not used today and not needed, is unwise. It will also result in a loss of \$13,500 in state roadway maintenance funds per year.</p> <p>The school zone should be clearly posted (which it is not on Jefferson Avenue by Handley High School) and the speed limit strictly enforced by city police and traffic camera (which it is not on Jefferson Avenue). Meadow Branch Avenue ends at the hospital and will become one of the primary routes to and from the hospital for staff, visitors, and rescue squads.</p>		X	

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
		<p>concerns. Nor do they understand that the time of their commute along this route will essentially be the same, regardless of which lane option is chosen.</p> <p>Furthermore, I am confident that most of them do not live in or around the area of immediate concern, and would likely have different opinions, should the decision impact them directly. The sheer number of those vocal individuals living outside of Meadow Branch Avenue and its immediate side roads obviously outnumber those who do. This imbalance of potential opinions should not be a factor in City Council's decision.</p> <p>You undoubtedly share many, if not all, of our concerns when you created your well thought out proposal, and we hope you take them into consideration when you present them to City Council.</p>			
189	Cynthia Butler E-mail Comment	<p>I sincerely hope that City Council will keep Meadow Branch Avenue 2 lanes with parking and bike path for all the reasons that everyone has already mentioned.</p> <p>But, I also think that the negative impact on property values should that road become 4 lanes is much cause for concern not only for those homeowners facing the Avenue, but also for those living on the adjacent streets. Meadow Branch is one of Winchester's most expensive neighborhoods and to create a 4 lane road in front of some of our most expensive residential real estate is just not right. We need to keep that road a neighborhood, residential road and not make it a high traffic volume 4 lanes. If Valley Ave. is only 2 lanes, then Meadow Branch Ave should not be 4 lanes. Plus, Amherst St just got a face lift and works just fine to get from point A to point B. Maybe we need to direct traffic around the city instead of through and use Cedar Creek Grade and Amherst St to 37 bypass.</p>	X		

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
		<p>I never agreed with the comprehensive plan and once those homes on the Avenue were built, the plan should have been modified accordingly. I think the problem lies with the whole concept and should have been more thoroughly examined knowing that homes were facing the Avenue making it impossible for those homeowners should the Avenue become 4 lanes.</p> <p>So, it's time to adjust to what is best for the neighborhood and our community and keep the Avenue to 2 lanes and create parking as well. Traffic calming is a good thing... not all of us want or need major arteries of roads going through our neighborhoods. (And, I don't live in Meadow Branch and still feel very strongly about keeping the Avenue 2 lanes).</p>			
190, 191	Lisa & Pierre Ney E-mail Comment	<p>As honored residents of the Meadow Branch community, our focus and pride revolves around a bucolic, quiet, and family friendly environment. The Green Circle Trail is a treasure providing family fun, exercise, and lessons in nature and conservation. The roads are striped for two lanes with a 25 mph speed limit facilitating family friendly bike lanes and leisurely strolls with no additional noise, air, or vehicular inconveniences.</p> <p>With the proposal to extend Jubal Early to route 37, our way of life will be permanently altered with four lanes of traffic requiring widening of existing sidewalks and danger for homes fronting directly on Meadow Branch.</p> <p>It is essential for the harmony and safety of children and families to keep the one-lane traffic flow in each direction and bike lanes with four-way stop signs also at Mahone and Buckner to control speed. Current traffic volumes do not necessitate a 4-lane configuration and will not for many years to come.</p> <p>Please approve the proposal for a one-way lane in each direction with bike lanes, parking, and four-way stop signs at all intersections including Mahone and Buckner.</p>	XX		
192	GlennAnn Marsh	This is in reference to the change that has been presented			v

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
	E-mail Comment	concerning the extension of Meadow Branch Avenue. I do			^
193	William B. Robinson E-mail Comment	I support striping the existing portion of Meadow Branch Ave. with 4 car travel lanes. Option #2.		X	
194	Thomas Lloyd E-mail Comment	<p>I am writing about the Meadow Branch Avenue project. Contrary to letter to the editor in the September 12, 2014 Winchester Star this is not an issue limited to just the people living in the area.</p> <p>For decades the City has contemplated a major thoroughfare from the southern part of the City to Amherst Street. The plans were thoroughly thought out and well publicized for all to see. The plans foresaw the need to provide additional pathways to navigate throughout the City and to provide additional capacity to handle growing demand.</p> <p>As the artery is connected to Amherst Street, it would be extremely short sighted to not use existing Meadow Branch Avenue as it was originally designed. To limit it to a single lane would create congestion in the area and create a bottleneck for all.</p> <p>I encourage City Council to use the infrastructure to serve all citizens.</p>		X	
195	Susan Lumsden E-mail Comment	<p>I am in favor of a 4-lane road for the 0.6 miles. A concern of mine is whether drivers who wish to make a left hand turn on to MBA will be able to safely do so (from Mahone, for example).</p> <p>Speed is another concern, of course. I also believe that a "bottle neck" between 2 sections of 4 lane roads, in itself, will be a greater safety factor in that some drivers will attempt to use the "parking/bike" lanes to pass another vehicle. I hope that our Police Dept will be able to routinely monitor these issues.</p> <p>As for those folks who currently park on MBA, instead of trying to stand in the way of progress, they should find alternative parking.</p> <p>One question I have is where the bike lane will be established, if not on MBA itself. I would like to see this addressed.</p> <p>Thank you for your efforts and for your willingness to listen to Winchester's citizens.</p>		X	

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
196	Todd Golding E-mail Comment	When I travel Meadow Branch, it is obvious that it was designed and built as a four lane thoroughfare. That observation is consistent with all the plans that have been made for the road in long range planning to include the recent MPO planning. Citizens who built or purchased homes on Meadow Branch bear the responsibility for both learning and knowing the plans for the road that their homes front. Given the above views, I feel that meadow Branch should be paved for four lanes.		X	
197	Anita Minghini E-mail Comment	I vote for two lanes each way. Thank you.		X	
198	Brenda Chapin E-mail Comment	Please look at Russell Road between South Glebe Road and King Street in Alexandria, Virginia. The road is 2-way with parking, and traffic flows smoothly (this is VERY HIGH Traffic) in a neighborhood. Also please look at Commonwealth Avenue Between South Glebe and King Street, also in Alexandria, Virginia. This is the identical situation in a VERY densely populated city. You can widen the lanes closer to Route 50, put in a bike lane as planned, keep your beauty, sidewalks, save money, and still move the traffic. Thank you,	X		
199	L. Sullivan Winchester, VA	Make Meadowbranch Avenue 4 lanes & Straight. No circles.		X	
200	R.W. Lutz 331 W. Whitlock Avenue Winchester, VA 22601	I am writing since your website is not working today. It is time for Winchester to make decisions based on the common needs. Please keep Meadowbranch Avenue a 4 –Lane road		X	
201	Sam Leinbach 317 Fairmont Avenue Winchester, VA 22601	Meadow Branch Avenue should be a four (4) lane road, with parking on each side. With the John Kerr School relocation and some students walking it is much safer to locate the road behind the parked cars rather than next to a street with speeding cars going 25-35-44 mph. 1. The right turn lane at Shenandoah University will greatly restrict traffic through Old Town Winchester. 2. Traffic into or out of John Kerr School will adversely impact traffic for 4-8 hours a day.		X	

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
		3. With the reduction of traffic due to SU through downtown and substantial growth in population , and size at the Winchester Hospital the primary route to the hospital and westward the movement of emergency vehicles-ambulances and fire trucks-will be difficult at best greatly impacting the health and safety of our community.			
202	Loma McIntyre 148 Fox Drive Winchester, VA 22601	I support 4 Lane traffic on the above mentioned travel lanes.		X	
203	Richard Brown (Rick) Winchester, VA 22601	<p>Perry, I am in support of a 2 lane road in Meadow Branch. I feel the current traffic count for the project of 5,000-8,000 count when open support a 2-lane road. It will see a drop in traffic count when the other road is built to the Merrimans Lane road by Miller & Smith. Also, do to the fact that the City is paying for the extension of Meadow Branch. Let build a road we can afford. If we could some way make future Development of land along, Meadow Branch extension have the Development Reimburse the City for the expense of building the road would be fair to all party involved.</p> <p>I have been a Resident of Meadow Branch since 1995. An is still a resident of Meadow Branch. We have seen in the paper comments to built a 4-lane road with parking on both sides. An these people live on Jefferson Street. We have also sent letters to the Robinsons & the Jenkins which live on Breckinridge Lane. These reasons for a 4-lane road is to take traffic off of there road. An I have hear them as of the Meadow Branch extension was to be 4 lane. It would hurt property values along Meadow Branch and increase property values along Armistead St. and Breckinridge. I say that Meadow Branch extension is still a neighborhood street therefore it should be 2 lane road and remain a two lane road. An if property values would fall, tax revenue would fall as well.</p>	X		

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
	Richard Brown (Rick) - continued Winchester, VA 22601	I closing the City is looking at building a road, which will cost somewhere between 2.25 million for a 2 lane road to over 4.5 million for a 4 lane Road. If you build only 2 lane road it will still connect Valley Avenue to Amherst Street.			
204	Ellen Morgan 719 Mahone Drive Winchester, VA 22601	I'm really glad that the city was able to work with homeowners in the area to provide a plan that takes into account the safety of pedestrians, motorists and bicycle riders. If traffic snarls occur to increased use, Meadow Branch could become a 4-lane road at a later date. Another reason for leaving Meadow Branch as a 12 lane street with parking and a bike lane is to provide greater access to the Green Circle. I know there is a plan to extend the Green Circle. I would hate to see the extension have little use because people can't park to get to it.	X		
205	Ed Dwyer 1060 Breckinridge Lane Winchester, VA 22601	Providing for on street parking on a busy thoroughfare is nonsensical given the size of the driveways. What is important is the smooth flow of traffic across the City		X	
206	Annette San Pietro 2543 Goldenfield Lane Winchester, VA 22601	I would like to endorse Striping Option 2: Two care travel lanes in each direction on Meadow Branch Road. Thank you.		X	
207	Shannon Dodd 816 Armistead Street Winchester, VA 22601	I would like to endorse Striping Option 2: Two care travel lanes in each direction on Meadow Branch Road. Thank you.		X	
208	Jeffrey Dodd 816 Armistead Street Winchester, VA 22601	I would like to endorse Striping Option 2: Two care travel lanes in each direction on Meadow Branch Road. Thank you.		X	
209	Mark San Pietro 2543 Goldenfield Lane Winchester, VA 22601	I would like to endorse Striping Option 2: Two care travel lanes in each direction on Meadow Branch Road. Thank you.		X	
210	Bethany Gomez 813 Armistead Street Winchester, VA 22601	I would like to endorse Striping Option 2: Two care travel lanes in each direction on Meadow Branch Road. Thank you.		X	
211	David E. Sisson 813 Armistead Street Winchester, VA 22601	I would like to endorse Striping Option 2: Two care travel lanes in each direction on Meadow Branch Road. Thank you.		X	
212, 213	Timothy & Theresa M. Merkel 748 Johnston Court Winchester, VA 22601	Mr. & Ms. Merkel have a letter at the end of this document.	XX		

NO.	NAME & ADDRESS:	COMMENTS:	OPTION 1	OPTION 2	OPTION 3
214	Fran Barker 1411 Valley Avenue Winchester, VA 22601	Ms. Barker has comments at the end of this document.			
215	Barbara Bledsoe Winchester, VA 22601	Ms. Bledsoe has a letter at the end of this document.	X		
216	Dennis J. McLoughlin 1223 Rodes Circle Winchester, VA 22601	Mr. McLoughlin has a letter at the end of this document.	X		
217, 218	J. David & Kathleen M. Griffin 1301 Valley Avenue Winchester, VA 22601	Mr. & Ms. Griffin have a letter at the end of this document.		XX	

Comments Regarding Striping of Meadow Branch Ave.

Submitted by: William (Bob) & Leisa Robinson, 901 Breckinridge Lane, Winchester, VA 22601

Formerly of 1536 Meadow Branch Ave. (1998-2005)

Stripe as **4-lanes** as per the Master & Comprehensive Plans dating back more than 50 years (1958, 1974, 1982, 1988) and again in 2005 MPO.

Add bike lanes in both directions if room allows. Otherwise, bikes will travel in rightmost lane.

Enforce the 25 MPH speed limit for safety.

Reasons:

No parking lane is needed on Meadow Branch Ave. through this section. All homes are either built off of MB Ave. (Downs & Earlys Green) or have their driveways off of MB Ave onto adjacent side streets. Only *seven homes* have their driveways entering onto MB Ave. along a 1.1 mile stretch (.55 miles each direction) from Buckner to Handley Ave. All homes driveways/garages can accommodate their vehicles. The entire area was designed and built-out to accommodate a 4-lane Meadow Branch Ave. including limited access and shared driveways. Overflow parking, if ever needed, can be on adjacent side streets.

See photos taken 8/26/14 of Meadow Branch Ave. that show only three cars parked on 1.1 mile of Meadow Branch Ave. between Handley Ave. and Buckner. This is indicative of every day on Meadow Branch Ave. I lived at 1536 Meadow Branch Ave. from 1998-2005. I've lived on Breckinridge Lane since 2007. I travel these roads daily and this is what I see. Those three cars can also be parked in their driveways. Because essentially no one parks on Meadow Branch Ave., if you stripe it as proposed: travel-bike-parking lanes, what is to keep cars in their interior lane and not pass on the right in the empty parking lane?

View a similar road in Charlottesville: Jefferson Park Ave. (JPA) It is striped one car lane, one bike lane, one parking lane in each direction with grassy median in middle. The difference between JPA and MB Ave. is that JPA is DENSELY POPULATED with high-rise apartments, has a high student population on bikes, and off street parking is very necessary. On MB Ave. nothing could be further from the truth.

Safety can be addressed by *enforcing* the 25 mph speed limit.

Stripe the road based on projected volumes. The 2035 MPO Plan again calls out as 4 lane divided roadway but goes further to identify average daily projected traffic volumes of between 20-30,000 vehicles in the year 2035. (Source: Planning Commission Meeting Tuesday, June 17, 2014) If this dictates 4 lanes, stripe it that way now. Otherwise, when the need arises to stripe it as 4 lanes it will be viewed as a take-away and more onerous to implement. This road was designed for and volume dictates a 4-lane road. What has changed?

Remember your mantra....plan the work & work the plan: **High volume, low speed, no trucks**. This has been the plan since 1958 with multiple governing bodies confirming each time (1958, 1974, 1982, 1988, 2005) High volume = four lanes.

In the memo entitled Summary of Primary Issues and City Staff Recommendation dated 8/20/14, item # 4 it states: Traffic volumes projected at 5,000-8,000 vehicles/day. *What is this based on?* Is it based on the traffic study done in July 2014 when people are out of town on vacation & schools are not in session (ie lowest volume period)? What is the purpose of the current traffic study (cables) on Merrimans & Breckinridge?



