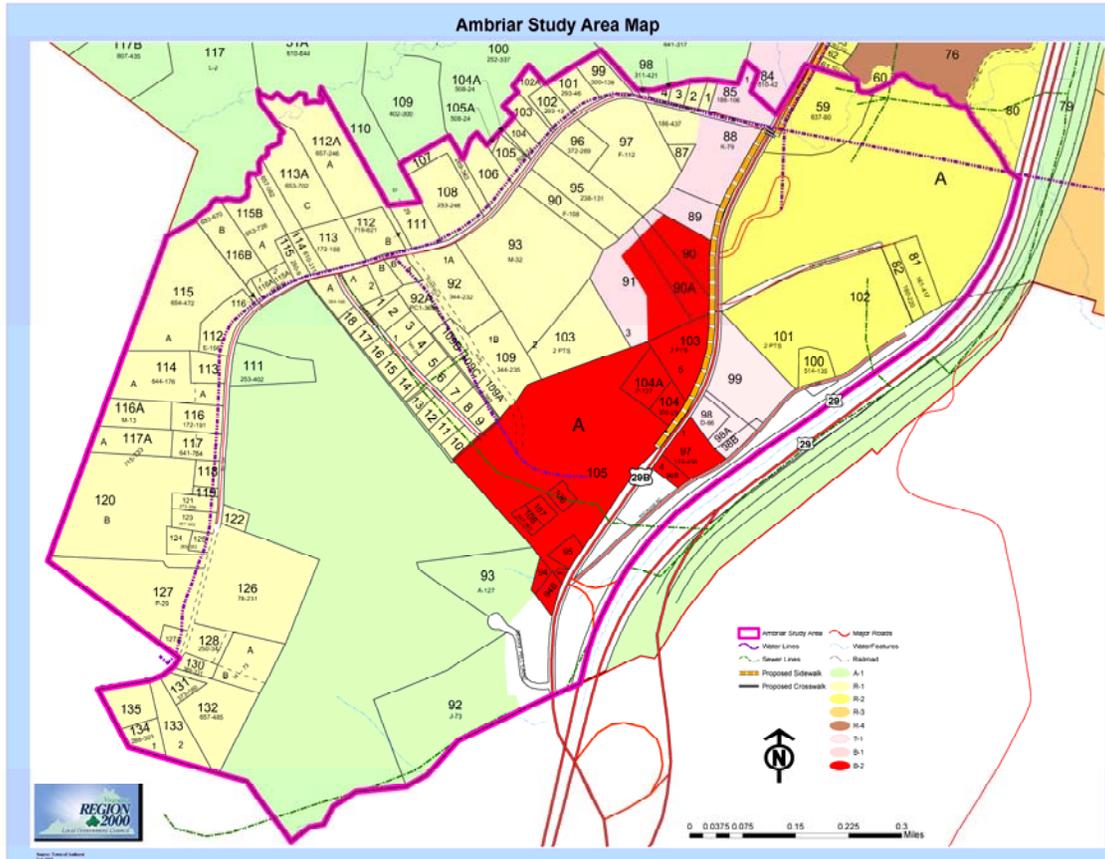


Traffic Impact Overlay Plan For the Ambriar Area 2007



Prepared for the Town Of Amherst
By Virginia's Region 2000 Local Government Council Staff
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May 2007

“Prepared in cooperation with the U.S. Department of Transportation, Federal Highway Administration, and the Virginia Department of Transportation,”

“The contents of this report reflect the views of the author(s) who is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Highway Administration, the Virginia Department of Transportation, or the COUNCIL. This report does not constitute a standard, specification, or regulation.”

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Purpose

The purpose of this planning effort is to enable the Town of Amherst to maintain a safe and efficient corridor serving the Ambriar Community using access management strategies and safety conscience planning that will promote the coordination between land use and transportation planning.

Scope

The original scope of work for the project was as follows:

Region 2000, in conjunction with VDOT, will perform a coordinated land use and transportation planning study for the Ambriar community in the Town of Amherst. The product will be a set of guidelines for transportation components based on proposed land use scenarios in the Ambriar interchange area that can be inserted into the Town's Comprehensive Plan. The boundaries for the area of study are: to the north, one Parcel above the intersection of Route 726 (Waugh's Ferry Road) and Route 29 Business; to the south the Town of Amherst limits; to the east, the Route 29 Bypass; and to the west the boundary follows Waugh's Ferry Road (Public Stakeholders meetings should include property owners on the Western side of Waugh's Ferry Road).

Task 1:

Region 2000 along with VDOT will gather basic data. This data includes obtaining VDOT's current traffic data, any development proposals that the Town may currently have, the current Comprehensive Plan, the current zoning and future land use maps, current and proposed public utilities, planned pedestrian facilities, and current subdivision and zoning regulations. To develop an existing land use map.

Task 2:

VDOT with Region 2000 assistance will develop and run the initial scenarios. These scenarios will be:

- 1) Existing conditions ;*
- 2) An Intermediate Point – the point at which a traffic signal would meet volume warrants for installation;*
- 3) Build-out – based on all parcels being developed at their highest density as defined in the Town's future land use maps.*

Task 3:

Region 2000 will assemble access management material to be given to the Town of Amherst Planning Commission.

Task 4:

*Present the results of the scenarios to the Planning Commission. The Planning Commission will also be presented with access management information as requested by the Town Manager. Up to two additional scenarios for the development of the area may be identified by the Planning Commission, using the previous scenarios as background data. *This task may need to be broken down into two different meetings to optimize the learning process and the development of the second set of scenarios.**

Task 5:

VDOT with Region 2000 assistance will run any additional scenarios. Region 2000 will outline what changes or additions would need to be made to the Comprehensive Plan, Zoning Regulations, Capitol Improvement Plan, etc. to allow the area to develop as desired by the Planning Commission.

Task 6:

Present the Planning Commission with findings from any new scenarios, the outline of what needs to be changed in the various Town documents as well as inserts with these changes that can be adopted by the Planning Commission and placed into the documents, and a report detailing the entire planning process detailed in this scope of work.

Task 7:

Region 2000 will maintain contact with the Town Manager and the Planning Commission in order to keep them updated on the status of the project during this process through e-mails, phone calls and by attending the Planning Commission meetings as needed.

Executive Summary

The Town of Amherst is committed to encouraging good commercial growth within the Town boundaries and is dedicated to meeting the physical, social economic and environmental needs of the Town's residents. The Virginia Department of Transportation completed construction on the Route 29/Madison Heights Bypass in 2004. The Town of Amherst quickly recognized that with the completion of this bypass the traffic flow would change and the large tracts of undeveloped land in the Ambriar corridor could become a focal point for developers in the manner of the Forest community of Bedford County.

The need to know how the bypass would impact the corridor, what infrastructure problems might be created and how the Town could combat those problems prompted the Town Council, on September 2, 2003, to pass a resolution asking for assistance from the Virginia Department of Transportation to help fund a study. This study, performed by the Region 2000 Local Government Council and VDOT, would forecast the traffic impact resulting from the construction of the U.S. Route 29/Madison Heights Bypass. The resolution (see Appendix D) stated that the study should:

1. Inventory current development, regulatory environment, and planned public improvements;
2. Examine anticipated development trends, based on knowledge; and
3. Test reasonable growth scenarios and resulting impacts on development.

The actual implementation of corridor studies' recommendations has become an issue in recent years. There are many studies across the nation that have been performed only to be put on a shelf and forgotten about. In an effort to create an active document from which the Town of Amherst can draw adoptable regulations and amendments, a second phase to the study was created.

The second phase involved the creation of a traffic impact overlay that the Town of Amherst can use to manage the traffic impact of new development along South Main Street. The overlay includes access management regulations, alternate transportation connection requirements and locations of future roundabouts. The second phase also includes a comprehensive plan amendment explaining this Traffic Impact Overlay Plan, the development pressures on South Main Street and the need for regulations to preserve the function of this roadway into the future.

Virginia's Region 2000 Local Government Council staff, the Virginia Department of Transportation, the Town Manager and the Planning Commission began the project in January 2006. The project area was defined (see figure 1) as well as the first three scenarios to be evaluated. Once these scenarios were completed and the results presented to the Town of Amherst Planning Commission, two additional scenarios were developed to give further detail about the development of the corridor. These results, as well as various public policies dealing with access management, preservation of right-of-way, alternative transportation connections, and buildable area of parcels, were presented to the Commission.

The Planning Commission agreed upon recommendations concerning what policies would best preserve the safety and function of the corridor. From these policies a traffic impact overlay was

developed to be applied to the study area as well as a comprehensive plan amendment for this overlay. A draft of the final product was presented to the Planning Commission on March 7, 2007.

The single most important result from this study is that an acceptable level of service (C or above) can be expected on South Main Street only if traffic signals or roundabouts and access management techniques are employed to assist in the long term viability of the corridor, realizing that widening the corridor to four (4) lanes will still be needed once the traffic level reaches 19,000 average daily trips.

This study shows that without any changes to policies or regulations the development of the Ambriar area will cause South Main Street to become overburdened with vehicles. The overburdening of the roadway will have a negative impact on the residents and businesses in the community. Utilizing access management techniques, road widening and roundabouts at strategic locations, the Town of Amherst can keep South Main Street functioning at a high level for years to come.

Phase I

Background

Over the course of a 13-month period, the Town of Amherst, Region 2000 Local Government Council and the Virginia Department of Transportation has engaged in a study analyzing the future development of the Ambriar corridor and what traffic impacts will subsequently occur. This study was conducted in two phases, each of which was submitted to the Town Planning Commission for consideration and comment after completion.