Meadow Branch northbound
between Hamdley Ave + Johnston Ct



Meadow Branch northbound
between Johnston Ct + Armistead



Meadow Branch Ave
northbound, north of Seldon



MB Ave ~~Northbound~~
South of Buckner



MB Southbound
South of Buckner



MB Ave South
betw Buckner + Armistead



MB Ave Southbound
South of Buckner



MB Ave betw
Armistead + Johnston Ct.



Southbound MB Ave.
across from
1536 MB Ave.

1526 Meadow Branch Ave.
Winchester, VA 22601
September 11, 2014

City Council
Winchester, VA

Dear Sir and Madam:

We live at 1526 Meadow Branch Ave; the intersection of Meadow Branch and Armistead. We have lived here since the road was called Jubal Early (about 20 years ago) and we have lived on Meadow Branch longer than anyone. We and our shared driveway neighbor experience more traffic than anyone living on Meadow Branch or the immediate surrounds.

It took about 20 years for traffic to develop to what it is today. During that period Winchester and the surrounding population grew along with the number of roads. I believe that traffic on Meadow Branch will increase slowly after the extension. There is no reason why traffic would suddenly increase. The traffic survey result indicated that the present flow is well below the criteria for striping a 4 lane road. A letter to the Winchester Star sated that the survey was done at the lowest traffic period of the year. I have not seen any data to support that. It is conceivable that traffic will never increase to a level requiring 4 lane striping. As the population increases so will the addition of new roads. .

I am sure that you are aware of the Willow Run project that would extend Jubal Early to Rt 37. The developers have already acquired land for the project. Jubal Early would be the planned four-lane across town road, not Meadow Branch. This development did not exist when the 1958 Meadow Branch plan was written.

Striping! How many times would striping of any kind have to be redone because of wear over the next 10 – 15 years or more? If traffic truly indicated the need for 4 lanes of traffic in the future, appropriate striping cost would not be an issue. The width of the road remains the same no matter when striping is done.

Another responder stated that the 1958 plan for 4 lanes was never changed during subsequent readings. I suspect that there was no reason for change because actual road construction plans did not occur until now. Changes do occur over time.

I have stated, in my previous letter, the need to keep Meadow Branch at two lanes, especially in the current Meadow Branch neighborhood for safety reasons and for entire route for bicycle use. Parking is also a major issue but my letter was confined to safety.

We have important personal safety reasons for maintaining a 2 lane system. A four lane road at the present Meadow Branch area would put my wife and me in harm's way. Exiting or entering our driveway would be hazardous. Vehicles would be moving through traffic signs at random. Going straight ahead from our driveway to Armistead would require a total of 4 vehicles to stop at the same time, two in each direction, and wait for us exit. This is not realistic. A collision to us would be a strike to the side of our vehicle (T-bone) with associated significant injuries. Although I was a Certified Safety Professional for over 30 years, anyone with common sense can see that this is a dangerous situation. As I also mentioned previously obtaining mail from our mail box and putting and retrieving trash and recycle containers at the curb area is already a danger. Forget about a traffic light; this is a family neighborhood not a Wash DC street.

My last 15 years of employment was with an international mining company. I was corporate general manager for safety and health. If any of our mining operations put miners in harm's way the Government would issue a huge fine for doing so in addition to other punitive actions. I would think that Winchester would be at least as attentive to hazardous situations as the mining community.

This entire issue is based on a document written 56 years ago. I went to City Hall and spoke to the person in charge of City Planning before I purchased the land for our home (about 1992). I asked about future traffic on Meadow Branch. His response: Don't worry Meadow Branch will be just another city street as the city and area grow.

Traffic flow currently is well below the criteria for a four lane road. I believe that a conservative approach is needed for Meadow Branch for the reasons stated above.



Kenneth W. Vorpahl

kennethkv@comcast.net

Timothy F. Merkel
Theresa M. Merkel
784 Johnston Court
Winchester, VA 22601

September 11, 2014

Mr. Perry Eisenach

Public Services Director

Re: Meadow Branch Issue; The Winchester Star, September 9, 2014

Dear Mr. Eisenach,

The following comments concerning the subject Winchester Star article debate are in favor of keeping the Meadow Branch Avenue a two lane road. We have lived on Johnston Court since 1990 and own the vacant lot at 1532 Meadow Branch Avenue.

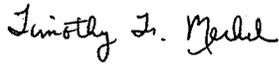
- Presently it is quite difficult at times to exit Johnston Ct and turn left (east) on Meadow Branch Avenue. Cars traveling west accelerate after stopping at the Handley Avenue intersection. The sightline for the vehicles turning east is partially blocked so timing becomes difficult to dash to the middle island. Once there again the sightline is substantially blocked while looking to see the oncoming traffic from the west. One of the problems is the severe declination of the lane heading east, so that these problems would be exacerbated greatly if the lanes were increased to four. Often city council has said their primary concern has been the safety of its citizens. We encourage you come to Johnston Court and turn east to see what a safety hazard this is.
- Pedestrian safety is a concern if the lanes are doubled. Even now there are speed issues with vehicles dashing from the Handley intersection, past the Johnston Court and on to the next stop sign at the intersection of Meadow Branch Ave and Armistead Street. Many times vehicles just slow down and do not stop. This is a particular issue at the intersection of Meadow Branch Avenue and Handley Boulevard where you find one of the entrances to the green trail around the city. Two lanes on Meadow Branch Avenue will jeopardize the many pedestrians, especially children, who enter the trail after crossing Meadow Branch Avenue.
- In general navigating two-lane four-way stops is much easier and safer than to navigate four lane four-way stops.
- Current traffic volumes support keeping the two lanes since they can handle about double the current loads as reported in the referenced article.
- Finally with cash flow a problem the dollars should be spent on a more urgent traffic problem. We would be interested in knowing the payback in years in necessary

Mr. Perry Eisenach, contd.

expenditures for converting to the four lane system vs. the payback from the state at the \$13,000 per year level.

Thank you for your consideration of this information.

Sincerely yours,



Timothy F. Merkel



Theresa M. Merkel

Cc: Winchester Common Council Members

City of Winchester
Meadow Branch Extension Open House
August 28, 2014

Name: Fran Barker

Address: 1411 Valley Avenue; Winchester, VA 22601

Phone: 540.678.1588

E-Mail: qefabark@gmail.com

Comments about proposed project:

Having read the article in today's Winchester Star, viewed the plan on the site mentioned in the paper, driven down that road, and from all the various calls and emails I have sent and exchanged with you, Councilman McInturff, and Ms. Freeman, I am not sure there is much I can add.

I appreciate those who naturally do not want more traffic on the road in front of their houses. Believe me, I understand since according to the chart listed on the above web site, the traffic volume on our part of Valley Avenue is approx. 11,000 cars a day. The proposed Coca-Cola apts. will only bring more. We have cars, service vans, semi-trucks, and etc. twenty-four hours a day.

According to the city's chart on traffic volume, traffic over 12,000 usually requires four lanes. If the outer portion of Valley Avenue (chart states Middle to Weems) is 20,000, and the current traffic on Valley from Bellview to Handley is at 11,000, may I respectfully ask what the plan is when our part gets to 12,000? Most of the houses on the residential portion of Valley have narrow front yards. How will an expansion to four lanes be handled? With a shoulder? For street parking? Bike paths? If we can scarcely get out of our drive now, what will we do with more volume?

Of course, we all know cars have to go somewhere with most of us subscribing to the "Not-In-My-Backyard" theory of development.

I do not know what the answer is to the speed and volume of traffic on the residential part of Valley Avenue. We have lived here for eleven years and it seems the traffic has only become heavier. I have talked to a number of people who have lived on Valley for many, many years. They all say my efforts to try to get something done "...is a waste of time. 'They' won't do anything."

I understand Valley runs into Route 11, and some have told me Valley is in fact, Route 11 itself. I have also had a city official tell me he has never seen a map of Winchester where the residential part is named anything but Valley Avenue. We live on block after block of houses with no businesses. Our schoolchildren walk to their assigned grade school and high school. For the western side of Valley, elementary students must cross Valley to get to their assigned elementary school of Quarles. There are a couple of crosswalks, and we have been told there would be additional crosswalk signs put up (taken down during winter months due to snow plowing) but there are not crosswalks at every corner. We have a posted speed limit of 25 mph. It is not supposed to be a "freeway".

While I understand my neighbors view nothing will be done to make Valley what it should be -- a residential street. I prefer to think the experts on planning and traffic can figure out a permanent solution. And once again, I thank you for doing so.

Meadow Branch Extension

Barbara Bledsoe

540-667-7255

babsbledsoe@aol.com

I have been a Resident of Meadow Branch for over 14 years. I have heard the argument about bringing a road from Valley Ave. to Amherst St. before.

However, the biggest question to me this time, is the Public Safety of the Children of Winchester.

As a elementary school teacher for over 35 years, the safety and welfare of my students and other students has always been my top priority.

Thinking about the idea of building a 4 lane highway in front of an elementary school, John Kerr Elementary School has always been a neighborhood school. A school that parents could feel safe about. The children could walk to school in the morning and home in the afternoon. This is what made the current John Kerr a Community School. I hope the new John Kerr Elementary School could be able to follow in the tradition as the old John Kerr. However after seeing the plan of the New John Kerr to be placed on a 4 lane road with traocling

in both directions with a posted speed of 25mph. I fear the many of the children, which be living in the new homes to be built along the extension of Meadow Branch Ave, will not enjoy the part of a community school. They will not be able to walk to school as we see at the other elementary schools in Winchester. All of the other elementary schools are not located on a busy 4 lane road.

I have read the other letters to the editor about the need for a 4 lane road. Because, the City of Winchester would be losing \$13,500 per year if a 4 lane road was not built. I first feel as an educator the safety of the children of the new John Kerr is more important then a small revenue of \$13,500 per year. On furthermore the cost of building a 4 lane road is nearly twice the cost of building a 2 lane road. I checked to see how much it cost to build a 4 lane road per foot. The cost is currently \$1,150 per running foot. Which is a cost of \$6,072,000 per mile. The new Meadow Branch extension is going to .75 of a mile at a cost of \$4,554,000. Where as a 2 lane road would cost \$2,277,000. Therefore at a rate of \$13,500 from the state of Virginia to the city of Winchester. It would take

168 years for the city to off set the cost of building a 4 lane road over a 2 lane road. The Winchester Planning Department showed that roads with a vehicle count of less than 12,000 vehicles per day or less did not need to be a 4 lane road. Current projection of 5,000 - 8,000 vehicles per day on the new Meadow Branch support the need for only a 2 lane road. When the completion of the New Jubal Early Dr. extension to Merrimans Lane, The traffic count of Meadow Branch Ave. will drop below the 5,000 - 8,000 vehicle per day. Therefore the need for the Meadow Branch Ave extension would be only for a 2 lane road.

DENNIS J. McLOOGHLIN
1223 Rodes Circle
Winchester, VA 22601

COPY

September 12, 2014

Mr. John A. Willingham, President
Winchester City Council
925 Meadow Court
Winchester, VA 22601

Re: Proposed extension Meadow Branch Avenue.

Dear John:

I am writing to strongly encourage you to follow your staff's recommendation of striping the existing Meadow Branch Avenue to allow for a 10 foot wide travel lane in each direction, a 5 foot wide bike lane, and a 7 foot wide parking lane.

Jubal Early Drive between Valley Avenue and Handley Avenue is a 4 lane divided highway with a 25 mile an hour speed limit. However, this speed limit is honored in the breach with very few cars adhering to the posted speed limit. Those of us that do adhere to the speed limit are viewed as old people delaying traffic. On the other hand, once you pass through the stop sign where Handley Avenue comes in, Meadow Branch Avenue is a road traveling through a residential neighborhood where safety should be a primary concern of the city. Clearly Meadow Branch Avenue is to be extended to provide access to the new John Kerr Elementary School. Once the road is extended from Buckner Avenue to Amherst Street the plan is for that section of the roadway to be 4 lane to accommodate traffic on that stretch of the roadway. However, for residents of the Downs and Early's Green exiting their subdivisions will present a safety risk, especially depending on which direction you are traveling in. It will be difficult enough coming out of the Downs with no stop sign with a 1 lane road in each direction, but with 2 lanes it would be inviting disaster.

It is my understanding that traffic studies have been conducted and current volumes of traffic, as well as projections for the near future, support

maintaining the status quo of 1 lane of traffic in each direction on Meadow Branch Avenue.

Although a drawback has been cited in terms of a loss of \$13,500 in state funding, we all know that amounts to a miniscule portion of the city's annual budget. That loss would be more than overshadowed by the first incident occurring whereby one of the residents of these neighborhoods, which are primarily populated by senior members of our community, is involved in an accident either walking or bicycling in the area or exiting or entering the neighborhood in their personal vehicle. In addition, after the new school is built, I would envision children walking or riding their bikes to and from school along this residential roadway !

If the need arises in the future to convert the roadway to 2 lanes in each direction it should be a relatively simple process of restriping.

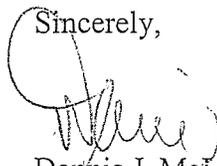
City staff recommends adding an all way stop at the intersection of Buckner Avenue and Meadow Branch Avenue and I would respectfully submit that a similar stop should be added at the intersection of Mahone and Meadow Branch Avenue or at a minimum a raised crosswalk similar to what the city has recently installed on Jefferson Street in an effort to slow down traffic and allow for individuals to cross the street safely.

I recognize that a vocal minority has been pushing for Meadow Branch Avenue to be striped for 4 lanes through this residential neighborhood. However, I would respectfully submit that current traffic volume and the safety of your citizens makes the case for following your staff's recommendation and striping this section of Meadow Branch Avenue for 1 lane in each direction with provision made for parking and bicyclists.

Thank you for the time you devote to serving the citizens of Winchester and for your reading and consideration of my letter.

I trust you will make the right decision based on the current information available to you.

Sincerely,



Dennis J. McLoughlin

DJM/lmw

cc: Timothy Youmans, Planning Director
City of Winchester
15 N. Cameron Street, Suite 318
Winchester, VA 22601

Mr. Perry Eisenach, Public Services Director
City of Winchester
15 N. Cameron Street
Winchester, VA 22601

J. David and Kathleen M. Griffin
1301 Valley Avenue
Winchester Virginia 22601

Perry Eisenach, Director of Public Works

Administrative Offices
301 East Cork St.
Winchester, VA 22601

Dear Mr. Eisenach:

Thank you for FINALLY moving forward with the connector road. This is 25 years overdue. We have a huge traffic problem in Winchester. It takes longer to get across Town than to get from the border to Warren County, to Fauquier County, to Hampshire County. I live .75 miles from work downtown. It takes 12 minutes on the average to get to work. The City has shirked its responsibility for transportation long enough!

The extension must be four lanes. Anything less makes the City continue to prove that the City administration cowers to the blessed chosen ones that live in Meadowbranch, as we saw happen 20 years ago when the City lost a substantial advance on roadwork construction funds for its refusal to build out an extension. The word is leadership, and one that City officials should not retreat from; build the road out as planned. Stand behind your long range plans and do the right thing.

Health and safety - to reach the hospital from the east side or from the County, requires a tortured path through 18 stoplights and multiple turns, instead of the straight clear and direct path. Building out the road to provide only two lanes will create a traffic nightmare, and force a correction within a very short time. In the meantime, it's like having Pleasant Valley dropped to two lanes in the middle. It is a funnel on both ends with a disastrous center. There is not one single solitary HONEST objective basis for doing so.

Property values - There is property in the City other than Meadowbranch! Removing overloaded traffic from the rest of the City will increase their values far more significantly than the alleged decrease in value on this one section of Meadowbranch. I have a good friend realtor who repeatedly comments that some of the beautiful homes in Winchester carry a much lower sales price because they do not sell as easily due to through traffic headed east/west. The City needs to invest in more than Loudoun Street Mall and National Avenue. Let's take care of the rest of the City. Where would the City be today without Pleasant Valley, or even the first leg of Jubal Early from Pleasant Valley to Valley? That was good long range planning, which begs for completion.

Public views - I received a flyer at my house and a personal visit from a fellow resident who is so concerned about the City's plan to take the "capitulation to Meadowbranch" route that they were hitting the streets. At our neighborhood block party not a single person had anything positive to say about the proposed striping plan to make the cut through road two lanes. We applaud and are grateful that the City is finally building the

rest of this road. Make no mistake, wimping out again and not finishing this as planned and envisioned has dire consequences on public support for anything else this City with its current administration takes on. Can we have some leadership here?

Cost - The City will lose road maintenance funds if the road is painted to two lanes, yet it will still have to be maintained at four lanes. Excuse me - stop giving back our share of road money!

Planning - The four lane roadway has been on the books as a planned roadway for more than 50 years - almost as long as we have had the interstate system with us. After fifty years of this plan, it is untenable that the City would ignore what has been blessed as a good plan all along. Not one of the residents of Meadowbranch lived on this road when this plan was developed. They have no basis to complain about surprise or a "change" in the plan. Indeed, the only "change" in the plan is to limit the roadway to two lanes, which really accomplishes not one positive thing.

On street parking - Really? This is a non sequitur! All these developed properties that front the road have large driveways and multiple garages. This argument is really reaching and demonstrates just how little facts actually support the demand to stop the road or to limit it to two lanes.

Please complete the roadway and complete the roadway as planned and envisioned - four lanes all the way.

Dave & Kathleen Liff

CITY OF WINCHESTER, VIRGINIA

PROPOSED CITY COUNCIL AGENDA ITEM

CITY COUNCIL MEETING OF: 9/23/14 (work session), **CUT OFF DATE:** 9/16/14
10/14/14 (1st Reading) 11/11/14 (2nd Reading/Public Hearing)

RESOLUTION **ORDINANCE** X **PUBLIC HEARING** X

ITEM TITLE:

TA-14-477 AN ORDINANCE TO AMEND AND REENACT ARTICLES 1, 18, AND 19 PERTAINING TO DEFINITIONS OF GROUP HOME; PROVISIONS FOR TEMPORARY HEALTH CARE STRUCTURES; PERMITTING, NOTIFICATION REQUIREMENTS, AND APPEAL PROCEDURES FOR FAMILY DAY HOMES; AND SITE PLAN EXPIRATION TIMELINES
Amendment modifies several sections of the Zoning Ordinance to reflect changes made to the Code of Virginia in recent General Assembly sessions.

STAFF RECOMMENDATION:

Approval

PUBLIC NOTICE AND HEARING:

Public hearing for 11/11/14 Council mtg

ADVISORY BOARD RECOMMENDATION:

Planning Commission recommended approval.

FUNDING DATA: N/A

INSURANCE: N/A

The initiating Department Director will place below, in sequence of transmittal, the names of each department that must initial their review in order for this item to be placed on the City Council agenda.

<u>DEPARTMENT</u>	<u>INITIALS FOR APPROVAL</u>	<u>INITIALS FOR DISAPPROVAL</u>	<u>DATE</u>
1. Planning Director			9/16/14
2. City Attorney			9/16/2014
3. City Manager			18 Sept 14
4. Clerk of Council			

Initiating Department Director's Signature:  9/16/2014
(Zoning and Inspections)



APPROVED AS TO FORM:

 9/16/2014
CITY ATTORNEY

CITY COUNCIL ACTION MEMO

To: Honorable Mayor and Members of City Council
From: Aaron Grisdale, Director of Zoning and Inspections *AMG*
Date: September 23, 2014
Re: TA-14-477 – AN ORDINANCE TO AMEND AND REENACT ARTICLES 1, 18, AND 19 PERTAINING TO DEFINITIONS OF GROUP HOME; PROVISIONS FOR TEMPORARY HEALTH CARE STRUCTURES; PERMITTING, NOTIFICATION REQUIREMENTS, AND APPEAL PROCEDURES FOR FAMILY DAY HOMES; AND SITE PLAN EXPIRATION TIMELINES

THE ISSUE:

This zoning ordinance text amendment was sponsored by Planning Commission to address several areas of the ordinance that have had recent changes to the enabling provisions in the Code of Virginia.

RELATIONSHIP TO STRATEGIC PLAN:

Goal 4 – Create a More Livable City for All, Objective 3 – Manage future growth, development and redevelopment consistent with City’s vision, comprehensive plan and development standards and policies

BACKGROUND:

Following a review of our Zoning Ordinance and comparing it with the enabling provisions in the Code of Virginia, several areas were identified as in need of revision. There have been several revisions to the enabling legislation passed by the General Assembly pertaining to zoning regulations over the past several years. This ordinance addresses four areas:

1. **Definition of Group Home** – This is a minor adjustment of the definition of Group Home following legislation adopted in the 2014 session of the General Assembly.
2. **Temporary Health Care Structures** – Provides permitting and regulating standards for temporary health care structures on residential properties. Legislation adopted by the General Assembly requires that localities include such provisions within their ordinances.
3. **Family Day Homes** – Updates our local ordinance to be in compliance with notification, review and appeal procedures for a person seeking to have a family day home (daycare) in their home. With the new standards all adjacent property owners must be identified prior to the issuance of a zoning permit by the Zoning Administrator. Denials of a permit may be appealed to City Council.
4. **Site Plan Expiration** - Updates our local ordinance to be in compliance with the period of validity and expiration timeframes for approved site plans.
(Full staff report attached).

BUDGET IMPACT:

No funding is required.

OPTIONS:

- Approve the text amendment
- Approve the text amendment permit with modifications
- Decline to adopt the text amendment

RECOMMENDATIONS:

The Planning Commission unanimously recommended approval.

TA-14-477 AN ORDINANCE TO AMEND AND REENACT ARTICLES 1, 18, AND 19 PERTAINING TO DEFINITIONS OF GROUP HOME; PROVISIONS FOR TEMPORARY HEALTH CARE STRUCTURES; PERMITTING, NOTIFICATION REQUIREMENTS, AND APPEAL PROCEDURES FOR FAMILY DAY HOMES; AND SITE PLAN EXPIRATION TIMELINES

REQUEST DESCRIPTION

This request is a publicly sponsored zoning text amendment that will bring the City's Zoning Ordinance into conformity with State Code, following legislative updates.

STAFF COMMENTS

Following a review of our Zoning Ordinance and comparing it with the enabling provisions in the Code of Virginia, several areas were identified as in need of revision. There have been several revisions to the enabling legislation passed by the General Assembly pertaining to zoning regulations over the past several years. This ordinance addresses four areas:

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4. **Site Plan Expiration** - Updates our local ordinance to be in compliance with the period of validity and expiration timeframes for approved site plans.

RECOMMENDATION

At their September 16, 2014 meeting, the Planning commission forwarded **TA-14-477** with a favorable recommendation because the amendment, as proposed, presents good planning practice by ensuring the City's Zoning Ordinance is up to date and consistent with current provisions within the Code of Virginia.

AN ORDINANCE TO AMEND AND REENACT ARTICLES 1, 18, AND 19 PERTAINING TO DEFINITIONS OF GROUP HOME; PROVISIONS FOR TEMPORARY HEALTH CARE STRUCTURES; PERMITTING, NOTIFICATION REQUIREMENTS, AND APPEAL PROCEDURES FOR FAMILY DAY HOMES; AND SITE PLAN EXPIRATION TIMELINES

14-477

Draft 1 – 7/29/14

Ed. Note: The following text represents an excerpt of Articles 1, 18, and 19 of the Zoning Ordinance that are subject to change. Words with strikethrough are proposed for repeal. Words that are boldfaced and underlined are proposed for enactment. Existing ordinance language that is not included here is not implied to be repealed simply due to the fact that it is omitted from this excerpted text.

ARTICLE 1

DEFINITIONS

1-2-46 GROUP HOME: As defined within §15.2-2291, Code of Virginia (as amended), a residential facility for which the Department of Mental Health, Mental Retardation, and Substance Abuse services of the Commonwealth is the licensing authority; and, in which no more than eight (8) mentally ill, mentally retarded or developmentally disabled persons reside, with one or more resident ~~counselors~~ or ~~other~~ **nonresident** staff persons, as residential occupancy by a single family. Mental illness and developmental disability shall not include current illegal use of or addiction to a controlled substance as defined within §54.1-3401, Code of Virginia (as amended).

ARTICLE 18

GENERAL PROVISIONS

SECTION 18-10. ACCESSORY USES AND STRUCTURES.

18-10-10 Temporary Family Health Care Structures

A. For the purposes of this Section:

- 1. "Caregiver" means an adult who provides care for a mentally or physically impaired person within the Commonwealth. A caregiver shall be either related by blood, marriage, or adoption to or the legally appointed guardian of the mentally or physically impaired person for whom he is caring.**

- 2. "Mentally or physically impaired person" means a person who is a resident of Virginia and who requires assistance with two or more**

activities of daily living, as defined in § 63.2-2200, Code of Virginia, as certified in a writing provided by a physician licensed by the Commonwealth.

3. "Temporary family health care structure" means a transportable residential structure, providing an environment facilitating a caregiver's provision of care for a mentally or physically impaired person, that (i) is primarily assembled at a location other than its site of installation; (ii) is limited to one occupant who shall be the mentally or physically impaired person or, in the case of a married couple, two occupants, one of whom is a mentally or physically impaired person, and the other requires assistance with one or more activities of daily living as defined in § 63.2-2200, Code of Virginia, as certified in writing by a physician licensed in the Commonwealth; (iii) has no more than 300 gross square feet; and (iv) complies with applicable provisions of the Industrialized Building Safety Law and the Uniform Statewide Building Code. Placing the temporary family health care structure on a permanent foundation shall not be required or permitted.

B. Temporary family health care structures shall be permitted as an accessory use in LR, MR, HR, HR-1, RB-1, RO-1, B-1, and PUD districts as a permitted accessory use to an existing single family residential use. Such structures shall be (i) for use by a caregiver in providing care for a mentally or physically impaired person and (ii) on property owned or occupied by the caregiver as his residence.

C. Only one family health care structure shall be allowed on a lot or parcel of land.

D. Any person proposing to install a temporary family health care structure shall first obtain a permit from the Administrator.

E. The Administrator may require that the applicant provide evidence of compliance with this section on an annual basis as long as the temporary family health care structure remains on the property. Such evidence may involve the inspection by the Administrator of the temporary family health care structure at reasonable times convenient to the caregiver, not limited to any annual compliance confirmation.

F. Any temporary family health care structure installed pursuant to this Section may be required to connect to any water, sewer, and electric utilities that are serving the primary residence on the property and shall comply with all applicable requirements of the Virginia Department of Health.

- G. No signage advertising or otherwise promoting the existence of the structure shall be permitted either on the exterior of the temporary family health care structure or elsewhere on the property.**
- H. Any temporary family health care structure installed pursuant to this Section shall be removed within 60 days of the date on which the temporary family health care structure was last occupied by a mentally or physically impaired person receiving services or in need of the assistance provided for in this section.**
- I. The Administrator may revoke the permit granted pursuant to subsection D if the permit holder violates any provision of this section. Additionally, the Administrator may seek injunctive relief or other appropriate actions or proceedings in the circuit court of that locality to ensure compliance with this section.**
- J. Any proposed temporary health care structure must meet the same location, setback, lot coverage requirements and limitations set forth in this Article for other accessory structures.**

SECTION 18-19. HOME OCCUPATIONS.

18-19-3 The operation of a family day home may occur as an accessory and subordinate use to a residence provided the following: ~~for not more than five (5) children shall be considered as residential occupancy by a single family; and, therefore does not require a Certificate of Home Occupation. Family day homes serving six through twelve children, exclusive of the provider's own children and any children who reside in the home, shall obtain a Certificate of Home Occupation and shall be licensed by the Virginia Department of Social Services. However, no family day home shall care for more than four children under the age of two, including the provider's own children and any children who reside in the home, unless the family day home is licensed or voluntarily registered. A family day home where the children in care are all grandchildren of the provider shall not be required to be licensed or obligated to obtain a Certificate of Home Occupation.~~

- A. A family day home for not more than five (5) children shall be considered as residential occupancy by a single family; and, therefore does not require a Certificate of Home Occupation.**
- B. A family day home serving six through twelve children, exclusive of the provider's own children and any children who reside in the home, shall obtain a Certificate of Home Occupation and shall be licensed by the Virginia Department of Social Services, provided the following:**

1. Prior to the issuance of a Certificate of Home Occupation for a family day home serving six through twelve children, the applicant shall send a notice developed by the Administrator to each adjacent property owner by registered or certified mail, and shall provide proof to the Administrator of the completion of such mailings.
 2. If the Administrator receives no written objection from a person so notified within thirty (30) days of the date of sending the letter and determines that the family day home otherwise complies with the provisions of this Ordinance, the Administrator may issue the permit sought.
 3. Any applicant denied a permit through this administrative process may request that the application be considered by City Council after a hearing following public notice per Section 23-7-1 of this Ordinance.
 4. Upon such hearing, City Council may, in its discretion, approve the permit, subject to such conditions as agreed upon by the applicant and the locality, or deny the permit.
- C. No family day home shall care for more than four children under the age of two, including the provider's own children and any children who reside in the home, unless the family day home is licensed or voluntarily registered.
- D. A family day home where the children in care are all grandchildren of the provider shall not be required to be licensed or obligated to obtain a Certificate of Home Occupation.

ARTICLE 19

SITE PLAN REQUIREMENTS

SECTION 19-7. SITE PLAN TERMINATION OR EXTENSION.

- 19-7-1 An approved site plan shall expire and become null and void if no building permit has been obtained for the site in ~~twelve (12) months~~ five (5) years after the final approval unless otherwise provided for in the Code of Virginia.

CITY OF WINCHESTER, VIRGINIA

PROPOSED CITY COUNCIL AGENDA ITEM

CITY COUNCIL MEETING OF: 09/23/14 (work session) CUT OFF DATE: 9/17/14
10/14/14 (regular mtg)

RESOLUTION ___ ORDINANCE ___ PUBLIC HEARING X

ITEM TITLE:

CU-14-485 Request of EFD Investments, LLC for a conditional use permit for extended stay lodging at 132 North Braddock Street zoned Central Business (B-1) District with Historic Winchester (HW) District overlay .