This study included an evaluation of the current regulatory environment, current and future land use in the Ambriar Corridor and the forecasting of the first three development scenarios. The key results from the examination of the current regulatory environment are that:

1. The Commonwealth of Virginia does not currently have any statewide access management regulations in place, but they are in the process of developing a statewide access management document;
2. The Virginia Department of Transportation (VDOT) is working to define their role in the newly adopted traffic impact study regulations. These regulations will impact State and Local governments;
3. Other localities in Virginia, such as Campbell County and Powhatan County, have adopted Access Management and/or Small Area Plans;
4. Since the management and maintenance of roads in Amherst County has traditionally and heretofore been handled by VDOT, the Town of Amherst has no regulations in place to preserve neither the safety nor the function of the roadways in the Ambriar Area.

The results from the examination of the current land use (see Appendix C for the land use survey) show that fifty percent (50%) of the corridor is undeveloped and that single family houses dominate the area that is developed (see Table 1). The future land use map shows that single family residential will continue to occupy the largest number of acres (see figure 2 and Table 2). Although most of the acreage within the Ambriar area will continue to be residential, the commercial properties in the corridor can be developed at a much higher density. While only twenty-five percent (25%) of the total area of a

Table 1: Current Land Use Information

Current Zoning	Total Acreage	Percentage
A-1	150.327	28%
B-2	71.130	13%
R-1	217.445	41%
R-2	74.591	14%
T-1	18.947	4%
Grand Total	532.440	100%

**Survey was performed in 2006*

parcel in the limited residential zone (R-1) can be developed, the general commercial district (B-2) has no such restrictions. It is for this reason that the general business district will dominate the area in the future.

The first and second set of scenarios involved the examination of the function of the main roadway, South Main Street, at various development levels and under various conditions. The first set of development scenarios and results are as follows:

Table 2: Future Land Use Information

Future Land Use	Total Acreage	Percentage
A-1	150.327	28%
B-2	90.077	17%
R-1	217.445	41%
R-2	74.591	14%
Grand Total	532.440	100%

**Current as of January 2007*

1. Current Situation

- South Main Street, has two (2) lanes of traffic and a continuous center turn lane;
- There is an average of 6,200 vehicles on this roadway daily;
- There are no traffic signals along this roadway;
- There is an acceptable level of service (D on Lancer Lane, and level of service B at all other access points) throughout the corridor;
- There are no access management regulations in place at this time.

2. Maximum Development – all of the parcels developed at their highest density

- A “worst case scenario,” which could happen anytime with the current zoning;
- Would produce an average of 25,000 vehicles on South Main Street daily;
- Would create an unacceptable level of service F (backups from locations downstream restrict or prevent movement of vehicles out of approach creating “gridlock” condition) at all access points along South Main Street;
- Would allow one or more driveways for each parcel of land, a potential of 20 or more driveways (this is important because with every access point the travel speed along a corridor decreases).

3. The Median Point – the point at which a traffic signal would be needed

- The median point, the point at which traffic signals will need to be installed is approximately 10,000 ADT;

LEVEL OF SERVICE

Level of service A - No vehicle waits longer than one signal indication

Level of Service B - On rare occasion vehicles wait through more than one signal indication

Level of service C - Intermittently vehicles wait through more than one signal indication; occasionally backups may develop; traffic flow still stable and acceptable.

Level of Service D - Delays at intersections may become extensive, but enough cycles with lower demand occur to permit periodic clearance, preventing excessive backups. LOS D has historically been regarded as a desirable design objective in urban areas

Level of Service E - Very long queues may create lengthy delays

Level of Service F - Backups from locations downstream restrict or prevent movement of vehicles out of approach creating “gridlock” condition.

- 10,000 average daily trips could occur on this roadway with as little as ten percent (10%), or nine (9) acres of development. (this estimate is dependent upon which parcels are developed and how densely are developed)

Two other important pieces of information came out of this first set of scenarios. The first is that the full development of the property across from the Amherst County High School will create a traffic issue that will need to be addressed. This property became a focus within the study since it has approximately twenty-eight acres and the highest chance of being developed first. It has recently been rezoned and the developer is in the process of submitting a site plan for approval. The second important piece of information is that the Ambriar area will have a traffic problem¹, in twenty years due to normal growth rates, even if no large scale development takes place in this corridor.

The second set of scenarios was developed with some minor changes (see Appendix C) to further define the future of the Ambriar Corridor. The scenarios are as follows:

- 1) At what percentage of development will the road need to be expanded to four (4) lanes?
 - a. When the average daily traffic (ADT) generated by the properties on South Main Street reaches 19,000 the road will need to be widened to four (4) lanes.
 - b. The corridor could generate 19,000 ADT with as little as 30% development along South Main Street. (this is dependent upon which parcels are developed and their land use)
 - c. The widening of South Main Street from three (3) lanes (one is a continuous left turn lane) to four lanes, with a limited number of driveways and no traffic signals, will produce a failure at all access points along the roadway. The vehicles turning onto the road and the vehicles exiting the road will have severe backups; which could spill over to the through lanes.
 - d. Widening South Main Street to four (4) lanes would require a one-hundred and ten foot right of way. At the high school, there is currently a sixty-five foot right of way. Taking the extra forty-five feet from the opposite side of the road, for the purpose of widening the road to four lanes, would not significantly reduce the amount of traffic generated by the site when developed (the traffic is reduced from potentially 1,400 vehicles to potentially 1,200 vehicles).
- 2) What would the traffic in the corridor look like with all the B-2 developed at 100%, keeping the road in its current condition?

¹ In this context, traffic problems are defined as: volumes of traffic which are above and beyond the amount of traffic the roadway is designed to efficiently handle. Roadways with traffic problems are characterized by long left turn queues, a higher accident than usual and sometimes gridlock.

- a. With the South Main Street fully developed (25,000 Average Daily Traffic (ADT)) under the current conditions (and current development regulations) the level of service is F.
- b. With corridor build out/traffic generation at 50% capacity² and access management techniques in place, traffic signals or roundabouts will be needed to handle traffic at three locations along South Main Street; the ramps entering and exiting Route 29, the North entrance of the Ambriar Shopping Center and at Lancer Lane/Ambler property entrance. (The exact timing of the installation of signals will be determined by traffic impact studies accomplished as the corridor develops.)

Like the first set of scenarios, there are other important pieces of information that came from this analysis:

- 3) A 110 foot right of way throughout the corridor adds up to approximately a three acre swath in which developers cannot build. This three (3) acre reduction in buildable area throughout the corridor does not reduce the traffic volume significantly.
- 4) However, a three acre reduction of buildable area on a single property can reduce the traffic volume generated by that property considerably. In other words, when the buildable area of a property is decreased, the volume of traffic generated from the site decreases. (see Table 4 in Appendix C)
- 5) An acceptable level of service (C or above) can be expected if traffic signals or roundabouts and access management techniques are employed to assist in the long term viability of the corridor, realizing that widening the corridor to four (4) lanes will still be needed once the traffic level reaches 19,000 average daily trips.

The single most important result from these analyses is that an acceptable level of service (C or above) can be expected only if traffic signals or roundabouts and access management techniques are employed to assist in the long term viability of the corridor, realizing that widening the corridor to four (4) lanes will still be needed once the traffic level reaches 19,000 average daily trips.

The second phase of the study examined what policies and regulations should be implemented to manage the future safety and function of the Ambriar Corridor. Based on the results from the first and second sets of scenarios, the Planning Commission was given a list of planning approaches through which the long term viability of the corridor could be preserved. The planning approaches presented to the Planning Commission are as follows:

1. Initiate an access management program within the study area;
 - The regulation of driveway lengths;
 - The limitation of the number of driveways permitted per parcel;
 - The establishment of a minimum driveway separation requirement;
 - Requiring joint and cross access;

² 12,500 Average Daily Traffic (ADT) as determined by VDOT.

- The establishment of a minimum lot width.
2. Anticipate the use of traffic signals or roundabouts to manage the increase in traffic as South Main Street develops;
 - An increase of the right of way at key access points along the corridor
 - i. A single lane roundabout requires a 100 to 130 foot inscribed diameter³;
 - ii. A two lane roundabout requires a 150 to 180 foot inscribed diameter⁴.
 3. Anticipate the need to widen the corridor to four (4) lanes in the future as traffic dictates.
 - Increase the setback requirements for properties along South Main Street to allow for future road expansion.
 4. Require alternative transportation connections;
 - The establishment of pedestrian and/or bicycle friendly accommodations within developments along the corridor.
 - Bike path and/or bike lane requirements;
 - Require reserved space for future public transportation stop;
 5. Consider reducing the buildable area of sites to allow for more open space within the corridor.
 - Setting a maximum lot coverage similar to what the Town Code has for the Residential and Transitional Use zones;
 - Establishing an open space requirement similar to the one for multi-family developments in the Town of Amherst Code;

At a meeting on December 20, 2006, the Town of Amherst Planning Commission decided to pursue access management regulation, an increased reservation of right of way at strategic locations for future traffic signals or roundabouts, and an alternative transportation connection requirement, specifically for pedestrians and bicyclists.

Transportation As A Vehicle For Development

The development of a transportation network has always been one of the most significant factors in changing the form of any community. Roadways provide access to new areas in which people can live, shop and work. Historically, access to new areas has been met with development which eventually occupies all of the area opened up.