STAFF RECOMMENDATION:

Approval with conditions.

PUBLIC NOTICE AND HEARING:

Public hearing for 10/14/14 Council mtg

ADVISORY BOARD RECOMMENDATION:

Planning Commission recommended approval with conditions

FUNDING DATA: N/A

INSURANCE: N/A

The initiating Department Director will place below, in sequence of transmittal, the names of each department that must initial their review in order for this item to be placed on the City Council agenda.

Table with 4 columns: DEPARTMENT, INITIALS FOR APPROVAL, INITIALS FOR DISAPPROVAL, DATE. Rows include Zoning & Inspections, City Attorney, City Manager, and Clerk of Council.

Initiating Department Director's Signature: [Signature] 9/17/14 (Planning Dept)



APPROVED AS TO FORM: [Signature] 9/17/2014 CITY ATTORNEY

CITY COUNCIL ACTION MEMO

To: Honorable Mayor and Members of City Council

From: Tim Youmans, Planning Director

Date: September 17, 2014

Re: CU-14-485 Request of EFD Investments, LLC for a conditional use permit for extended stay lodging at 132 North Braddock Street (*Map Number 173-01-F-6*) zoned Central Business (B-1) District with Historic Winchester (HW) District overlay .

THE ISSUE:

Conversion of ground floor office space and two second floor apartments to extended stay lodging.

RELATIONSHIP TO STRATEGIC PLAN:

Vision 2028, Principle 3: Vibrant Downtown; #6: Increased occupancy with more people living in the Historic Old Town

Vision 2028, Principle 5: Great Neighborhoods with a Range of Housing Choices; #2: Choice of housing opportunities - different life style and price points

Goal 3: Continue Revitalization of Historic Old Town; Objective 5: Increase the number of residents living in Downtown

BACKGROUND:

See attached staff report

BUDGET IMPACT:

N/A

OPTIONS:

1. Approve with conditions as recommended by Planning Commission
2. Table request
3. Deny

RECOMMENDATIONS:

Recommend approval

CU-14-485 Request of EFD Investments, LLC, for a Conditional Use Permit for extended stay lodging at 132 N. Braddock Street zoned Central Business (B-1) District with Historic Winchester (HW) District overlay

REQUEST DESCRIPTION

The request is for Conditional Use Permit (CUP) approval under Section 9-2-19 of the Zoning Ordinance pertaining to extended stay lodging. The ground floor vacant and retail spaces and the two second-floor apartments in the two-story structure are proposed for conversion to extended stay lodging.

AREA DESCRIPTION

The property and all adjoining properties along both sides of N. Braddock Street are zoned B-1 with Historic Winchester (HW) overlay District. The site is also located in the Winchester National Historic District and restoration of the circa 1945 Jacobean Tudor Revival structure would likely be eligible for State and Federal Tax Credits. The subject stretch of N. Braddock Street has structures primarily associated with commercial use, including numerous offices and some retail. The site immediately to the south was recently approved for a 4-unit Extended Stay Lodging facility. The site falls within the 100% parking exempt district, although the applicant proposes to lease spaces in the Braddock Street Auto Park or in a private surface lot across the street.



STAFF COMMENTS

The CUP request for conversion of the ground-floor nonresidential space and upper level apartments to extended stay lodging use is outlined in a letter from Mr. Dearing of EFD Investments, LLC to the City dated July 29, 2014 (see attached). The Tudor Revival structure has an exterior appearance that lends itself to either commercial or residential use. It already contains two apartments on the upper level of the building. The door and window openings are more typical of a multifamily structure rather than a retail storefront. The building currently has a single recessed doorway directly oriented to N. Braddock Street providing access to all spaces within the building.

There is very little distance between the front of the structure and the public street. The applicant should consider some planter boxes to place out along the front of the building to create some separation between the windows of the front living room space and the public sidewalk. Two 2-bedroom units are proposed on the first floor. They do not have any bedrooms facing toward the street. All four units would have access to a hallway connecting to the front door of the building. No rear access

from the ground floor units is proposed since the building effectively takes up the entire lot area except for a narrow strip along the south side of the building. There is green area behind the building, but it is owned by a separate property owner.

In his letter, the applicant notes the commitment to provide weekly maid service and owner maintenance to ensure that the property is taken care of in a way consistent with the intent of an extended stay lodging facility. Because this is an Extended Stay Lodging proposal (as opposed to a ground-floor residential conversion), there is no provision for the Planning Director to make a determination whether or not the segment of N. Braddock Street represents a major commercial street, thus potentially restricting the ground-floor residential conversion. If proposed as multifamily instead of Extended Stay Lodging, the four units probably would not meet the average minimum floor area requirements for two-bedroom units.

Section 1-2-35.1 of the Zoning Ordinance defines 'EXTENDED STAY LODGING' as: *One (1) or more buildings containing individual sleeping rooms, designed for and used primarily by business travelers for more than thirty (30) consecutive days, with garage or parking space conveniently located to each unit. Cooking facilities are provided for each unit. Units are not intended to be primary residences.*

A similar type of Extended Stay Lodging facility was approved by City Council for the building just to the south at 126 N. Braddock Street. At its June 10, 2014 meeting, Council approved that Conditional Use Permit (CU-14-267) subject to:

1. Weekly maid service provided for all four (4) units to ensure consistency with definition of the units as accommodations serving business travelers, not primary residences; and,
2. Leasing of at least 4 parking spaces in the Braddock Street AutoPark or other nearby parking lot to ensure compliance with the requirement for garage or parking space conveniently located to each Extended Stay Lodging unit.

RECOMMENDATION

At their September 16, 2014 meeting, the Planning Commission forwarded **CU-14-485** to Council recommending approval per Sections 9-2-19 of the Zoning Ordinance because the proposal, as submitted, will not adversely affect the health, safety or welfare of persons residing or working in the neighborhood nor be detrimental to public welfare or injurious to property or improvements in the neighborhood. The approval is subject to:

1. Weekly maid service provided for all four (4) units to ensure consistency with definition of the units as accommodations serving business travelers, not primary residences; and,
2. Leasing of at least 4 parking spaces in the Braddock Street AutoPark or other nearby parking lot to ensure compliance with the requirement for garage or parking space conveniently located to each Extended Stay Lodging unit.

July 29, 2014

City of Winchester
Planning Commission

Planning Commission Members:

EFD Investments, LLC has a contract to purchase 132 North Braddock Street. The building currently has two apartments upstairs. The North side of the downstairs is vacant and the South side is leased for retail use. The site is zoned B-1.

EFD Investments, LLC previously purchased 126 North Braddock Street, the next building to the South, and was granted a conditional use permit to convert the entire building to extended stay lodging.

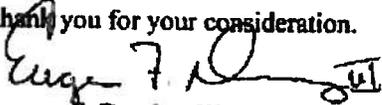
This request is for consideration of converting 132 North Braddock to extended stay lodging, as defined by 1-2-35.1 of the City of Winchester Zoning Ordinance. The two apartments would remain upstairs and the ground floor would be converted to two apartments. As defined these units will be fully furnished units which will be primarily rented to business travelers who are relocating to the area or are in the area for short term assignments.

This use is listed as a conditional use in the B-1 District. No additional variances are being requested. Although this location is parking exempt, we propose to lease space in the Braddock Street Parking Garage for use of the tenants to satisfy the requirement that extended stay units have nearby parking available.

The building is in the Historic District and no changes are proposed to the building footprint or exterior. Since this project is eligible for Federal and State Tax Credits, the final design will have to be approved by these agencies. The façade of this building, as the 126 North Braddock Street building, has a residential appearance with no display type windows that would be covered or altered.

We believe that this is an appropriate use for the building. Business travelers typically like the fact that they can walk to the Loudoun Mall area to take advantage of the many restaurants and shops. We believe that this project furthers the goal of having people live and shop in the downtown area. We see no negative impact. These units are designed for single adults. Traffic impact will be minimal since in most cases there would be only one or two trips a day resulting from each unit. These units provide for weekly maid service and owner property maintenance which will insure that the property is well taken care of. The completed project will result in an increased real estate tax base as well as generate revenue through the patronization of local shops and restaurants.

Thank you for your consideration.


Eugene F. Dearing III
EFD Investments, LLC

CITY OF WINCHESTER, VIRGINIA

PROPOSED CITY COUNCIL AGENDA ITEM

CITY COUNCIL MEETING OF: 09/23/14 (work session) **CUT OFF DATE:** 9/17/14
 10/14/14 (1st reading) 11/11/14 (2nd reading/Public Hearing)

RESOLUTION ___ **ORDINANCE** X **PUBLIC HEARING** X

ITEM TITLE:

RZ-14-490 AN ORDINANCE TO REZONE 7.7076 ACRES OF LAND AT 940 CEDAR CREEK FROM HIGHWAY COMMERCIAL (B-2) DISTRICT WITH PLANNED UNIT DEVELOPMENT (PUD) DISTRICT OVERLAY AND PARTIAL CORRIDOR ENHANCEMENT (CE) DISTRICT OVERLAY TO HIGHWAY COMMERCIAL (B-2) DISTRICT WITH CORRIDOR ENHANCEMENT (CE) DISTRICT OVERLAY.

STAFF RECOMMENDATION:

Approval

PUBLIC NOTICE AND HEARING:

Public hearing for 11/11/14 Council mtg

ADVISORY BOARD RECOMMENDATION:

Planning Commission recommended approval subject to proffers.

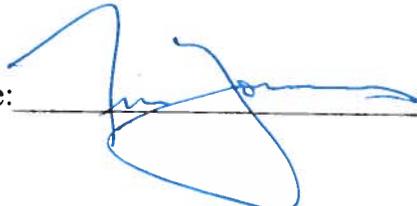
FUNDING DATA: N/A

INSURANCE: N/A

The initiating Department Director will place below, in sequence of transmittal, the names of each department that must initial their review in order for this item to be placed on the City Council agenda.

<u>DEPARTMENT</u>	<u>INITIALS FOR APPROVAL</u>	<u>INITIALS FOR DISAPPROVAL</u>	<u>DATE</u>
1. Zoning & Inspections	<u>AMG</u>	_____	<u>9/17/14</u>
2. City Attorney	<u>AW</u>	_____	<u>9/17/2014</u>
3. City Manager	<u>MS</u>	_____	<u>18 Sept 2014</u>
4. Clerk of Council	_____	_____	_____
	_____	_____	_____

Initiating Department Director's Signature:
 (Planning Dept)

 9/17/14



APPROVED AS TO FORM:

 9/17/2014
CITY ATTORNEY

CITY COUNCIL ACTION MEMO

To: Mayor and Members of City Council
From: Tim Youmans, Planning Director
Date: September 17, 2014
Re: RZ-14-490

THE ISSUE:

Rezoning a 7.7076-acre tract from Highway Commercial (B-2) District with Planned Unit Development (PUD) District overlay and partial Corridor Enhancement (CE) district to Highway Commercial (B-2) District with Corridor Enhancement District Overlay. The PUD overlay would no longer exist and the existing CE overlay would be restored to the entire property. The revised proffers now specifically call for an assisted living and skilled nursing facility at this site.

RELATIONSHIP TO STRATEGIC PLAN:

Goal 2: Create a more livable city for all.

Vision 2028 (Principle 5) - Great neighborhoods with a range of housing choices.

BACKGROUND:

See attached staff report.

BUDGET IMPACT:

N/A

OPTIONS:

- Approve subject to latest version of proffers.
- Deny (must state reasons for denial in the motion- e.g. "inconsistent with Comp Plan").

RECOMMENDATIONS:

Planning Commission recommended approval subject to the 09-11-14 version of proffers.

RZ-14-490 AN ORDINANCE TO REZONE 7.7076 ACRES OF LAND AT 940 CEDAR CREEK GRADE FROM HIGHWAY COMMERCIAL (B-2) DISTRICT WITH PLANNED DISTRICT DEVELOPMENT (PUD) OVERLAY AND PARTIAL CORRIDOR ENHANCEMENT (CE) DISTRICT OVERLAY TO HIGHWAY COMMERCIAL (B-2) DISTRICT WITH CORRIDOR ENHANCEMENT (CE) DISTRICT OVERLAY

REQUEST DESCRIPTION

The applicant is requesting to again change the underlying and overlay zoning of a large tract of mostly vacant land at the western limits of the City along the north side of Cedar Creek Grade. This request would change the zoning from B-2/PUD with proffers and some Corridor Overlay along Cedar Creek Grade frontage to B-2 with proffers and full CE overlay zoning restored. The prior rezoning last year (RZ-13-500) rezoned the tract from RO-1/CE to B-2/PUD (and some CE) subject to proffers.

The proposal restores the Corridor Enhancement (CE) overlay zoning to the entire tract from the scaled back current extent which only applies to the first 125 feet back into the site from Cedar Creek Grade. The request proposes to eliminate any Planned Unit Development (PUD) overlay zoning across the site. Therefore, no Development Plan depicting building layout, building elevations, floor plans, etc. are available for scrutiny as part of the rezoning evaluation. The revised proffers now specifically call for an assisted living and skilled nursing facility. Therefore, the Commission and Council can evaluate the request with the knowledge that no other use permitted in the B-2 District could be situated there.

If the rezoning request included PUD overlay, it would permit the construction of up to 139 apartment units, assuming that the overlay Planned Unit Development (PUD) provisions and Corridor Enhancement (CE) provisions are met. The current conditional B-2/PUD zoning was conditioned upon a Conceptual Site Layout Plan depicting 132 apartment units in 5 three-story buildings and 2 four-story buildings. A separate two-story mixed use with offices on the ground floor and 1-bedroom apartments on the second floor was approved near the Cedar Creek Grade frontage of the site. Recreational amenities included 2 proposed bocce ball courts out close to Cedar Creek Grade available for use by the occupants only and a perimeter walking trail with exercise stations that would be available to the public for at least 2 years. There were also some exercise stations toward the interior of the site.

AREA DESCRIPTION

The subject parcel contains a vacant single-family residence and some agricultural structures. The one residentially used property immediately to the east is zoned RO-1 district. Along with numerous other properties throughout the City, that property was rezoned by the City (i.e. not at property owner request) in the 1990's in an effort to stem what was then viewed as undesirable multifamily rental housing. Land to the north and further to the east is zoned HR and contains multifamily development as well as townhouse development. Land to the south



fronting along Cedar Creek Grade is also zoned HR and contains single-family residences.