³ The basic parameter used to define the size of a roundabout, measured between the outer edges of the circulatory roadway. It is the diameter of the largest circle that can be inscribed within the outline of the intersection. *Roundabouts: An Informational Guide*. FHWA, Publication Number FHWA-RD-00-067, (2000).

⁴ The basic parameter used to define the size of a roundabout, measured between the outer edges of the circulatory roadway. It is the diameter of the largest circle that can be inscribed within the outline of the intersection. *Roundabouts: An Informational Guide*. FHWA, Publication Number FHWA-RD-00-067, (2000).

Traditionally as parcels of land develop along a corridor, each is treated as an “island”, individual and disconnected from the whole. These islands build connections to a segment of road that exists only along the front of their property. Roads, however, do not exist in segments; they exist as part of a whole. Failure to manage the development of a corridor as a whole results in further expansion of the transportation network creating urban sprawl and uncertainty for the future fiscal vitality of a community.

The South Main Street corridor is significant because of its proximity to the newly constructed Madison Heights bypass, its large tracts of undeveloped land and because it provides a direct link from Lynchburg to downtown Amherst. While portions of the corridor lack adequate water and sewer service, the placement of such lines has been planned and will have to be installed before development of the land occurs. The Town has received a Federal Enhancement Grant to place a sidewalk along one side of the road to connect downtown Amherst with the Ambriar area.

From downtown Amherst to Waugh’s Ferry Road the sidewalk will be placed on the east side of the road, but the placement of this sidewalk from Waugh’s Ferry Road south has not yet been decided. The Town is also participating in a regional Land Use and Transportation Study which will be finished in April, 2007. This study is expected to provide the region’s localities with guidance on how to steer development and land use so as to make the best use of the transportation system and natural resources.

Development in and around this corridor has historically been residential. With the completion of the Madison Heights Bypass the Town believes the Ambriar Corridor will become a focal point for commercial development. The Traffic Impact Overlay Plan for the Ambriar Area will provide information which will be used to update the Town of Amherst Comprehensive Plan, Town Code and Development Regulations.

The Need For Action

Given the tendency for development to occur near bypasses, the predicted increase in traffic flow to the area, and the Town’s need to adjust its regulations and policies to ensure the viability of the corridor into the future, the creation of a plan to manage growth in the Ambriar Corridor is vital. Without a plan for this corridor, development will occur with little regard for the functioning and safety of the corridor.

With the aging of the national transportation networks the state and federal governments are shifting from building roads to maintaining roads. There could be little to no funding for roadway expansion or retrofitting. It is vital that localities being treating the transportation network as a limited commodity, the function of which needs to be fiercely defended. Speculation has already begun on properties within the corridor. Early development within this corridor will set a precedent for subsequent development projects in the Town of Amherst.

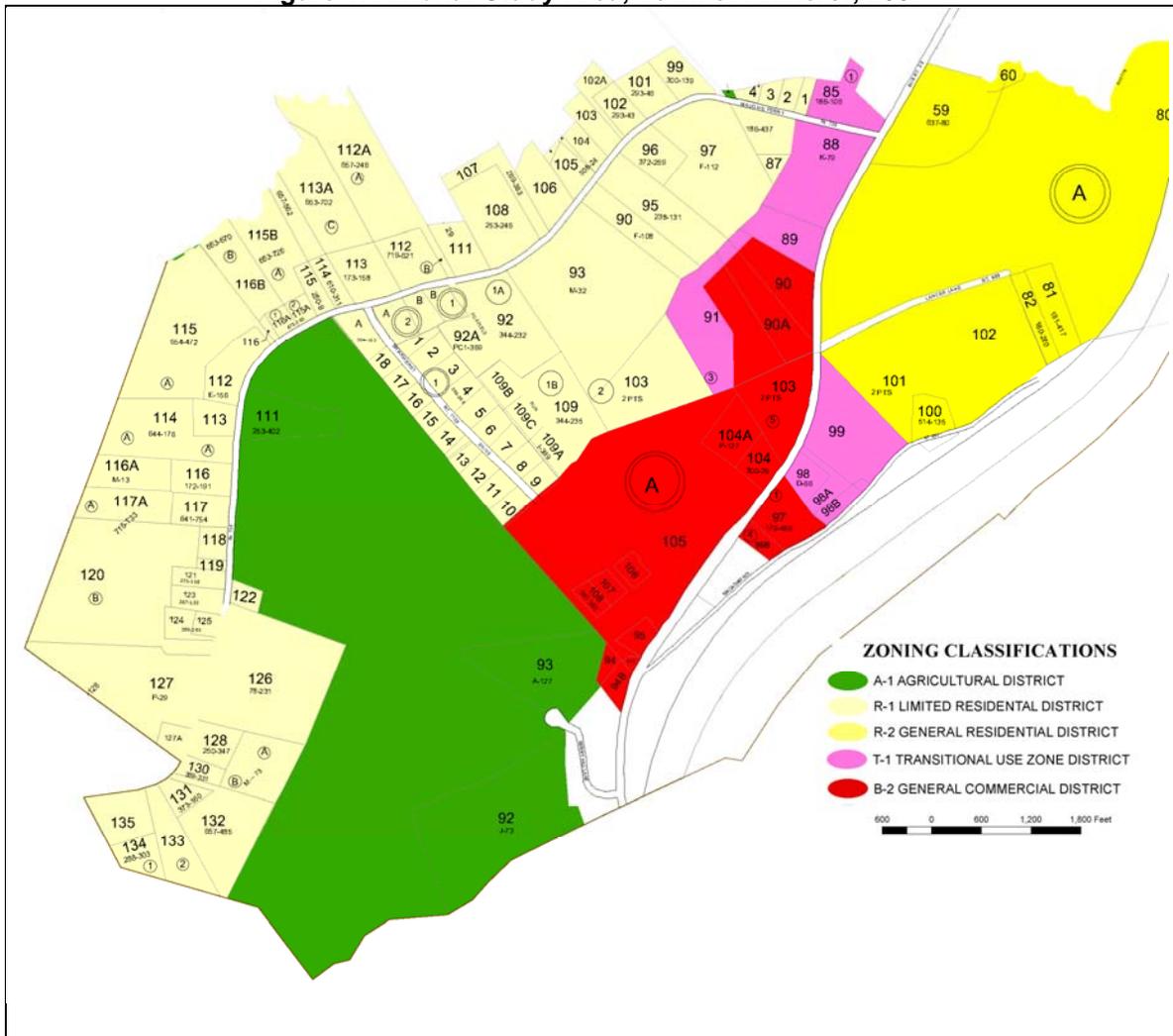
The Traffic Impact Study Area

The study area for this project is outlined in figure 1 below. On the south, the boundary for the study area follows the Town limits from the Route 29 following the eastern limit of the Town. The northern border starts at the eastern corporate limits where there is a change in land use from single family residential to agricultural.

The northern border begins with the properties zoned single family residential then along a single transitional zone parcel before it meets South Main Street. The boundary extends along South Main Street heading north to the northernmost edge of the Amherst County High School property. The boundary then follows the edge of the school property until it comes into contact with the Route 29 right-of-way. The study area boundary then follows the Route 29 heading south until it once again reaches the southernmost Town limits.

This area was chosen to be the study area because it not only includes the properties which face immediate development pressures, but it also includes the surrounding land uses which make up the character of the area. The Traffic Impact Overlay area has the largest commercial shopping center in the Town of Amherst. It also has a large agricultural area, residential area and it has the local high school. In this study area there are undeveloped rural lands, activity centers and residences.

Figure 1: Ambriar Study Area, Town of Amherst; 2007



**Region 2000 Local Government Council*

There are five different zoning categories within the study area. These zoning categories are:

1. A-1 - Agricultural District. This district is designed to accommodate farming, forestry, and limited residential use. While it is recognized that certain desirable rural areas may logically be expected to develop residentially, it is the intent, however, to discourage the random scattering of residential, commercial or industrial uses in this district. This district has a low traffic impact on the surrounding area.
2. R-1 - Limited Residential District. This district is composed of certain quiet, low-density residential areas plus certain open areas where similar residential development appears likely to occur. The regulations for this district are designed to stabilize and protect the essential characteristics of the district, to promote and encourage a suitable environment for family life where there are children, and to prohibit activities of a commercial nature. To these ends, development is limited to relatively low concentration and permitted uses are

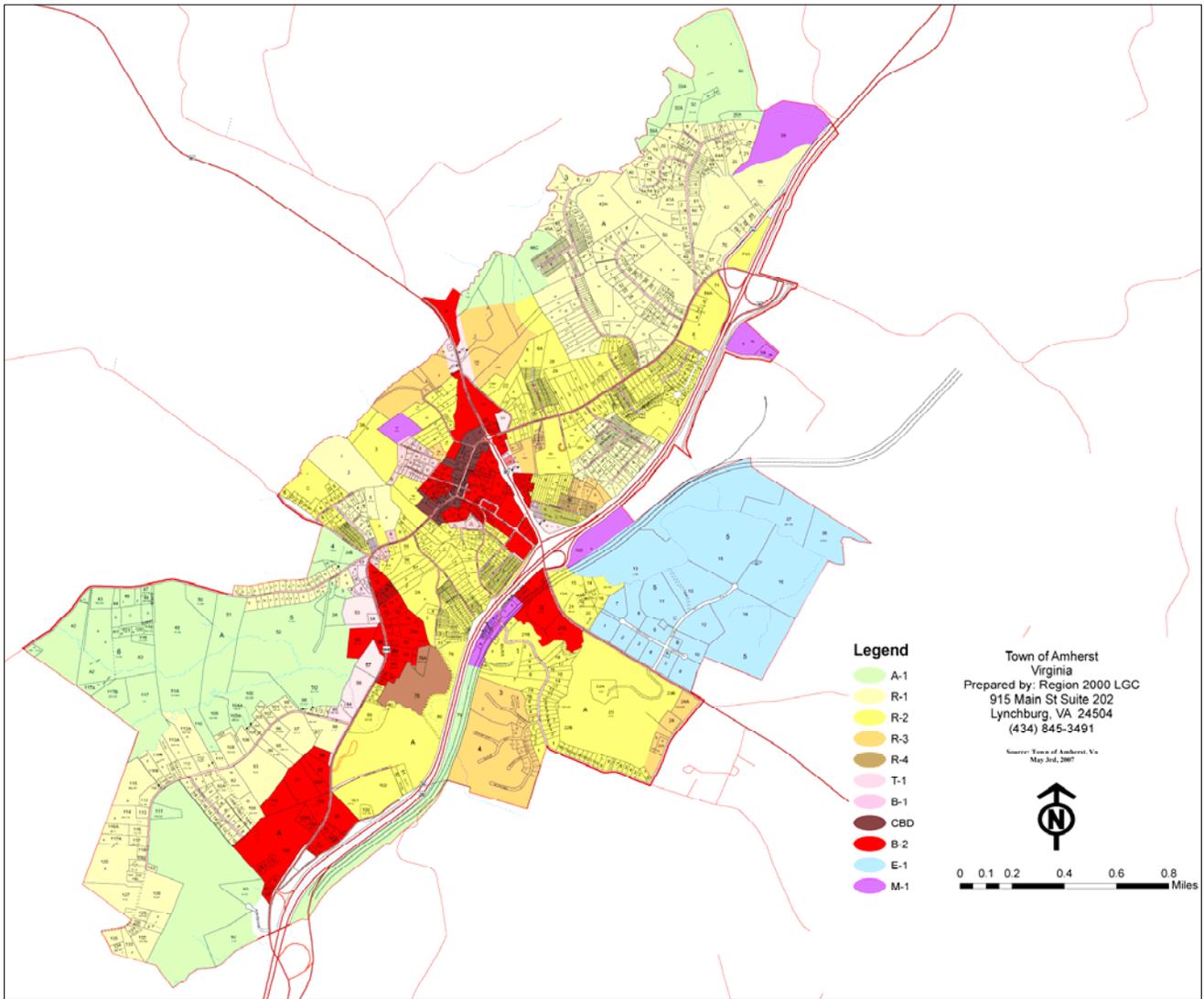
limited basically to single unit dwellings providing homes for the residents plus certain additional uses that serve the residents of the district.

3. R-2 - Medium Density Residential District. This district is composed of certain quiet, medium density residential areas plus certain open areas where similar residential development appears likely to occur and where public water and/or sewer service is available. The regulations for this district are designed to stabilize and protect the essential characteristics of the district, to promote and encourage a suitable environment for family life and to prohibit most activities of a commercial nature. To these ends, development is limited to concentrations of medium density single and two-family dwellings.
4. T-1 – Transitional Use Zone District. This district covers that part of the town intended for the installation of uses that will allow for the creation of small local businesses that will expand the Town’s employment base and improve the Town’s general economic situation while providing protection to existing residential areas. Uses allowed are characterized as being those which a resident would not mind having adjacent to his or her dwelling and have no more traffic than that normal for a residential area. Allowed uses may involve intermittent heavy trucking for the delivery of retail or wholesale goods, or by very limited nuisance factors such as smoke, odor, fumes, noise, light, traffic, including incidental light and noise due to the congregation of people and vehicles. It is envisioned that this district will specify certain areas of the Town that have been residential but will be converted to commercial use over time.
5. B-2 - General Commercial District. This district covers those areas of the town intended for the conduct of general business to which the public requires direct and frequent access, but which is not characterized either by constant heavy trucking other than stocking and delivery of retail goods, or by limited nuisance factors including incidental light and noise of congregation of people and passenger vehicles.

A majority of the study area is comprised of the limited residential zone. In this area, there are roughly 150 acres of agriculturally zoned land, 292 acres of residentially zoned land, 90 acres of land on which commercial developments can be located. While the limited residential zone dominates the study area, the general business zone has the potential to be more densely developed.

On the proposed future land use map (see figure 2) the Planning Commission asked that the study consider parcels in the Study Area that are zoned T-1 to be rezoned to B-2 with the exception of the parcel on the southern side of the intersection of South Main Street and Waugh’s Ferry Road which the Town would like to be rezoned to R-1. The area does not currently have an adequate water and sewer infrastructure to support commercial development. The Town has planned the installation of water and sewer infrastructure in this area and hopes to work with developers to have the lines in place as they are needed per Figures 3 and 4.

Figure 2: Proposed Future Land Use Map, Town of Amherst 2007



**Region 2000 Local Government Council*

Figure 3: Proposed Future Sewer Line Locations, Town of Amherst 2007

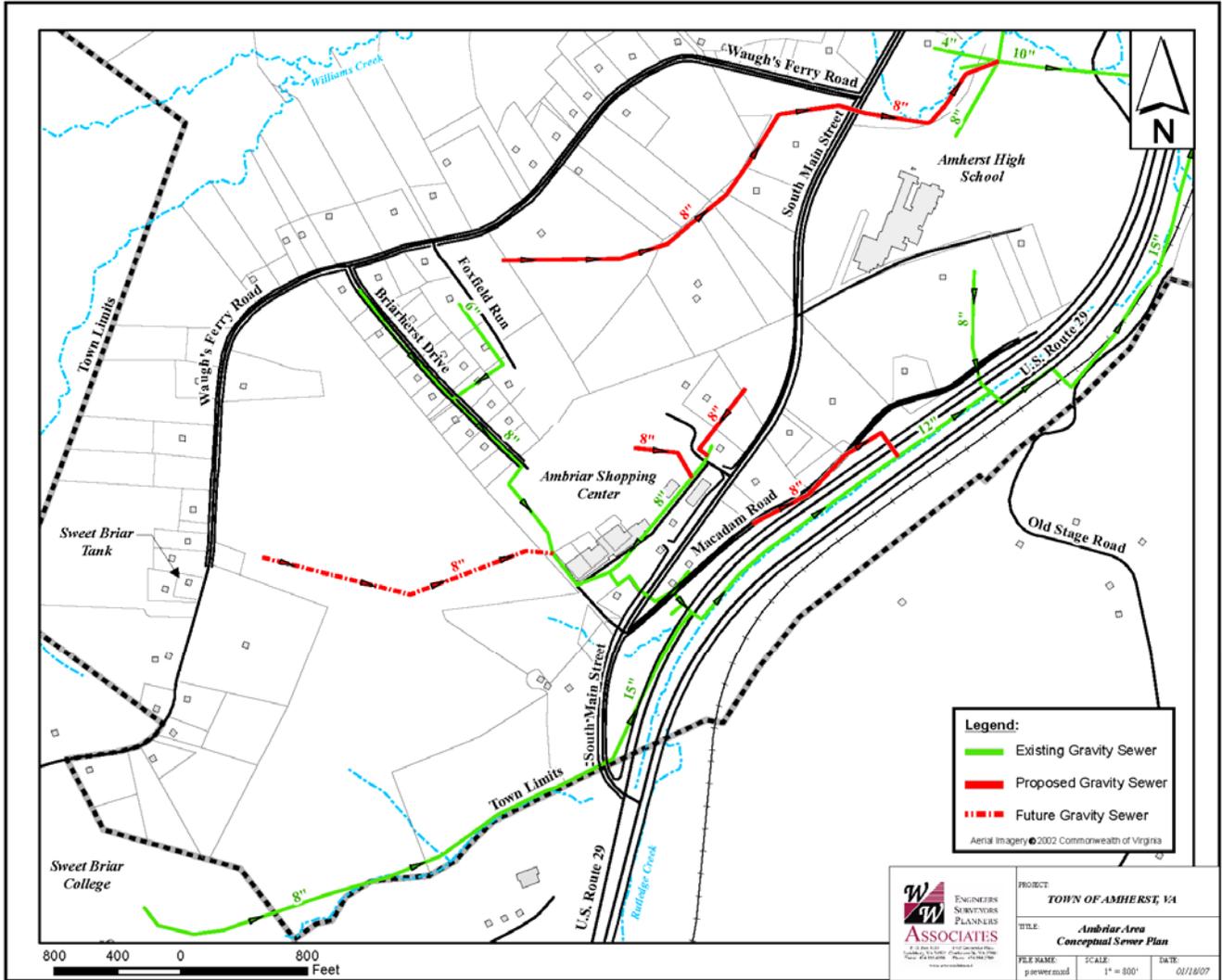
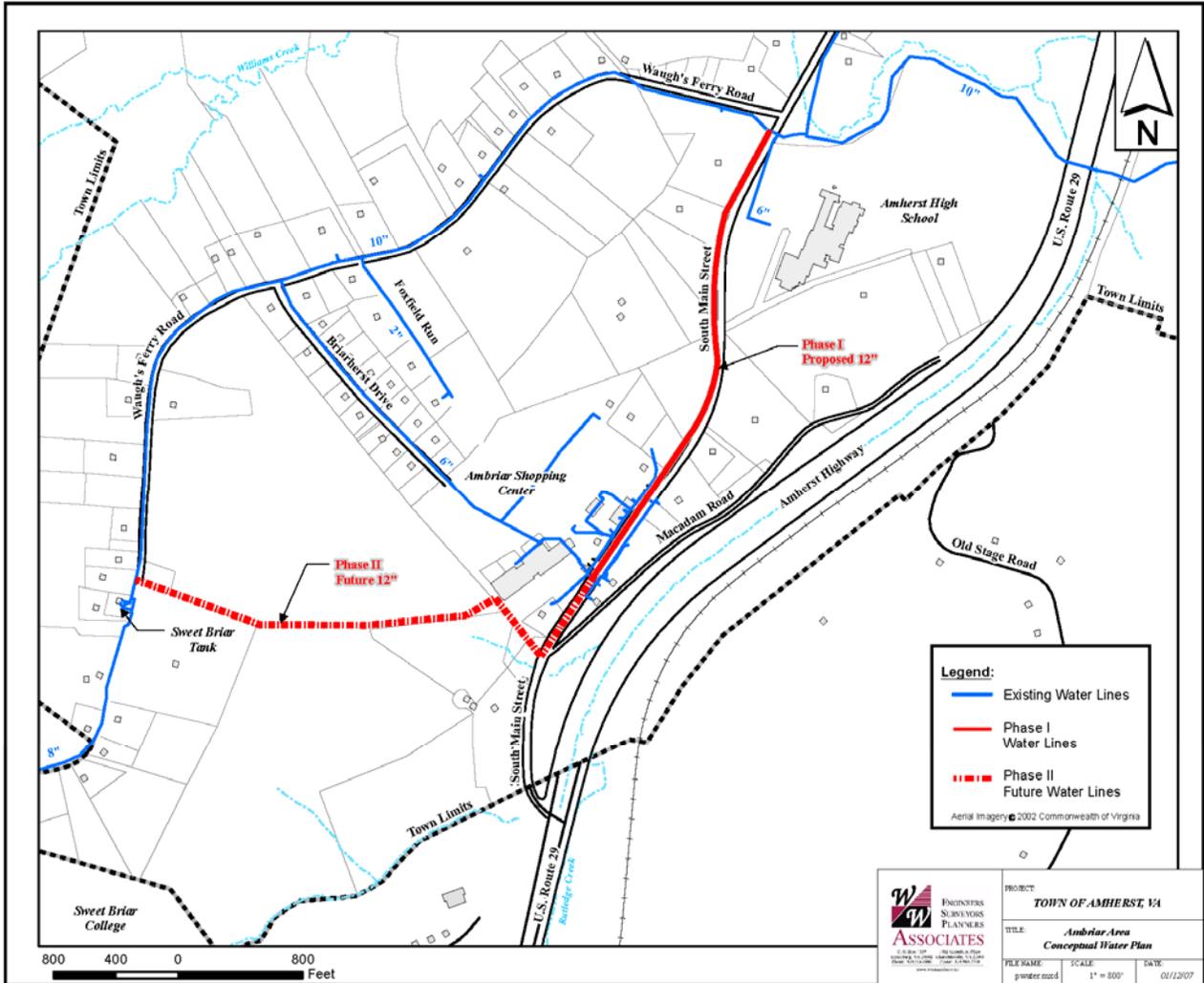