Land to the west is situated in Frederick County. The adjoining Frederick County parcel owned by Greystone Properties, LLC was conditionally rezoned from Rural Areas (RA) to Residential Planned Community (R4) by Frederick County along with other properties including a larger tract owned by Miller & Smith about five years ago. The 360-acre Willow Run project is slated for 1,390 residential units as well as 36 acres of commercial uses. The Greystone Properties portion of the larger Willow Run project is primarily single-family attached (i.e. townhouse) residential and age-restricted housing. It includes a spine road (Birchmont Dr) that connects Cedar Creek Grade with the extension of Jubal Early Drive to the north. That connection is required to be built prior to the 200th residential permit being issued. A public street connection to Cidermill Lane from the County spine road is also part of the approved Willow Run project. Cidermill Lane is currently being extended to the County line as part of the last phase of the Orchard Hill townhouse development.

COMMENTS FROM STAFF

In a letter (see attached) to the Planning Director dated September 15, 2014, Mr. Timothy Painter of Painter-Lewis PLC, applicant for the owner (Mr. Scott Rosenfeld-Cedar Creek Place LLC), has provided a revised proffer statement explaining the proposed rezoning, specifying the proposed commercial use as a nursing home and assisted living facility (approx. 120 beds), a trip generation report of the proposed use, and details of the entrance location for the site. The applicant also provided an original Proffer Statement dated August 4, 2014. The Proffer Statement is addressed further below in the comments from staff.

Comprehensive Plan Consistency

The Character Map contained in the adopted Comprehensive Plan calls for a Commerce Revitalization/Infill in this area and for the connection of Stoneleigh Drive to Cedar Creek Grade.

The Cedar Creek Grade corridor has undergone considerable change over the past 25 years from being primarily single-family development along a two-lane roadway to becoming a mixed use corridor served by a four-lane arterial. A number of sites that were rezoned to RO-1 by the City in the 1990's were subsequently rezoned on a conditional basis to Highway Commercial (B-2) by private developers. These conditional B-2 rezonings often included restrictions on commercial uses. This effort includes the two lots along the south side of Cedar Creek Grade across from the east end of the subject property where two large office buildings are situated today. Corridor Enhancement (CE) overlay zoning was established along Cedar Creek Grade in 2006.

Potential Impacts & Proffers

Since this is a conditional rezoning request, the applicant has voluntarily submitted proffers to mitigate potential impacts arising from the rezoning of the property from B-2 (PUD/CE) to B-2 (CE). The August 4, 2014 Proffer Statement and the September 11, 2014 revision to it is structured to address six areas under the heading of Site Planning Improvements. These are: Proposed Use; Street Improvements; Street Access and Interior Site Circulation; Site Development; Landscaping and Design; and, Storm Water Management. Unlike the current B-2(PUD) zoning, there is no paragraph of the Proffer Statement that binds the developer to develop the site in accordance with a particular conceptual site layout plan exhibit.

The applicant has not conducted an updated Fiscal Impact Analysis and a Traffic Impact Analysis, but an updated trip generation study was prepared and submitted to the City on September 15, 2014. These are two studies that can be required by the Planning Commission for a PUD rezoning application per Sections 13-4-2.2k and l of the Zoning Ordinance, but not when a non-PUD rezoning is submitted.

Fiscal Impacts

Since the proposed B-2 zoning without PUD overlay does not permit residential use, it is unlikely that the commercial development would have a negative fiscal impact on the City. The applicant notes in his August 4, 2014 letter that: "This development of this site, as a result of this rezoning, will have a positive impact on the City of Winchester and it generally conforms to the Comprehensive Plan for this area." Staff does not believe that an updated Fiscal Impact Analysis is needed since the proposed nursing home/assisted living use in the B-2 district would not generate school-aged population.

Traffic Impact Analysis

A Traffic Signal Warrant Study was submitted with the prior rezoning request on 9/9/13 to the Planning Director and to the Public Services Director, Perry Eisenach. The Warrant Study concluded that a traffic signal would not be warranted at the proposed intersection of Cedar Creek Grade and the extension of Stoneleigh Drive, even if situated opposite of the existing Cedar Creek Grade/Stone Ridge Rd intersection. The Public Services Director reviewed the study and agreed with the findings.

The previous Traffic Signal Warrant Study included an analysis of Trip Generation based upon four different Development Scenarios. If the 7.7076 acres were developed with by-right office development consisting of upwards of 120,000 square feet of medical-dental office development, then it would generate 424 trips in the PM Peak Hour and an ADT volume of 4,692 trips (over 3 times the amount of traffic generated by the development proposed with the current rezoning that was approved for the 132 apartment units).

The updated trip generation analysis indicates that the nursing home/assisted living facility would generate fewer trips than the current zoning for the 132 apartments as well as lower counts than what the previous RO-1 zoning would allow for office development. Generally the average trips per weekday is estimated to be a 282 trips, with weekday morning peak hours having 21 trips and a weekday afternoon peak of 27 trips. For Saturdays, it is estimated to have 250 trips per day, with the peak hour of 50 trips. For Sundays, it is estimated to have 240 trips per day, with the peak hour of 41 trips.

Proffer #2 proposes to include a private extension of Stoneleigh Drive connecting to Cedar Creek Grade at an unsignalized intersection located approximately 240 feet west of the Harvest Drive intersection. This new location is where the existing driveway into the adjoining Horton property is currently located. That driveway would be eliminated under the proposal and a connection to the Horton property would be provided from a point internal to the subject development site north of the existing Horton residence closest to Cedar Creek Grade.

The proposed street location minimizes impacts on the Harvest Drive neighborhood and provides for an indirect connection to the public portion of Stoneleigh Drive in the Orchard Hill neighborhood. It also provides for good sight distance to the west. It will, however, require the granting of an exception by City Council to allow for the new private street to be situated within 300 feet of the existing Harvest Drive intersection.

Alterations were made to traffic flow on Cedar Creek Grade at Stoneridge Rd intersection after VDOT had widened the road from two lanes to four lanes in 1993. The alteration decreased the capacity of Cedar Creek Grade by converting one of the two eastbound lanes and one of the two westbound lanes approaching Stoneridge Rd into right-turn and left-turn lanes respectively. That change essentially reduced Cedar Creek Grade down to a single through lane eastbound and westbound at that one location.

Stoneleigh Drive would connect to the privately-owned portion of Stoneleigh Drive serving the existing Summerfield Apartment development. Summerfield Apartments were approved with improved access only to the north connecting with the public portion of Stoneleigh Dr in the Orchard Hill townhouse development. The developer of the Summerfield Apartment development offered to extend Stoneleigh Drive as a public street southward to allow for an orderly extension of that street ultimately to Cedar Creek Grade once the former Racey property was developed. Due to strong opposition from adjoining Orchard Hill residents, City Council turned down a subdivision proposal in 1997 that would have extended the public street, but the apartment development site plan was nonetheless approved relying solely upon access to Harvest Drive, a Category II Collector Street via local (Category I) streets within the Orchard Hill development.

In Proffer #3, the applicant has proffered access to the site from Cedar Creek Grade roadway at approximately the same location as the current private entrance of the Horton property. The existing entrance shall be removed and become a joint entrance for Horton property and the nursing home facility. The entrance shall consist of VDOT standards for commercial entrances.

As noted above, the Comprehensive Plan calls for the orderly extension of roadway connecting the Summerfield and Orchard Hill neighborhoods to Cedar Creek Grade. This allows for improved traffic flow and improved service delivery for City services such as fire and rescue, police, school buses, and refuse, yard waste, and recycling pickup. It also implements the New Urbanism principle of an interconnected grid street network advocated in the Comprehensive Plan and avoids undesirably long an inefficient single-access point development typical of 1960's – 1990's suburban sprawl. Total traffic on any one street is reduced since residents do not have to drive through other neighborhoods to get to the major streets in the City. In Proffer #2, the applicant is also proffering traffic calming measures along the proposed private roadway.

Site Development and Buffering

In Proffer #4, the applicant has proffered minimum separations between buildings and off-street parking areas. Proffer#4 also notes that the project will generally conform to the Corridor Enhancement (CE) District criteria and provides descriptions of the exterior building materials and roofing material to be used. Proffer #5 provides information about the landscaped buffers, including evergreen trees required. Upright evergreen screening consisting of a hedgerow or staggered double row of evergreens is proffered along the west, north and east perimeter of the site including the boundary adjoining the Horton property to the east. Proffer#5 also notes that green space and landscape buffering shall be enhanced and defined more in future conceptual documents as part of the conditional use permit process. The applicant is no longer proposing a 5-foot wide walking trail with exercise stations that would have become part of the local trail system "for use by the residents." The trails had been proposed for public use for at least a 2-year period, but then evaluated such that they may have become restricted from use by the public.

Storm water Management

Proffer #6 addresses the impacts of storm water management and the applicant's measures to mitigate the potential impacts. A detailed storm water analysis would be generated by the applicant and reviewed by the City at the time of site plan. On sheet RZ2 of the applicant's proposed Development Plan layout, two large underground storm water management systems are depicted.

Project Phasing

Proffer #4 addresses the project phasing which will be constructed in one phase.

RECOMMENDATION

At their September 16, 2014 meeting, the Planning Commission forwarded **RZ-14-490** to City Council recommending approval of the rezoning as depicted on an exhibit entitled "*Rezoning Exhibit RZ-14-490, Prepared by Winchester Planning Department, September 2, 2014*" because the proposed B-2 (CE) zoning facilitates the connection of Stoneleigh Drive to Cedar Creek Grade, and provides for commercial space in support of the Commerce Revitalization/Infill character designation in the Comprehensive Plan. The recommendation is subject to adherence with the revised submitted proffers dated September 11, 2014.

AN ORDINANCE TO REZONE 7.7076 ACRES OF LAND AT 940 CEDAR CREEK GRADE FROM HIGHWAY COMMERCIAL (B-2) DISTRICT WITH PLANNED DISTRICT DEVELOPMENT (PUD) OVERLAY AND PARTIAL CORRIDOR ENHANCEMENT (CE) DISTRICT OVERLAY TO HIGHWAY COMMERCIAL (B-2) DISTRICT WITH CORRIDOR ENHANCEMENT (CE) DISTRICT OVERLAY
RZ-14-490

WHEREAS, the Common Council has received an application from Painter-Lewis, PLC on behalf of Cedar Creek Place, LLC to rezone property at 940 Cedar Creek Grade from conditional Highway Commercial District with Planned Unit Development District overlay and some Corridor Enhancement District overlay to conditional Highway Commercial District with Corridor Enhancement District overlay; and,

WHEREAS, the Planning Commission forwarded the request to Council on September 16, 2014 recommending approval of the rezoning as depicted on an exhibit entitled "*Rezoning Exhibit RZ-14-490, Prepared by Winchester Planning Department, September 2, 2014*" because the proposed B-2 (CE) zoning facilitates the connection of Stoneleigh Drive to Cedar Creek Grade and provides for commercial space in support of the Commerce Revitalization/Infill character designation in the Comprehensive Plan. The recommendation is subject to adherence with the submitted proffers dated August 4, 2014 and revised September 11, 2014; and,

WHEREAS, a synopsis of this Ordinance has been duly advertised and a Public Hearing has been conducted by the Common Council of the City of Winchester, Virginia, all as required by the Code of Virginia, 1950, as amended, and the said Council has determined that the rezoning associated with this property herein facilitates the connection of Stoneleigh Drive to Cedar Creek Grade and provides for commercial space in support of the Commerce Revitalization/Infill character designation in the Comprehensive Plan.

NOW, THEREFORE, BE IT ORDAINED by the Common Council of the City of Winchester, Virginia that the following land is hereby rezoned from the existing zoning designation of conditional Highway Commercial District with Planned Unit Development District overlay and some Corridor Enhancement District overlay to conditional Highway Commercial District with Corridor Enhancement District overlay:

7.7076 acres of land at 940 Cedar Creek Grade as depicted on an exhibit entitled "*Rezoning Exhibit RZ-14-490 Prepared by Winchester Planning Department, September 2, 2014*".

BE IT FURTHER ORDAINED by the Common Council of the City of Winchester, Virginia that the rezoning is subject to adherence with the submitted proffers dated August 4, 2014, and revised September 11, 2014.

PAINTER-LEWIS, P.L.C.

CONSULTING ENGINEERS

817 Cedar Creek Grade, Suite 120
Winchester, Virginia 22601

Tel.: (540) 662-5792
Fax.: (540) 662-5793

September 15, 2014

Mr. Timothy P. Youmans, Director of Planning
City of Winchester, Virginia
15 N. Cameron Street
Rouss City Hall
Winchester, Virginia 22601

Re: Cedar Creek Place Commercial Development
940 Cedar Creek Grade
Winchester, Virginia
Tax Map: 249-01-2
Rezoning Application

Dear Sir:

Pursuant to the concerns raised during the Planning Commission work session, the project has been reviewed with the owner and developer; and subsequently, the proffer statement has been revised to address these concerns. Accordingly, the proposed use has been specified and the accompanying trip generation has been provided. The entrance location has been included as part of the revised proffer statement, as well. The project shall be built as one phase and the green space and landscape buffering shall be defined with future submittals.

We request that you and the Planning Commission consider these revisions with the current rezoning request and act accordingly at the Planning Commission meeting on Tuesday, September 16, 2014.

Thank you for your attention to this matter. If you would have any questions or would require further information please do not hesitate to contact me.

Sincerely,



Timothy G. Painter, P. E.

**CEDAR CREEK PLACE
COMMERCIAL COMPLEX
REZONING REQUEST PROFFER
(Conditions for this Rezoning Request)**

**Tax Map Number: 249-01-2
Owner: Cedar Creek Place, L.L.C.
Applicant: Painter-Lewis, P.L.C.**

**August 4, 2014
(Revised: September 11, 2014)**

Property Information

The undersigned applicant hereby proffers that in the event the Council of the City of Winchester (Council) shall approve the rezoning of 7.7076 acres from Highway Commercial District (B-2) with a Planned Unit Development District (PUD) overlay and maintaining the Corridor Enhancement District (CE) along Cedar Creek Grade for 125' from the right-of-way line into the parcel to Highway Commercial District (B-2) with full Corridor Enhancement District, then development of the subject property shall be done in conformity with the terms and conditions as set forth herein, except to the extent that such terms and conditions may be subsequently amended or revised by the applicant and such be approved by the Council in accordance with Virginia law. In the event that such rezoning is not granted, then these proffers shall be deemed withdrawn and have no effect whatsoever. These proffers shall be binding upon the applicant and their legal successor or assigns.

Any and all proffers and conditions, accepted or binding upon the aforementioned property, as a condition of accepting these proffers, shall become void and have no subsequent affect.

Site Planning Improvements

The undersigned applicant, who is acting on behalf of the owners of the above described property, hereby voluntarily proffers that, if the Council of the City of Winchester approves the rezoning, the undersigned will provide:

1. Proposed Use:

- ❖ If this rezoning is accepted, the proposed use shall be limited to a fully staffed Nursing Home and Assisted Living Facility with approximately 120 total beds for these combined services. Generally, this development shall consist of one large nursing home building with up to three detached assisted living facilities proposed along the periphery of the site around the main building. This main building will be centrally located on the site.