Figure 4: Proposed Future Water Line Locations Town of Amherst 2007



Phase II

The Traffic Impact Overlay Concept

The area to which the regulations proposed in this document will apply is known as the Traffic Impact Overlay. The properties in the Traffic Impact Overlay will be required to practice access management techniques for the purpose of preserving the function and efficiency of the roadways in and around the Town of Amherst. The underlying zoning in this area will remain unchanged by these regulations. The regulations put forth in this document have been used in many localities. They have been proven to be an effective way to comprehensively manage development on high traffic corridors.

It is the intent of these regulations to promote good development and to preserve the safety and function of South Main Street for the Town of Amherst and for those who will use the corridor in the future. The Town of Amherst recognizes that development creates many opportunities for the residents and those in the surrounding area. A well planned corridor will add vitality and save the Town of Amherst and Amherst County from having to finance a redesign or even construction of the corridor in the future. The guidelines and regulations within for this area are directed at all new development.

The Traffic Impact Overlay is administered through the site plan review, rezoning and special use permit processes, which allows for the proper assurances to be made that the criteria contained within this and other Town policies are met. Much of the land within in the Ambriar Small Area Plan is zoned Transitional Use (T-1), which means the most of the new development proposals within this area will require a rezoning. Each proposal will be expected to provide the appropriate assurances that the policies and regulations, contained herein, are met.

This may be achieved through the use of the Planned Unit Development provisions of the Amherst Town Code, or through other legally acceptable means provided under Virginia law. Every application for rezoning is subject to the full public hearing process, with opportunity for review and comment by the community. Special use permit applications are also subject to the policy as a means of ensuring compatibility with surrounding areas and availability of public facilities to serve the proposed development without adverse impact on the community.

Traffic Impact Overlay Guidelines

Purpose

The intent of this Section is to encourage well planned high density development, to provide and manage access to development while preserving the flow of traffic and to ensure adequate infrastructure in the Ambriar area. Major thoroughfares, including highways and other arterials, serve as the primary network for moving people and goods. These transportation corridors also provide access to businesses and homes and have served as the focus for commercial and residential development. Access systems must be properly designed to accommodate the access needs of development while retaining the transportation function.

Applicability

The provisions of this Section shall apply to all property that accesses the Ambriar corridor. The Ambriar corridor is defined as that portion of S. Main Street from Waugh's Ferry Road south to the Town of Amherst corporate limits.

Definitions

The following terms have the following meaning unless the content clearly indicates otherwise:

AASHTO. The American Association of State Highway and Transportation Officials.

Access. To provide vehicular or pedestrian entrance or exit to a property;

Access connection/point. Any driveway or other point of entry and/or exit such as a street, road, or highway that connects to the general street system.

Capacity. The ability of the highway to provide service to the volume of vehicles seeking to use the highway. Capacity is most often considered the maximum amount of traffic that can be accommodated by a highway during the peak hours of demand. Sometimes it refers to the entire roadway, and sometimes to a single lane.

Commercial Entrance. An entrance serving all access points other than an individual private residence. A residential subdivision entrance is a commercial entrance.

Connection Spacing. The distance between connections, measured from the closest edge of pavement of the first connection to the closest edge of pavement of the second connection along the edge of the traveled roadway.

Corner Clearance. The distance from an intersection to the nearest driveway.

Cross Access. A service drive providing vehicular access between two or more contiguous sites so that the driver need not enter the public street system.

Design Speed. The maximum safe speed that can be maintained over a specified section of highway when conditions are so favorable that the design features of the highway govern, as defined in the latest edition of AASHTO's *A Policy on Geometric Design of Highways and Streets*.

Driveway. An access that is not a public street, road, or highway.

Frontage Road. A public or private street or road auxiliary to and normally alongside and parallel to the main highway, constructed for the purposes of maintaining local road continuity and the controlling of direct access to the main highway while providing access to private properties.

Functional Classification. A classification system that defines a public roadway according to its purposes and hierarchy in the state highway system.

Interchange. A portion of roadway that provides vehicular access from one road to another.

Lane. The portion of a roadway for the movement of a single line of vehicles. It does not include the gutter or shoulder of the roadway.

Median. That portion of a highway separating the opposing traffic flows.

Outparcel. A parcel of land abutting and external to the larger, main parcel, which is under the same ownership and has roadway frontage.

Service Road. A public or private street or road, auxiliary to and normally located parallel to a controlled access facility that maintains local road continuity and provides access to parcels adjacent to the controlled access facility. Also see Frontage Road.

Shared Access. A driveway connecting two or more contiguous sites to the public street system.

Sight Distance. The distance visible to the driver of a vehicle measured along the normal travel path of a roadway from a designated location and to a specified height above the roadway when the view is unobstructed by traffic. For crossovers and commercial entrances, Sight distance is the distance measured between the height of the driver's eye (3.5 ft) and the height of an object (4.25 ft) without horizontal or vertical obstruction to the line of sight.

Stopping Sight Distance. The distance required by a driver of a vehicle, traveling at a given speed, to bring the vehicle to a stop after an object on the roadway becomes visible. It includes the distance traveled during driver perception and reaction times and the vehicle braking distance.

Stub Road. A portion of street or right-of-way access drive used as an extension to an abutting property that may be developed in the future.

Trip. A single or one-direction vehicle movement with either the origin or the destination inside a study area. A vehicle leaving the highway and entering a property is one trip. Later when the vehicle leaves the property and reenters the highway, it is a second trip.

Turn Lane. An auxiliary lane that provides deceleration, so that disruption to through traffic is minimized, and provides adequate storage outside of the through lane which the turn is being made.

Variance

1. The Board of Zoning Appeals may authorize a variance to the application of these access standards and regulations. The granting of a variation shall be in accordance with the purpose and intent of these standards and regulations and shall not be considered until every feasible option for meeting access standards is explored.
2. Applicants for a variance from these standards and regulations must provide proof of unique or special conditions that the strict application of the provisions would deny all reasonable access; endanger public health, welfare or safety; or cause an exceptional and undue hardship on the applicant, as distinguished from a special privilege or convenience sought by the applicant. This shall include proof that:
 - a. Indirect or restricted access cannot be obtained.
 - b. No engineering or construction solutions can be applied to mitigate the condition.
 - c. No alternative access is available from a street with a lower functional classification than the primary roadway.

Access Connection and Driveway Design

1. Driveway width shall meet the following guidelines:
 - a. If the driveway is a one-way in or one-way out drive, then the driveway shall be a minimum width of fourteen (14) feet of pavement and shall have appropriate signage designating the driveway as a one-way connection.
 - b. For two-way access, each lane shall have a width of twelve (12) feet.
2. Driveway grades, turnout radii, approaches, and lengths shall conform to VDOT's standards.

Figure 5: Throat Length Illustration

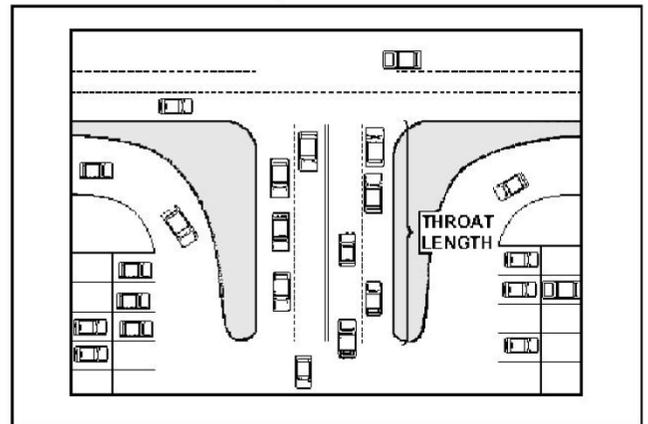


Table 3: Throat Length Measurements

a. Driveway approaches must be designed and located to provide an exiting vehicle with an unobstructed view. Construction of driveways along acceleration or deceleration lanes and tapers is prohibited.

Land Use	Driveway Length (in feet)
Any major entrance to a development with 4 or more total lanes in the driveway. Typically malls and “Super” retail centers.	300 or greater, based on traffic study
Regional Shopping Centers (over 150,000 square feet)	250
Community Shopping Center (100-150,000 square feet) (Supermarket, drug store, etc.)	150
Small Strip Shopping Center	50
Smaller Commercial Developments (convenience store with gas pumps)	30

**Source: Vergil Stover unpublished course notes*

b. Driveways shall have sufficient length and size for all vehicular queuing, stacking, maneuvering, standing, and parking to be carried out completely beyond the right of way line. The length of driveways or "throat length" (see Figure 3) shall be designed in accordance with Table 3. These measures generally are acceptable for the principle access to a property and are not intended for any minor supplemental driveways to that same property.

c. Where a site is being redeveloped on a small property with no reasonable alternative access, it may be difficult to get these driveway lengths. In these cases, the driveway may be positioned to take advantage of the on-site location with the most depth.

d. Driveways that enter the major thoroughfare at traffic signals must have at least two (2) outbound lanes (one for each turning direction) of at least twelve (12) feet width and one (1) inbound lane with fourteen (14) feet width of pavement.

Requirements for Outparcels and Phased Development Plans

1. In the interest of promoting unified access and circulation systems, development sites under the same ownership or consolidated for the purposes of development and comprised of more than one (1) building site shall not be considered separate lots for the purpose of the application of access standards and regulations. The number of connections permitted shall be the minimum number necessary to provide adequate access to these properties, not the maximum available for that frontage. This shall also apply to phased development plans. The owner and all lessees within the affected area are responsible for compliance with the requirements of these access standards and regulations
2. All access to outparcels must be internalized using the shared circulation system of the principal development or retail center. This access shall be designed to avoid excessive movement across parking aisles and queuing across surrounding parking and driving aisles.

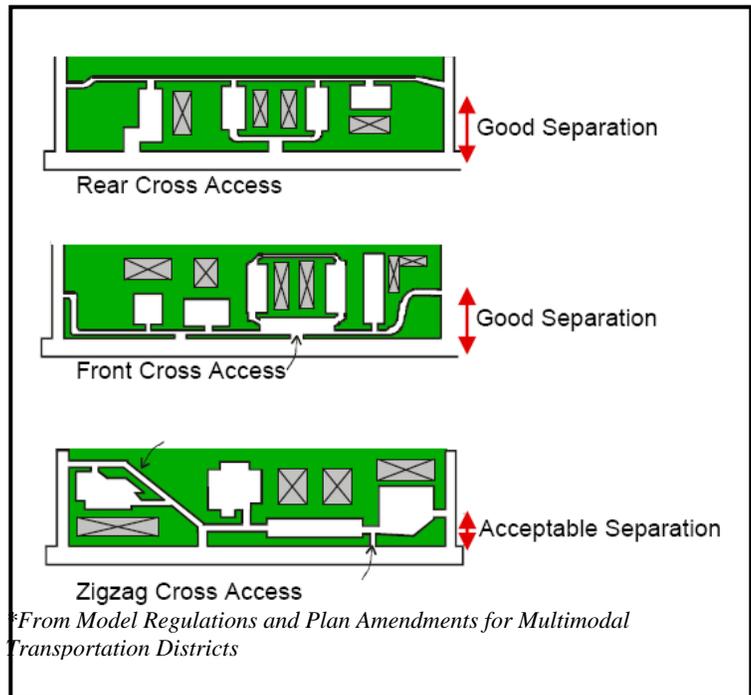
Subdivision of Land

1. As of (date of adoption), each lot shall be entitled one (1) driveway/connection per parcel as of right on said public thoroughfares(s). When subsequently subdivided, access to all newly created lots shall be provided via the permitted access connection. This may be achieved through subdivision roads, shared and cross accesses, and service drives (see Figure 6).

a. Parcels in existence as of (date of adoption) with frontages that exceed minimum driveway spacing requirements as shown in the Driveway and Corner Clearance Spacing section may be permitted additional access connections.

- b. Additional access connections may be allowed where the property owner can demonstrate upon review of a traffic impact analysis of the proposed connection submitted by the applicant that safety and efficiency of travel on the thoroughfare will be improved by providing more than one access to the site.
- c. Existing parcels with frontage less than the minimum connection spacing for that corridor may not be permitted a direct connection to the thoroughfare under this Section where the Planning Commission determines alternative reasonable access is available to the site. For example, the Planning Commission could allow for a temporary driveway with the stipulation that joint and cross access be established as adjacent properties develop.

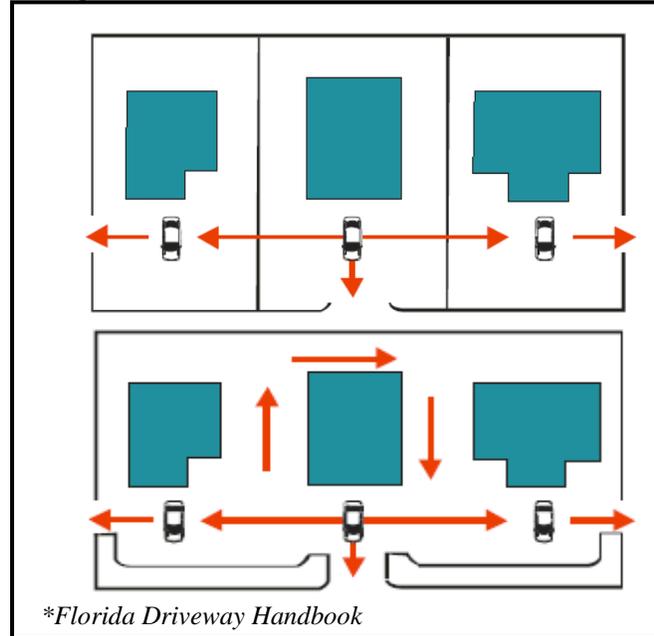
Figure 6: Cross Access Types



Shared and Cross Access

1. Adjacent commercial or office properties classified as major traffic generators (i.e., shopping center, office parks) shall provide cross access, pedestrian access and bicycle access to allow circulation between sites.

Figure 7: Shared and Cross Access Illustration



2. A system of shared use driveways and cross access easements as shown in Figure 7 shall be established wherever feasible and the building site shall incorporate the following:

- a. A continuous service drive or cross access extending the entire length of each block served to provide for driveway separation consistent with the access classification system and standards.

- b. A design speed of ten (10) miles per hour (mph) and sufficient width to accommodate two-way travel

aisles designed to accommodate automobiles, service vehicles, and loading vehicles.

- c. Stub roads and other design features to make it visually obvious that the abutting properties may be tied in to provide cross access via a service drive.

- d. A unified access and circulation system plan that includes coordinated or shared parking areas is encouraged.

3. Pursuant to this section, the owner shall record an easement with the deed, in a form approved by the Town Attorney, allowing cross access to and from other properties served by the shared use driveways and cross access or service drives.

4. Shared parking areas shall be permitted a reduction in required parking spaces if peak demand periods for proposed land uses do not occur at the same time periods.

5. The Planning Commission may reduce required separation distance of access points where they prove impractical, provided all of the following requirements are met:

- a. Joint access driveways and cross access easements are provided wherever feasible in accordance with this section.

- b. The site plan incorporates a unified access and circulation system in accordance with this section.

- c. The property owner shall enter a written agreement with the Town of Amherst, recorded in deed in a form acceptable to the Town Attorney, that pre-existing connections on the site will be closed and eliminated after construction of each side of the joint use driveway.
6. The Planning Commission may modify or waive the requirements of this section during the site plan or subdivision review process where the characteristics or layout of abutting properties would make development of a unified or shared access and circulation system impractical.