CEDAR CREEK PLACE COMMERCIAL COMPLEX
Rezoning Request Proffer

2. Street Improvements:

- ❖ Design and construction of approximately 1120 feet of Private Street from the existing Cedar Creek Grade Right-of-Way to the private street section of Stoneleigh Drive in the Summerfield Luxury Apartment Complex to the north of this property.
- ❖ Traffic calming measures shall be installed along this private street section to lessen the adverse effects of traffic in the proposed development.

3. Street Access and Interior Site Circulation:

- ❖ Access to the site shall be provided from the Cedar Creek Grade roadway. The entrance shall consist of a standard Virginia Department of Transportation commercial entrance that shall be installed in approximately the same location as the current private entrance which accesses the adjacent Horton parcel. The existing entrance shall be removed and the joint entrance shall be constructed in its place. The Horton parcel shall access Cedar Creek Grade through a driveway and drive aisles via the nursing home facility that will be constructed as part of the nursing home site development.
- ❖ Access for this site shall be provided via interior driveways and drive aisles which connect to the proposed private street section to provide the needed access to Cedar Creek Grade Roadway.

4. Site Development:

- ❖ This development shall be constructed in one phase. The street connections, drive aisles, parking, utilities, related service utilities, etc. shall all be done as part of the initial construction process.
- ❖ A minimum separation distance of twenty feet (20') shall be maintained between the building lines of the buildings and the face of curb of the adjacent parking areas.
- ❖ The architectural building layouts and characteristics shall conform to the criteria as set forth with the Corridor Enhancement portion of the zoning ordinance. The exterior building materials shall be as follows:
 - The exterior siding finishes shall be stone, masonry, stucco, EFIS, Hardi-plank siding or a combination thereof on all buildings for the main floor level.
 - The upper level exterior finishes shall be a combination of stone, masonry, stucco, EFIS, Hardi-plank, or vinyl siding.
 - The roofing materials shall be Architectural grade asphalt shingles that will accent the color scheme of the buildings.The final combinations and color selections shall be determined at the time of the site plan submittal for final review and approval.

**CEDAR CREEK PLACE COMMERCIAL COMPLEX
Rezoning Request Proffer**

5. Landscaping and Design:

- ❖ In the perimeter areas of the site where existing residential developments have been constructed, specifically along the eastern, western, and northern boundary lines, an opaque screen consisting of an evergreen hedgerow or double row of evergreens shall be constructed.
- ❖ Green space and landscape buffering shall be enhanced to the greatest extent possible and shall be indicated on the conceptual documents that are required on the Conditional Use documents.

6. Storm Water Management:

- ❖ All storm water management and storm water quality facilities shall be installed underground in accordance with the standards and specifications of the Winchester Public Works Department. These facilities shall be maintained by the owner of the development and be constructed so as to secure the safety of the public at all times.

The conditions proffered above shall be binding upon the heirs, executors, administrators, assigns and successors in interest of the Applicant and Owner. In the event the Council grants said rezoning and accepts these conditions, the proffered conditions shall apply to the land rezoned in addition to other requirements set forth in the City of Winchester Code.

Respectfully submitted,

PROPERTY OWNER

By: _____ Date: _____

STATE OF VIRGINIA, AT LARGE
COUNTY OF _____, To Wit:

The foregoing instrument was acknowledged before me this ____ day of _____, 2014,
by _____.

My Commission expires _____.

Notary Public _____

PROJECTED TRAFFIC VOLUME ESTIMATE

Project: Rezoning for Cedar Creek Place
Tax Map: 249-01-2
Cedar Creek Grade
City of Winchester, Virginia

**Developer/
Owner:** Cedar Creek Place, LLC
Mr. Scott Rosenfeld
821 Apple Pie Ridge Road
Winchester, Virginia 22603

Engineer: Painter-Lewis, P.L.C.
817 Cedar Creek Grade
Suite 120
Winchester, Virginia 22601

Timothy G. Painter, P. E.
Project Engineer

The following is a projection of the estimated trip generation for the proposed Nursing Home use, as indicated in the proffer statement, for the above-referenced project. This estimate has been prepared by Timothy G. Painter, P. E. to serve as a reference for the estimated traffic volumes produced with the full development of this site.

I. TRIP GENERATION:

- a. Use: Nursing Home & Assisted Living Care Facility
Category: Beds
Period: Weekday

$$T = 2.3(X) + 6.07$$

$$X = 120 \text{ Beds}$$

$$T = \text{Average Trip Ends}$$

$$T = 2.3(120) + 6.07$$

$$T = 282.07 \quad \Rightarrow \quad 282 \text{ Average Trips per Weekday}$$

- b. Use: Nursing Home & Assisted Living Care Facility
Category: Beds
Period: Weekday - Morning Peak Hours

Graph:

$$T = 20.4 \text{ Trips for 120 Beds} \quad \Rightarrow \quad 21$$

- c. Use: Nursing Home & Assisted Living Care Facility
 Category: Beds
 Period: Weekday - Afternoon Peak Hours

Graph:

T = 26.4 Trips for 120 Beds => 27

II. TRIP GENERATION:

- a. Use: Nursing Home & Assisted Living Care Facility
 Category: Beds
 Period: Saturday

Graph: Results were off the graph (Projection)

T = 250 Trips for 120 Beds => 250

- b. Use: Nursing Home & Assisted Living Care Facility
 Category: Beds
 Period: Saturday - Peak Hour of Generation

Graph:

T = 50 Trips for 120 Beds => 50

III. TRIP GENERATION:

- a. Use: Nursing Home & Assisted Living Care Facility
 Category: Beds
 Period: Sunday

Graph: Results were off the graph (Projection)

T = 240 Trips for 120 Beds => 240

- b. Use: Nursing Home & Assisted Living Care Facility
 Category: Beds
 Period: Sunday - Peak Hour of Generation

$$T = 0.22(X) + 14.27$$

$$X = 120 \text{ Beds}$$

T = Average Trip Ends

$$T = 0.22(120) + 14.27$$

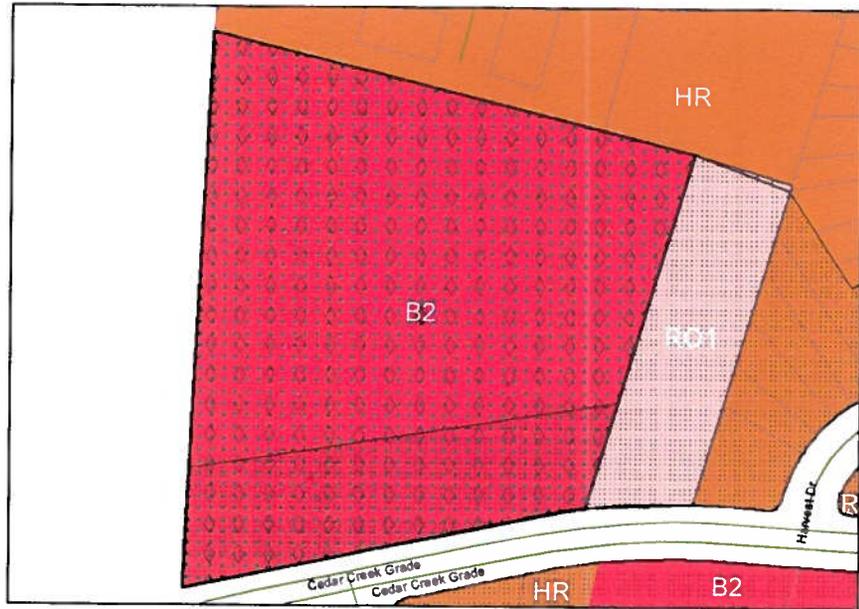
$$T = 40.67 \quad \Rightarrow \quad 41 \text{ Trips per Peak Hour}$$

REZONING EXHIBIT

RZ-14-490

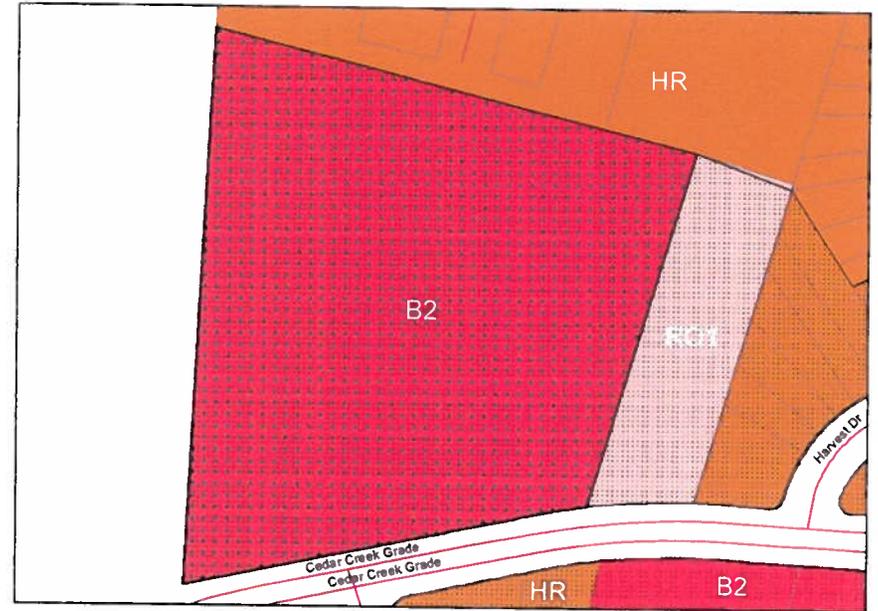
PREPARED BY WINCHESTER PLANNING DEPARTMENT

09-02-2014



EXISTING

CONDITIONAL HIGHWAY COMMERCIAL (B-2) ZONING WITH PLANNED UNIT DEVELOPMENT (PUD) OVERLAY AND SOME CORRIDOR ENHANCEMENT (CE) OVERLAY FOR 940 CEDAR CREEK GRADE



PROPOSED

CONDITIONAL HIGHWAY COMMERCIAL (B-2) ZONING WITH CORRIDOR ENHANCEMENT (CE) OVERLAY FOR 940 CEDAR CREEK GRADE



Zoning Overlay

Overlay

-  CE- Cedar Creek
-  Conditional
-  PUD

Zoning

MZONE

-  B2 Highway Commercial District
-  HR High Density Residential District
-  RO1 Residential-Office District

CITY OF WINCHESTER, VIRGINIA

PROPOSED CITY COUNCIL AGENDA ITEM

CITY COUNCIL MEETING OF: 09/23/14 (work session) CUT OFF DATE: 9/17/14
10/14/14 (approval)

RESOLUTION ___ ORDINANCE ___ PUBLIC HEARING ___

ITEM TITLE:

SD-14-532 Request of the City of Winchester for subdivision approval of a subdivision including right-of-way dedication for Meadow Branch Avenue at 200 Merrimans Lane and 470 Merrimans Lane, zoned Conditional Highway Commercial (B-2) District, Education, Institution and Public Use (EIP) District, Medium Density Residential (MR) District, Low Density Residential (LR) and Residential Business (RB-1) District.

STAFF RECOMMENDATION:

Approval with conditions.

PUBLIC NOTICE AND HEARING:

N/A

ADVISORY BOARD RECOMMENDATION:

Planning Commission recommended approval with conditions.

FUNDING DATA: N/A

INSURANCE: N/A

The initiating Department Director will place below, in sequence of transmittal, the names of each department that must initial their review in order for this item to be placed on the City Council agenda.

Table with 4 columns: DEPARTMENT, INITIALS FOR APPROVAL, INITIALS FOR DISAPPROVAL, DATE. Rows include Public Services Director, City Attorney, City Manager, and Clerk of Council.

Initiating Department Director's Signature: (Planning Dept)

Handwritten signature and date 9/17/14.



APPROVED AS TO FORM:

Handwritten signature and date 9/17/14, CITY ATTORNEY

CITY COUNCIL ACTION MEMO

To: Mayor and Members of City Council
From: Tim Youmans, Planning Director
Date: September 17, 2014
Re: SD-14-532

THE ISSUE:

Request of the City of Winchester for subdivision approval of a subdivision including right-of-way dedication for Meadow Branch Avenue at 200 Merrimans Lane and 470 Merrimans Lane, zoned Conditional Highway Commercial (B-2) District, Education, Institution and Public Use (EIP) District, Medium Density Residential (MR) District, Low Density Residential (LR) and Residential Business (RB-1) District.

RELATIONSHIP TO STRATEGIC PLAN:

Goal 1: Grow the Economy.
Vision 2028 (Principle 6) – Easy Movement.

BACKGROUND:

See attached staff report.

BUDGET IMPACT:

N/A

OPTIONS:

- Approve
- Deny (must state deficiencies)

RECOMMENDATIONS:

Planning Commission recommended approval with conditions.

SD-14-532 Request of the City Of Winchester for subdivision approval for a subdivision including right-of-way dedication for Meadow Branch Avenue at 200 Merrimans Lane and 470 Merrimans Lane, zoned Conditional Highway Commercial (B-2) District, Education, Institution and Public Use (EIP) District, Medium Density Residential (MR) District, Low Density Residential (LR) and Residential Business (RB-1) District.

REQUEST DESCRIPTION

The request is for preliminary approval of a six (6) lot subdivision and the dedication of Meadow Branch Avenue as a four (4) lane divided roadway through the current Ridgewood Orchard and Moffett Farms properties. A third existing property, owned by DBL Holdings, is not included in this subdivision since it is not traversed by the new public street, but will be included in a subsequent Minor Subdivision. It is mostly absorbed into the proposed John Kerr Elementary School site and partially absorbed into a commercially zoned property owned by Ridgewood Orchard. Two other minor boundary line adjustments include one with the Lum residential property next to the school site to account for an encroachment and a boundary line adjustment with the Sacred Heart property to eliminate a narrow strip of land between the new road and the Sacred Heart property.

AREA DESCRIPTION

The land included within the subdivision entails a variety of zoning designations. The 33.4 acres of land currently owned by Ridgewood Orchard was rezoned at the September 9th Council meeting. That rezoning changed most of the conditionally zoned Residential-Business (RB-1) zoning to Highway Commercial (B-2) and remove the Amherst Street Corridor Enhancement (CE) overlay District. It changed the conditionally zoned Medium Density (MR) land to eliminate proffers associated with the 2005 rezoning from LR to MR. Most of the adjoining Low Density (LR) zoned DBL Holdings property was rezoned to Education, Institution, & Public (EIP) with some of it going to B-2 zoning (in line with the proposed subdivision lot lines). Some existing LR zoning on the Ridgewood Orchard property closest to Merrimans Lane remains LR and is not proposed to be subdivided off from the 9.62-acre site that is mostly proposed for rezoning to B-2.