Interchange Areas

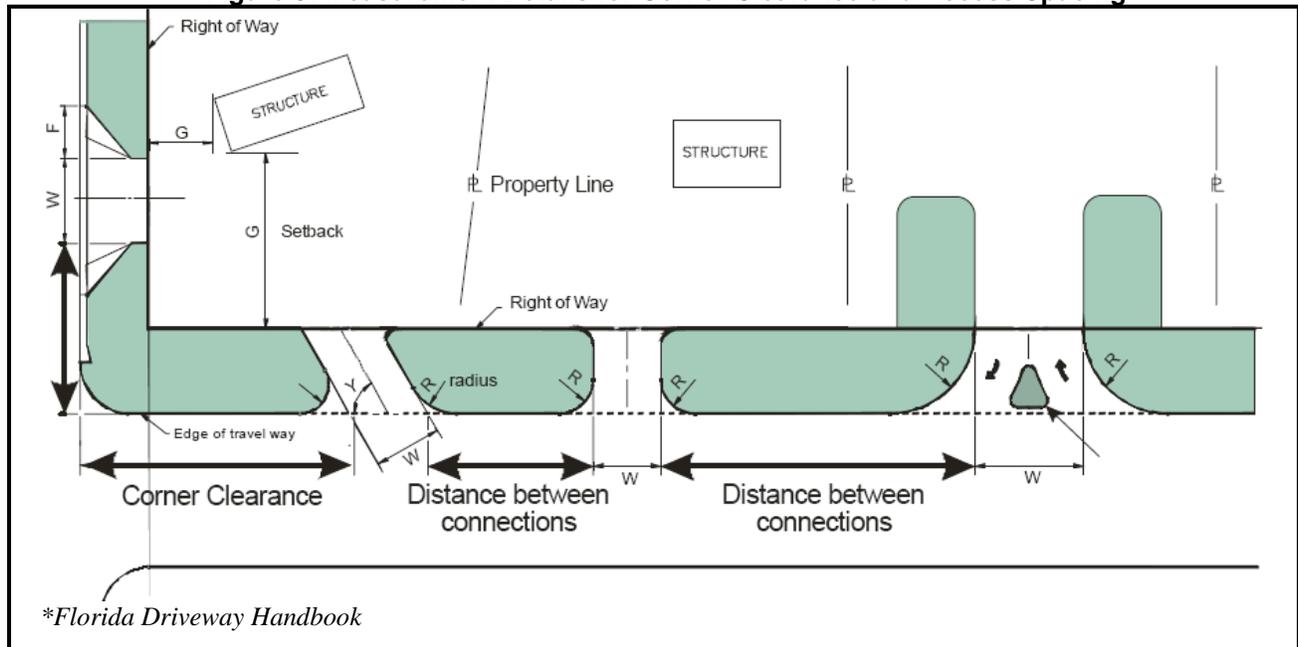
1. The distance to the first connection of an interchange shall be at least 660 feet where the posted speed limit is greater than 45 miles per hour (mph) or 440 feet where the posted speed limit is 45 mph or less. This distance shall be measured from the end of the taper for that quadrant of the interchange.

Access Standards: Driveway and Corner Clearance Spacing

All access connections on roadway segments shall maintain a 440 foot separation from any other driveway or intersection where the posted speed limit is above 45 miles per hour (mph), and a 245 foot separation from any other driveway or intersection where the posted speed limit is 45 miles per hour (mph) or below with the exception of access connections for single family residential and agricultural land uses.

1. Driveway spacing shall be measured from the closest edge of the pavement to the next closest edge of the pavement (see to Figure 8 for points of measurements).
2. If the access connection spacing standards listed above cannot be achieved, the Planning Commission may reduce required separation distances of access points provided that:
 - a. Shared access driveways and cross access easements are provided wherever feasible in accordance with these regulations; or
 - b. The connection does not create a safety or operational problem upon review of a site specific traffic impact analysis of the proposed connection prepared by a licensed engineer and submitted by the applicant; or
 - c. At an intersection, where no other access to the property is available and shared access driveways and cross access easements are not feasible, the Planning Commission may allow construction of an access connection along the property line farthest from the intersection. In such cases, directional connections (i.e., right in/out) may be required.
3. Corner clearance for connections shall be measured from the closest edge of pavement of the intersection to the next closest edge of pavement of the first access point from the intersection (see Figure 8).

Figure 8: Measurement Details for Corner Clearance and Access Spacing



4. Corner clearance for connections shall meet or exceed the minimum connection spacing requirements for that roadway.
5. New connections shall not be permitted within the functional area of an intersection or interchange as defined by the connection spacing standards of this ordinance, unless:
 - a. No other reasonable access to the property is available, and
 - b. The Planning Commission determines that the connection does not create a safety or operational problem upon review of a site specific study of the proposed connection prepared by a registered engineer and submitted by the applicant.
6. Where no other alternatives exist, the Planning Commission may allow construction of an access connection along the property line farthest from the intersection. In such cases, directional connections (i.e. right in/out, right in only, or right out only) may be required.
7. In addition to the required minimum lot size, all corner lots shall be of adequate size to provide for required front yard setbacks and corner clearance on street frontage.

Minimum Frontage

1. The minimum lot width for all parcels with frontage on S. Main Street shall not be less than the minimum connection spacing standards of that thoroughfare, except as otherwise provided in this Section. Flag lots shall not be permitted direct access to the thoroughfare and interior parcels shall be required to obtain access via a public or private access road in accordance with the requirements of this section.
 - a. Existing parcels with frontage less than the minimum connection spacing for that corridor may not be permitted a direct connection to the thoroughfare under this Section where the Planning Commission determines alternative reasonable access is available to the site. For example, the Planning Commission could allow for a temporary driveway as provided in the Access Standards Section with the stipulation that joint and cross access be established as adjacent properties develop.
 - b. Additional access connections may be allowed where the property owner demonstrates that safety and efficiency of travel on the thoroughfare will be improved by providing more than one access to the site.

Limits of Use Designation

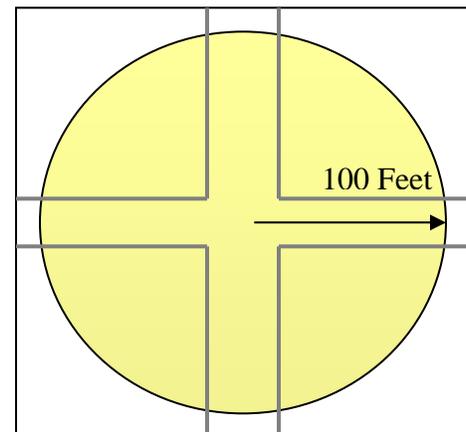
The limit of use designation is intended to provide information about future construction of roundabouts along the South Main Street. The application of this designation is voluntary and meant to prevent future conflict between State and Local Government and local land owners when the construction of roundabouts occurs.

Key locations within the Traffic Impact Overlay have been identified for the future installation of traffic calming devices, preferably roundabouts. The intersections targeted for these devices are at S. Main Street and Lancer Lane, S. Main Street and the U.S. Route 29 Bypass ramps, and S. Main Street and the northern most entrance to the Ambriar Shopping Center. There shall be a 200 feet in diameter limit of use designation that is measured from the center point (see Figure 9) of the intersections listed above.

Prior to the construction of parking or any other accessory uses within the “limits of use” area, the applicant must demonstrate that the accessory use or parking required by the Town of Amherst Zoning Ordinance could adequately be accommodated elsewhere on the property. Execution of a shared parking agreement per the zoning ordinance may be used to satisfy the zoning ordinance parking requirements.

In the event that VDOT determines that all or a portion of said area is required for public road improvements and thus initiates the process of acquiring the necessary right of way, the property owner shall be responsible for relocating any parking or other accessory use installed within the designated “limits of use” area. The relocation of such uses shall occur at the owner’s expense.

Figure 9: Limits of Use Diagram



Any costs associated with design and reconstruction of the “limits of use” area for purposes of public road improvements (to include removal of existing accessory uses) shall be the responsibility of VDOT.

The limits of use area shall be marked on any applicable site plan submitted to the Town of Amherst Planning Commission for review.

Pedestrian Accommodations

1. Bicycle and pedestrian ways shall be established in new construction and reconstruction projects along South Main Street unless one or more of these conditions are met:
 - a. Bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right of way or within the same transportation corridor.
 - b. The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project.
2. Bicycle and pedestrian facilities shall be provided on any new or reconstructed streets in accordance with VDOT regulations.
3. Bicycle racks shall be located in convenient, visible, well-lit areas, with easy access, near main entrances. The racks should not interfere with pedestrian traffic and should be protected from potential damage by motor vehicles. They may be located within the public right-of-way with Town of Amherst and VDOT approval. The following requirements shall also apply:
 - a. All vehicle parking facilities containing less than ten parking spaces shall provide one bicycle rack with no less than four (4) spaces.
 - b. For vehicle parking facilities containing more than ten parking spaces the applicant shall provide one bicycle rack with no less than four spaces plus two bicycle parking spaces for each additional ten parking spaces in the lot. However, no more than twenty (20) bicycle parking spaces shall be required in any one (1) parking facility.
4. Bicycle and pedestrian facilities shall be designed with security considerations including street lighting, bushes no greater than two (2) feet in height, and tree branches no lower than six (6) feet in height. To provide clear visibility of pedestrians approaching intersection crosswalks at night, the approaches to and all street corners should be well-illuminated. All intersection lighting should illuminate the crossing and waiting areas and/or create backlighting to make the pedestrian silhouette clearly visible on the approach.
5. Pedestrian facilities shall include shade trees where possible.