Zoning on properties surrounding the subdivision include:

- Conditional B-2 with CE overlay on the 2 vacant parcels and the CVS parcel fronting along Amherst St to the north
- LR with some CE overlay on the Sacred Heart School and Church property to the northeast
- LR on the rear of the Frederick County School Board property to the northeast
- LR on the adjoining vacant portion of the Glass-Glen Burnie Foundation property to the east
- LR (PUD) on the Downs, Section IV and Estate Residential areas of Meadow Branch North subdivision property to the south (lots fronting along Buckner Drive and Heth Place)
- LR on the adjoining Moffett Farms LLC land that is not part of this subdivision to the southwest
- LR on the Lum property that is effectively a “donut-hole” surrounded by land in this subdivision
- LR on all of the remaining properties to the west fronting along the east side of Merrimans Lane

STAFF COMMENTS

Catalyst for the Subdivision

The driving force behind this subdivision of three privately-owned parcels is the need to create the 9.34-acre elementary school site that will front along the west side of newly constructed Meadow Branch Avenue. City Council and the Winchester School Board selected the site in late 2013 and early 2014. The new roadway provides the only public street frontage to this site and needs to be in place or bonded before the subdivision can be recorded. The roadway and other public improvements must be completed before a building permit can be issued to C&S (the PPEA entity) for the new school unless City Council grants an exception to allow certain site development activities to occur before the improvements are in place. Fire hydrants would need to be operational and the Fire & Rescue Department would need to approve an alternative access plan for emergency response if Meadow Branch Avenue is not completed prior to the building permit being requested for the school. The school site absorbs most of the currently landlocked DBL Holdings property which relied upon an access easement for vehicular access to Merrimans Lane. That driveway would be eliminated as part of this subdivision. Another driveway that would be eliminated is the paved entrance across the Ridgewood Orchard property that was built to provide alternate access to Sacred Heart Church soon after it was constructed in 1988.

Initial Ridgewood Orchard Lot Layout

The plats for the initial Major Subdivision depict the Ridgewood Orchard property being subdivided into just three lots- one 12.66-acre elongated lot on the east side of the Meadow Branch Ave right of way, and two lots on the west side of the roadway. The northerly lot on the west side contains 10.74 acres and includes the wedge of remaining LR land that will presumably be subdivided away from the larger portion of the site that was rezoned B-2. The southerly lot on the west side contains 6.4 acres, all of which will become part of the school site (with the exception of a small area conveyed to Lum).

Overall Lot Layout

In addition to the 9.34-acre school site that will result after the assemblage of the DBL Holdings property, the Ridgewood Orchard property is scheduled to be subdivided such that a 2+/- acre site will be situated immediately south of (behind) the CVS store along the east side of Meadow Branch Avenue. Another 9.6+/- acre site will be situated along the west side of the street between the intersection of Meadow Branch/Merrimans Lane and the school site. A third Ridgewood Orchard parcel will comprise all of the remaining Ridgewood acreage (approx. 10.6 acres) situated along the east side of Meadow

Branch Avenue (across from the school site). This includes a narrow strip of land approximately 0.8 acres in area that is still zoned RB-1 that should be rezoned to LR and conveyed off to the Roman Catholic Diocese of Arlington to assemble in with the adjoining Sacred Heart Church property.

The dedication of Meadow Branch Avenue through the 22.88-acre Moffett property creates one new 7.39-acre parcel along the east side of the street separate from the remaining 13.65 acres of Moffett property situated along the west side of the new street. (Note: There is other Moffett land that is not part of this subdivision.) While the presently landlocked Lum single-family residential lot is not part of the subdivision, it will become a conforming lot of record due to Meadow Branch Avenue being platted adjacent to the rear (east) boundary of the site that otherwise has driveway access to Merrimans Lane over the Moffett property. No driveway access on Meadow Branch Avenue is proposed to serve this lot.

Meadow Branch Avenue Right-of-Way

Meadow Branch Avenue is generally shown as an 86-foot wide right-of-way, more than adequate to comply with the Category III Street standards in the Land Subdivision Ordinance. At the southern end, where it transitions into existing Meadow Branch Avenue at Buckner Drive, it tapers down to a 70-foot wide right of way. However, in this area there are easements for landscaping and public access along the west side of the dedicated right-of-way. The 1.79 acres of Meadow Branch Ave right-of-way being dedicated by Moffett Farms LLC is consistent with a rezoning proffer from 2008 when the portion of the Moffett land situated to the east of the proposed roadway was conditionally rezoned from LR to MR residential. Dedication of land for Meadow Branch Avenue across the Ridgewood property had been proffered in 2005 as part of that conditional rezoning, but has since been incorporated into the C&S PPEA proposal wherein the developer is contributing the right of way and the City and the PPEA partner are splitting the cost of building the 4-lane divided public roadway. The City is utilizing Virginia Revenue-Sharing funds for the public portion of the construction costs wherein state tax monies are matched with local dollars on a 50-50 basis. The local dollars are the funds from the developer.

Meadow Branch Avenue Design

The construction details of the newly proposed stretch of Meadow Branch Ave were presented to the public at an open house held at City Hall on Thursday, August 28th. The typical section calls for a 4-lane divided minor arterial roadway that transitions to a 2-lane divided roadway **about 600 feet** north of the current intersection of existing Meadow Branch Avenue and Buckner Drive in the Meadow Branch North Subdivision. The width of the two-lane travel way in each direction is proposed at 22 feet (11 feet per lane) in addition to a 2-foot wide gutter pan on both side of the asphalt travel way. This design is still subject to Council approval following presentation by staff at a Council work session on **September 23rd** and action (possibly concurrent with the Subdivision review) by Council in October.

Meadow Branch roadway extends southward beyond the Moffett property within existing 70-foot wide public right-of-way that was set aside for the street extension, but never actually constructed when the Downs, Section 4 and the Estate Residential portions of Meadow Branch North subdivision were built in the 1990's. In hindsight, the developer of those areas should have been required to at least undertake the rough grading and drainage design for that roadway extension since the construction is now going to be more expensive due to retaining walls that must be constructed in order to keep runoff from negatively impacting the landscaped yards associated with the single-family homes constructed along Heth Place.

Multiple intersections with median crossings are proposed along the new roadway. A fully signalized intersection is proposed at the northerly elementary school site entrance. The north school entrance is

where school employee parking and parent pick-up/drop-off would be located. This intersection would also provide access to the 10+/- acre site on the east side of the roadway. It would provide access for Sacred Heart Church and school via an ingress/egress easement that was envisioned back in the late 1980's when the Diocese owned all of the land that is now Ridgewood Orchard. The southerly school entrance (which is not connected to the north entrance internally on the school site) would be for bus staging/parking and for truck deliveries. That 3-way intersection would have a stop condition for the buses and trucks exiting the school and may require use of school employees or resource officers to stop traffic on Meadow Branch Avenue in order to allow the buses to exit the site during afternoon dismissal.

The preliminary roadway plans depict one other 4-way intersection which provides access to the Moffett Farms property on both east and west sides of the street. This is where the latest draft plans depict a change from 1 lane in each direction to 2 lanes in each direction if Council decides to stripe the existing portion of Meadow Branch Ave as a single lane in each direction with a bike lane and curbside parking. An additional 3-way intersection is included to serve the larger Ridgewood Orchard commercial site along the west side of the street north of the school site. These intersections would have stop conditions for the side streets (or private driveways, depending upon future development plans).

The existing private driveway providing access into the rear of the CVS (opposite of the Merrimans Lane intersection with Meadow Branch Ave) is physically located on the 2-acre commercial site and would provide the sole means of access into and out of that site. This 4-way intersection would remain as it is today with stop conditions for the side streets/driveways, but no stop condition on Meadow Branch Avenue. The 4-way intersection at Buckner and Meadow Branch Avenue is proposed to be a 4-way stop condition (assuming a single-lane striping option for the existing stretch of Meadow Branch Ave).

Finally, the preliminary plans depict a right-in/right-out (RI/RO) driveway serving the northern portion of the 7.39-acre Moffett land on the east side of the street. This area is otherwise served by full access, 4-way intersection at the southern end of the subject parcel and the distance between this RI/RO driveway and the median crossing at the south school entrance is less than the 300-foot minimum required per the Land Subdivision Ordinance (LSO) Section 2-2-32.1 for Category III streets. Planning staff does not recommend this access and it would require Planning Commission recommendation and Council approval of an exception per Section 8-1 of the LSO in order to be approved.

Green Circle Trail & Sidewalks

The preliminary plans calls for the Green Circle Trail (GCT) to be a 10-foot wide asphalt trail separated from the eastern curb line by a 5-foot wide green strip where trees would be installed. In the transition area down closer to Buckner Drive, the green strip disappears and the trail is right up along the curb line. It is situated along the east side of Meadow Branch Avenue for the full length from Merrimans Lane intersection all the way south to Buckner Drive. This conflicts with the location shown in the Comprehensive Plan amendment adopted by City Council earlier in 2014 which calls for the trail to extend up Meadow Branch Avenue along the east side from Amherst Street to the signalized intersection at the north entrance to the school where pedestrian crossing signals would be installed to allow safe crossing to the school and for bikers crossing over to the west side. Then, the trail was to extend along the west side south to where existing sidewalk along the west side of existing Meadow Branch Avenue is situated. From there, the existing Green Circle Trail can then be accessed down at the Abrams Creek Wetland Preserve. The proposed change in alignment of the GCT is based upon civil engineering recommendations that indicate that it would be more challenging to install the trail along the west side of the roadway down near where the Heth Place house lots abut the Meadow Branch Avenue right-of-way.

The easterly alignment of the GCT would mean that children in the current estate homes along Heth and Buckner as well as any school-aged children in future homes developed on the adjoining Moffett property wishing to ride their bike to the John Kerr School would need to cross the divided roadway to access the GCT on the east side of the roadway and then cross back over the 4-lane divided roadway at the signalized intersection rather than just taking the trail along the west side of the street. Homes on the east side would benefit from the trail on that side, however, most of the occupants of the current homes in Downs Section IV as well as in Early's Green and the Mews are empty-nesters. Likewise, the vacant Moffett and Ridgewood Orchard sites along the east side of the road are likely to be marketed for retirement housing or assisted living facility use where few, if any, school children would reside.

A spur of the Green Circle Trail is also called for within an easement across the Ridgewood property to the east of the school site. This would allow for a private trail spur connecting to trails on the Glen Burnie/MSV property consistent with the recently adopted Comprehensive Plan and the pending rezoning proffer.

A standard 5-foot wide concrete sidewalk would be constructed along the west side of the street, including front of the elementary school site (assuming that the GCT is approved along the east side). The plans call for a 5-foot wide green strip between the sidewalk and the curb line where trees would be installed. As with the GCT on the opposite side of the street, the green strip disappears in the transition area down near Buckner Dr and the sidewalk is right up against the back of curb.

Street Lighting

Lighting is not proposed along the GCT on the east side nor is lighting proposed along the sidewalk on the west side. Instead, double-armed street lights are proposed in the landscape median which, in most areas is 12 feet wide. However, in areas where left-turn lanes are proposed, the landscaped median becomes a 2-6 foot wide concrete median. It is unclear where street lights are proposed in the numerous areas where the narrow concrete medians are proposed.

Drainage/Storm Water Management

Drainage and Storm Water management are still being designed. Numerous easements will be needed to accept runoff which generally flows down toward Amherst St before being carried through the City's storm water system. It is unclear at this stage if storm water ponds are being proposed as part of the subdivision. Those details will be provided with Final Subdivision review by City staff.

Grading Plans

Topographic plans for Meadow Branch Ave have now been submitted showing existing and proposed grading. The grade of the road fairly closely follows the grade of most of the Moffett property and the southerly and northerly ends of the Ridgewood property. In the area between Sacred Heart church and the proposed B-2 land on the Ridgewood site, there is some cut on the Sacred Heart (east) side and upwards of 6-7 feet of fill on the west side as the road curves up the hill toward the school site.

Water & Sewer and other Utilities

No plan and profile drawings depicting underground water and sewer lines and locations of fire hydrants have been made available for review with the subdivision application yet. No plans depicting underground utilities such as electric, telephone, CATV, and gas have been submitted yet. These details can be reviewed by City staff. Some utilities, such as water and sewer across the Moffett property, are not scheduled to be installed with the roadway project .

Plats, Deeds of Dedication, and Restrictive Covenant Documents

No plat sets or required deeds and documents have been submitted for City Attorney review at this point.

Subdivision Surety

No bond estimates or draft letters of credit providing for required surety of public improvements have been submitted yet. The PPEA approach to construction of the public improvements may entail some other form of assurance that the improvements are completed properly.

RECOMMENDATION

At their September 16, 2014 meeting, the Planning Commission forwarded **SD-14-532** to City Council recommending approval of the subdivision depicting right-of-way dedication for Meadow Branch Avenue and three (3) lots on the Ridgewood Orchard property at 200 Merrimans Lane as well as two (2) lots on the Moffett Farms property at 470 Merrimans Lane. The recommendation is subject to approval of the construction drawings by City staff and review and approval of the deed of dedication by the City Attorney.

CITY OF WINCHESTER, VIRGINIA

PROPOSED CITY COUNCIL AGENDA ITEM

CITY COUNCIL/COMMITTEE MEETING OF: 09/23/2014 CUT OFF DATE: 09/17/2014

RESOLUTION x ORDINANCE PUBLIC HEARING

ITEM TITLE: RESOLUTION ADOPTING CITY COUNCIL POLICY FOR REMOTE PARTICIPATION BY MEMBERS IN CASE OF EMERGENCY AND PERSONAL MATTERS.

STAFF RECOMMENDATION: N/A

PUBLIC NOTICE AND HEARING: N/A

ADVISORY BOARD RECOMMENDATION: N/A

FUNDING DATA: N/A

INSURANCE: N/A

The initiating Department Director will place below, in sequence of transmittal, the names of each department that must initial their review in order for this item to be placed on the City Council agenda. The Director's initials for approval or disapproval address only the readiness of the issue for Council consideration. This does not address the Director's recommendation for approval or denial of the issue.

<u>DEPARTMENT</u>	<u>INITIALS FOR APPROVAL</u>	<u>INITIALS FOR DISAPPROVAL</u>	<u>DATE</u>
1. _____	_____	_____	_____
2. _____	_____	_____	_____
3. _____	_____	_____	_____
4. _____	_____	_____	_____
5. City Attorney	<i>[Signature]</i>	_____	<i>9/17/2014</i>
6. City Manager	<i>[Signature]</i>	_____	<i>18 Sept 2014</i>
7. Clerk of Council	_____	_____	_____

Initiating Department Director's Signature: _____ [COUNCIL REQUEST] _____ *9/17/2014*
Date



APPROVED AS TO FORM:

[Signature]
CITY ATTORNEY

CITY COUNCIL ACTION MEMO

To: Honorable Mayor and Members of City Council
From: Anthony C. Williams, City Attorney
Date: September 17, 2014
Re: City Council Remote Participation Policy

THE ISSUE:

§2.2-3708.1 of the Code of Virginia requires a public body to adopt a Policy in order to permit remote participation by members under the provisions of the act. Council has requested that the City Attorney prepare such a Policy for their consideration.

RELATIONSHIP TO STRATEGIC PLAN:

Goal 2 – Develop a High Performing Organization

BACKGROUND:

§2.2-3708.1 of the Code of Virginia authorizes remote participation in meetings of a public body by members who have an emergency or personal matter which precludes their ability to participate in the meeting. Such participation is limited to two meetings or 25 percent of the meetings of the public body, whichever is fewer, and a member's remote participation cannot be used to create a quorum (a quorum must already exist to allow for remote participation).

BUDGET IMPACT:

None

OPTIONS:

Approve or modify, or reject Resolution.

RECOMMENDATIONS:

N/A

RESOLUTION

WHEREAS §2.2-37081 of the Code of Virginia authorizes members of a public body to participate in a meeting of the public body from a remote location that is not open to the public under limited and defined circumstances; and

WHEREAS, this provision of the state code limits remote participation to emergency or personal matters, subject to approval, limited each calendar year to two meetings or 25 percent of the meetings of the public body, whichever is fewer; and

WHEREAS, this provision of the state code requires as a condition precedent to allowing such remote participation that the public body adopt a written policy allowing for and governing participation of its members by electronic communication means, including an approval process for such participation; and

WHEREAS, it is the belief of Common Council that the adoption of such a policy authorizing remote participation of members would be in the best interests of Common Council and the citizens of the City of Winchester.

NOW therefore be it RESOLVED that Common Council hereby adopts the following policy to govern remote participation by members in meetings of Common Council (to include all meetings of Council including but not limited to Regular Meetings of Council, Council Work Sessions, Retreats; and Joint Meetings):

CITY COUNCIL **REMOTE PARTICIPATION POLICY**

1. The provisions of §2.2-3708.1 of the Code of Virginia and all subsequent revisions thereto are hereby adopted and incorporated into this policy *mutatis mutandis* as if set forth fully herein.

2. In the event of the President's absence, incapacity, or inability to perform the duties required under this Policy, the Vice-President shall fulfill the duties prescribed by this Policy upon the President. In the event of the President and Vice-President's absence, incapacity, or inability to perform the duties required under this Policy the Mayor shall fulfill the duties followed in succession by the Vice Mayor, then by members or Council in rank of seniority. In the event of members having equal seniority being called upon to fulfill the duties of the President under this Policy, Council shall designate by majority vote, the member authorized to fulfill the duties of the President pursuant to this Policy.

3. Upon receiving timely request by a member of Council that they wish to participate remotely in a meeting of Council due to an emergency or personal matter, the President shall make a determination (1) if the member has already reached the limitations for remote participation prescribed under §2.2-3708.1 of the Code of Virginia and (2) if the situation presented qualifies as an “emergency” or “personal” matter within the common meaning of said phrases and shall immediately advise the requesting Member of his decision.
4. The President shall then make reasonable efforts to notify all other members of Council, the City Manager, and the City Attorney regarding the nature of the emergency or personal matter, and of his decision regarding whether or not the member may participate remotely.
5. At the beginning of the meeting for which remote participation has been requested, the President shall announce (1) the request, (2) the nature of the emergency or personal matter, (3) the remote location from which the member wishes to participate, (4) whether the member has reached the allowable limitations for remote participation prescribed under §2.2-3708.1 of the Code of Virginia, and (5) his decision regarding whether or not the member may participate remotely.
6. All of the provisions of paragraph (5) shall be recorded in the minutes of Council at the meeting for which remote participation has been requested.
7. Upon making the announcement, the President may call for any motions by other Members who may object to the President’s decision concerning remote participation.
8. Upon motion that the decision of the President is inconsistent with the provisions of §2.2-3708.1 or this Policy and by subsequent majority vote, Council may override the President’s decision to allow or not allow remote participation by a member. Absent such a motion and subsequent action by Council upon the motion, the member shall be allowed to participate or shall be prohibited from participation remotely based upon the decision of the President.
9. Notwithstanding the foregoing provisions, no member shall be permitted to participate remotely if such participation causes the member to exceed the limitations on remote participation prescribed under §2.2-3708.1 of the Code of Virginia.
10. Members participating remotely in Closed Meetings shall be responsible for maintaining the confidentiality of Closed Meeting discussions and materials, and

for ensuring that no persons that are not authorized to participate in the Closed Meeting have access to deliberations conducted therein.

11. The President shall be responsible for validating the identity of the member participating remotely.
12. The City Manager or her designee shall be responsible for making arrangements to receive the remote transmission of the member and ensuring that the member's audio (and video if applicable) is publicly transmitted (for open meetings) and cognizable to all members participating in open and closed meetings. At minimum, the Manager or her designee must ensure that the voice of the remote participant may be heard by all persons at the meeting location.
13. Remote participation shall be via means deemed acceptable to the governing body including but not limited to telephonic and or live video transmissions. Remote means of transmission must include audible voice of sufficient quality to transmit so that it may be heard by the public (for open meetings) and by all participating members (for closed meetings).
14. Remote participation by a member inconsistent with the provisions of this Policy shall invalidate action taken by Common Council in which the member improperly participated in remotely.
15. This Policy shall be applied strictly and uniformly, without exception, to the entire membership and without regard to the identity of the member requesting remote participation or the matters that will be considered or voted on at the meeting
16. In order to allow for remote participation of a member a quorum of the Council must be physically assembled at the primary or central meeting location (a Member's remote participation cannot be counted to create a quorum where one does not otherwise exist).
17. If any provision of this Policy is deemed inconsistent with the provisions of §2.2-3708.1 of the Code of Virginia or other applicable law, that provision shall be deemed stricken and the provisions of §2.2-3708.1 of the Code of Virginia or other applicable law shall apply.

Va. Code Ann. § 2.2-3708.1

Current through the 2014 Regular Session and Acts 2014, Sp. Sess. I, c. 2, of the General Assembly. Annotations current through June 20, 2014.

Code of Virginia > TITLE 2.2. ADMINISTRATION OF GOVERNMENT > SUBTITLE II. ADMINISTRATION OF STATE GOVERNMENT > PART B. TRANSACTION OF PUBLIC BUSINESS > CHAPTER 37. VIRGINIA FREEDOM OF INFORMATION ACT

§ 2.2-3708.1. Participation in meetings in event of emergency or personal matter; certain disabilities; distance from meeting location for certain public bodies

A. A member of a public body may participate in a meeting governed by this chapter through electronic communication means from a remote location that is not open to the public only as follows and subject to the requirements of subsection B:

1. If, on or before the day of a meeting, a member of the public body holding the meeting notifies the chair of the public body that such member is unable to attend the meeting due to an emergency or personal matter and identifies with specificity the nature of the emergency or personal matter, and the public body holding the meeting records in its minutes the specific nature of the emergency or personal matter and the remote location from which the member participated. If a member's participation from a remote location is disapproved because such participation would violate the policy adopted pursuant to subsection B, such disapproval shall be recorded in the minutes with specificity.

Such participation by the member shall be limited each calendar year to two meetings or 25 percent of the meetings of the public body, whichever is fewer;

2. If a member of a public body notifies the chair of the public body that such member is unable to attend a meeting due to a temporary or permanent disability or other medical condition that prevents the member's physical attendance and the public body records this fact and the remote location from which the member participated in its minutes; or
 3. If, on the day of a meeting, a member of a regional public body notifies the chair of the public body that such member's principal residence is more than 60 miles from the meeting location identified in the required notice for such meeting and the public body holding the meeting records in its minutes the remote location from which the member participated. If a member's participation from a remote location is disapproved because such participation would violate the policy adopted pursuant to subsection B, such disapproval shall be recorded in the minutes with specificity.
- B.** Participation by a member of a public body as authorized under subsection A shall be only under the following conditions:

1. The public body has adopted a written policy allowing for and governing participation of its members by electronic communication means, including an approval process for such participation, subject to the express limitations imposed by this section. Once adopted, the policy shall be applied strictly and uniformly, without exception, to the entire membership and without regard to the identity of the member requesting remote participation or the matters that will be considered or voted on at the meeting;
2. A quorum of the public body is physically assembled at the primary or central meeting location; and

3. The public body makes arrangements for the voice of the remote participant to be heard by all persons at the primary or central meeting location.

History

2007, c. 945; 2013, cc. 119, 694; 2014, cc. 492, 524.

Annotations

Notes

THE 2013 AMENDMENTS. --

The 2013 amendment by cc. 119 and 694, in the first paragraph of subdivision A 1, inserted "or before" near the beginning, inserted "or personal matter" three times, and inserted "at a meeting" near the end of clause (a).

THE 2014 AMENDMENTS. --

The 2014 amendments by cc. 492 and 524 are identical, and in subdivision A 1, deleted "(a) approves such member's participation by a majority vote of the members present at a meeting and (b)" preceding "records in its minutes" in the first sentence and added the second sentence; in subdivision A 3, deleted "(a) approves such member's participation by a majority vote of the members present and (b)" preceding "records in its minutes" in the first sentence and added the second sentence; and added B 1 and redesignated the remaining subdivisions accordingly.

CODE OF VIRGINIA

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A Virginia Accredited Law Enforcement Agency

Timbrook Public Safety Center
231 East Piccadilly Street
Winchester, VA 22601

Telephone: (540) 545-4700
FAX: (540) 542-1314
Website: www.winchesterva.gov

WINCHESTER POLICE DEPARTMENT
MONTHLY COUNCIL REPORT
August 2014

5 YEAR TREND FOR MAJOR CRIMES- AUGUST

Table with 6 columns (Year) and 6 rows (Theft, Grand Theft, MVT, Robbery, Rape, B&E)

5 YEAR TREND ENFORCEMENT -Enforcement for AUGUST - 5 year trend

Table with 7 columns (Year) and 15 rows (Felony Arrests, Misdemeanor Arrests, Legal Document - Felony, Legal Document - Misdemeanor, DUI Arrests, Incident Reports, Field Contacts Documented, Speeding - Radar, Traffic Violations, Vehicle Crash Investigations, Warning Citations, Vehicle Stops, Parking Violations)

Up-to-date statistics can be found at www.winchesterpolice.org/crimestats/index1.html and up-to-date crime maps are available at www.winchesterpolice.org/crimemap/index1.html.

2014 Fire and Rescue Department Statistics

Month	Incidents											Casualties		Training Hours		Resuscitation Efforts	
	EMS	Fire	Total	Struc. Fire	Fire Other	ALS 1	ALS 2	BLS	Pt. Ref.	Mutual Aid Given	Mutual Aid Recvd.	Fire	Civ.	Dept. Personnel	LFCC Ride-Along Students	Cardiac Arrest	Cardiac Arrest Saved
January	420	151	571	4	147	184	7	166	26	49	16	0	0	780	0	6	1
February	298	90	388	3	87	156	4	103	14	22	9	0	0	1034	0	3	2
March	332	107	439	2	105	187	3	96	32	22	4	0	0	1232	0	3	0
April	380	114	494	7	107	189	5	136	24	35	12	0	2	2148	0	3	0
May	440	112	552	7	105	195	4	131	40	43	29	0	1	1621	0	3	2
June	354	105	459	2	103	145	2	133	37	27	5	0	0	2232	0	2	0
July	340	93	433	2	91	145	6	117	38	34	9	0	0	2037	0	3	0
August	354	89	443	4	85	170	1	118	30	42	17	1	0	1003	0	4	0
September			0		0												
October			0		0												
November			0		0												
December			0		0												
TOTAL	2918	861	3779	31	830	1371	32	1000	241	274	101	1	3	12086	0	27	5
	77.22%	22.78%		3.60%	96.40%	46.98%	1.10%	34.27%	8.26%	7.25%	2.67%						18.52%
	% of Total			% of Fire		% of EMS Responses				% of Total							26.3% National Average

10 Years of Incidents										
2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
4932	5288	5711	5673	5571	5365	5407	5539	5541	5756	5605

Other Monthly Activity:



Cal Ripken World Series Hawaii Team, Friendship 1952 Mack Returns to Winchester, Movie Night on the Old Town Mall

FY 2015 EMS Revenue Recovery Statistics

	Gross Revenue	Manual Contractual Allowances	Automatic Contractual Allowances	Refunds	Net Collectable	Payments from Patients	Payments from Insurance	Total Deposits
JULY	\$137,770.00	\$9,086.48	\$25,204.96	\$572.00	\$102,906.56	\$7,553.06	\$81,705.89	\$89,258.95
AUGUST	\$152,144.00	\$5,850.90	\$28,995.09	\$86.20	\$117,211.81	\$5,639.83	\$79,022.58	\$84,662.41
SEPTEMBER					\$0.00			\$0.00
OCTOBER					\$0.00			\$0.00
NOVEMBER					\$0.00			\$0.00
DECEMBER					\$0.00			\$0.00
JANUARY					\$0.00			\$0.00
FEBRUARY					\$0.00			\$0.00
MARCH					\$0.00			\$0.00
APRIL					\$0.00			\$0.00
MAY					\$0.00			\$0.00
JUNE					\$0.00			\$0.00
TOTALS	\$289,914.00	\$14,937.38	\$54,200.05	\$658.20	\$220,118.37	\$13,192.89	\$160,728.47	\$173,921.36



2014 Fire Marshal Division Statistics

Month	City Fire Property Dollar Loss/Save			Plan Review		Inspections/Investigations								Public Education			
	Loss	Value	Saved	#	Revenue Generated	Fire Insp.	Follow-up	Sprinkler	Alarm	Supres.	Site	Other Insp.	Investig.	Smoke Alarms Installs	Car Seat Installs	Pub Ed Children	Pub Ed Adult
January	\$21,750.00	\$294,500.00	\$272,750.00	7	\$1,249.50	9	8	1	0	3	0	17	1	1	9	32	16
February	\$37,400.00	\$301,500.00	\$264,100.00	7	\$278.48	0	1	1	0	0	0	7	1	1	8	13	60
March	\$50,070.00	\$180,550.00	\$130,480.00	17	\$1,302.03	16	4	2	6	1	1	7	1	2	15	253	62
April	\$41,500.00	\$529,600.00	\$488,100.00	1	\$0.00	7	9	2	5	4	1	1	2	3	16	34	50
May	\$10,100.00	\$468,057.00	\$457,957.00	8	\$0.00	2	1	0	1	1	0	2	0	4	10	127	29
June	\$33,080.00	\$290,805.00	\$257,725.00	8	\$864.45	12	2	3	1	0	1	4	1	1	20	142	68
July	\$19,200.00	\$150,500.00	\$131,300.00	12	\$683.91	38	16	3	3	5	0	5	2	0	11	179	113
August	\$50,500.00	\$261,300.00	\$210,800.00	6	\$498.27	14	25	6	2	0	0	7	3	0	11	116	159
September			\$0.00														
October			\$0.00														
November			\$0.00														
December			\$0.00														
TOTAL	\$263,600.00	\$2,476,812.00	\$2,213,212.00	66	\$4,876.64	98	66	18	18	14	3	50	11	12	100	896	557



2014 Station/Apparatus Statistics

Month	Station Logbook Runs			
	1	2	4	5
January	155	126	180	275
February	143	79	136	178
March	168	87	157	210
April	190	100	156	249
May	224	81	166	224
June	170	92	150	223
July	157	70	131	217
August	186	78	133	200
September				
October				
November				
December				
TOTAL	1393	713	1209	1776