6. A sidewalk shall be provided between all new building entrances and all streets adjacent to the development site. The sidewalk shall provide a direct connection to existing public right-of-way and public sidewalks or transit stops.
7. A sidewalk shall be provided between any new building entrance and all other new or existing building entrances on the same development site. Entrances used for loading and unloading freight are not subject to this standard. Internal pedestrian paths provided in conformance with this subsection shall provide weather protection features such as awnings or arcades within thirty (30) feet of all customer entrances.
8. A sidewalk shall be provided immediately adjacent to the exterior wall of a new building greater than 100 feet in length when the wall is located next to a street or parking lot. A pedestrian path shall also be provided along the entire length of the wall when the public entrance is located in that area. Exceptions to this standard include:
 - a. If the edge of the building is within twenty (20) feet of a public sidewalk and the building entrance is connected to the public sidewalk by an on-site pedestrian facility.
 - b. If the edge of the building is bordered by a perimeter of landscaping that does not exceed thirty (30) feet in width and an on-site pedestrian facility is constructed at the edge of the landscaped area.
9. A twenty (20) foot wide bicycle/pedestrian easement shall be provided to connect cul-de-sacs, or to pass through blocks in excess of 660 feet.
10. Where needed for purposes of traffic safety or access to nearby schools, playgrounds, public parks, trails, shopping facilities, or other community facilities, new developments may be required to dedicate a public right of way for bicycles and pedestrians, not less than twenty (20) feet in width.
11. Pedestrian access points at property edges and to adjacent lots shall be coordinated with existing development to provide pedestrian circulation between developments.
12. All on-site pedestrian walkways located in vehicle use areas shall be distinguished from driving surfaces through the use of durable, low maintenance smooth surface materials to enhance pedestrian safety and comfort, as well as the attractiveness of the walkways.

Connectivity

1. The street system of a proposed subdivision shall be designed to coordinate with existing, proposed, and planned streets outside of the subdivision as provided in this section.
2. Wherever a proposed development abuts unplatted land or a future development phase of the same development, street stubs shall be provided as deemed necessary by the Town to provide access to abutting properties or to logically extend the street system into the surrounding area. The restoration and extension of the street shall be the responsibility of any future developer of the abutting land.

Nonconforming Access Features

1. Permitted access connections in place as of **(date of adoption)** that do not conform with the standards herein shall be designated as nonconforming features and shall be brought into compliance with applicable standards under the following conditions:
 - a. When new access connection permits are requested;
 - b. Increase in trip generation of 100 or more additional peak hour trips; or
 - c. As roadway improvements allow.
2. If the principal activity on a property with nonconforming access features is discontinued for a consecutive period of two (2) years or discontinued for any period of time without a present intention of resuming that activity, then that property must thereafter be brought into conformity with all applicable connection spacing and design requirements, unless otherwise exempted by the permitting authority. If the activity is discontinued and renewed with a different activity, property owner must provide a traffic impact analysis to show that the new activity will not increase the number of trips.

Site Plan/Subdivision Plan Review Standards

1. In addition to the existing Town site plan and subdivision plat review, applicants shall submit the information listed below for:
 - a. Location of all properties' access point(s) on both sides of the road where applicable.
 - b. Location of all proposed and existing access points for the site.
 - c. Plat map showing property lines, right-of-way, limits of use designation where applicable, and ownership of abutting properties.
 - d. Distances to neighboring existing exit/entrance points, median openings, traffic signals, intersections, and other transportation features on both exit/entrance sides of the property.
 - e. Number and direction of lanes to be constructed for the driveway.
 - f. All planned transportation features (such as auxiliary lanes, signals, etc.).
 - g. Pedestrian and Bicycle accommodations.
 - h. Trip generation data or appropriate traffic impact studies.
 - i. Parking and internal circulation plans.

- j. A detailed description of any requested variance and the reason the variance is requested.
2. The Town of Amherst reserves the right to require traffic and safety analysis where safety is or may be an issue or where significant problems already exist. (Refer to Section 18.1-919 Traffic Impact Review Regulations)

Appendix: A

TRAFFIC IMPACT OVERLAY REGULATIONS

Section 18.1-922 Access Management (Traffic Impact Overlay Area)

Section 18.1-922.01 Purpose

The intent of this Section is to encourage well planned high density development, to provide and manage access to development while preserving the flow of traffic and to ensure adequate infrastructure in the Ambriar area. Major thoroughfares, including highways and other arterials, serve as the primary network for moving people and goods. These transportation corridors also provide access to businesses and homes and have served as the focus for commercial and residential development. Access systems must be properly designed to accommodate the access needs of development while retaining the transportation function.

Section 18.1-922.02 Applicability

The provisions of this Section shall apply to all property that accesses the Ambriar corridor. The Ambriar corridor is defined as that portion of S. Main Street from Waugh's Ferry Road south to the Town of Amherst corporate limits.

Section 18.1-922.03 Definitions

The following terms have the following meaning unless the content clearly indicates otherwise:

AASHTO. The American Association of State Highway and Transportation Officials.

Access. To provide vehicular or pedestrian entrance or exit to a property;

Access connection/point. Any driveway or other point of entry and/or exit such as a street, road, or highway that connects to the general street system.

Capacity. The ability of the highway to provide service to the volume of vehicles seeking to use the highway. Capacity is most often considered the maximum amount of traffic that can be accommodated by a highway during the peak hours of demand. Sometimes it refers to the entire roadway, and sometimes to a single lane.

Commercial Entrance. An entrance serving all access points other than an individual private residence. A residential subdivision entrance is a commercial entrance.

Connection Spacing. The distance between connections, measured from the closest edge of pavement of the first connection to the closest edge of pavement of the second connection along the edge of the traveled roadway.

Corner Clearance. The distance from an intersection to the nearest driveway.

Cross Access. A service drive providing vehicular access between two or more contiguous sites so that the driver need not enter the public street system.

Design Speed. The maximum safe speed that can be maintained over a specified section of highway when conditions are so favorable that the design features of the highway govern, as defined in the latest edition of AASHTO's *A Policy on Geometric Design of Highways and Streets*.

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Frontage Road. A public or private street or road auxiliary to and normally alongside and parallel to the main highway, constructed for the purposes of maintaining local road continuity and the controlling of direct access to the main highway while providing access to private properties.

Functional Classification. A classification system that defines a public roadway according to its purposes and hierarchy in the state highway system.

Interchange. A portion of roadway that provides vehicular access from one road to another.

Lane. The portion of a roadway for the movement of a single line of vehicles. It does not include the gutter or shoulder of the roadway.

Median. That portion of a highway separating the opposing traffic flows.

Outparcel. A parcel of land abutting and external to the larger, main parcel, which is under the same ownership and has roadway frontage.

Service Road. A public or private street or road, auxiliary to and normally located parallel to a controlled access facility that maintains local road continuity and provides access to parcels adjacent to the controlled access facility. Also see Frontage Road.

Shared Access. A driveway connecting two or more contiguous sites to the public street system.

Sight Distance. The distance visible to the driver of a vehicle measured along the normal travel path of a roadway from a designated location and to a specified height above the roadway when the view is unobstructed by traffic. For crossovers and commercial entrances, Sight distance is the distance measured between the height of the driver's eye (3.5 ft) and the height of an object (4.25 ft) without horizontal or vertical obstruction to the line of sight.

Stopping Sight Distance. The distance required by a driver of a vehicle, traveling at a given speed, to bring the vehicle to a stop after an object on the roadway becomes visible. It includes the distance traveled during driver perception and reaction times and the vehicle braking distance.

Stub Road. A portion of street or right-of-way access drive used as an extension to an abutting property that may be developed in the future.

Trip. A single or one-direction vehicle movement with either the origin or the destination inside a study area. A vehicle leaving the highway and entering a property is one trip. Later when the vehicle leaves the property and reenters the highway, it is a second trip.

Turn Lane. An auxiliary lane that provides deceleration, so that disruption to through traffic is minimized, and provides adequate storage outside of the through lane which the turn is being made.

Section 18.1-922.04 Variance

1. The Board of Zoning Appeals may authorize a variance to the application of these access standards and regulations. The granting of a variation shall be in accordance with the purpose and intent of these standards and regulations and shall not be considered until every feasible option for meeting access standards is explored.
2. Applicants for a variance from these standards and regulations must provide proof of unique or special conditions that the strict application of the provisions would deny all reasonable access; endanger public health, welfare or safety; or cause an exceptional and undue hardship on the applicant, as distinguished from a special privilege or convenience sought by the applicant. This shall include proof that:
 - a. Indirect or restricted access cannot be obtained.
 - b. No engineering or construction solutions can be applied to mitigate the condition.
 - c. No alternative access is available from a street with a lower functional classification than the primary roadway.

Section 18.1-922.05 Access Connection and Driveway Design

1. Driveway width shall meet the following guidelines:
 - a. If the driveway is a one-way in or one-way out drive, then the driveway shall be a minimum width of fourteen (14) feet of pavement and shall have appropriate signage designating the driveway as a one-way connection.
 - b. For two-way access, each lane shall have a width of twelve (12) feet.
2. Driveway grades, turnout radii, approaches, and lengths shall conform to VDOT's standards.

Figure 18.1-922, 1: Throat Length Illustration

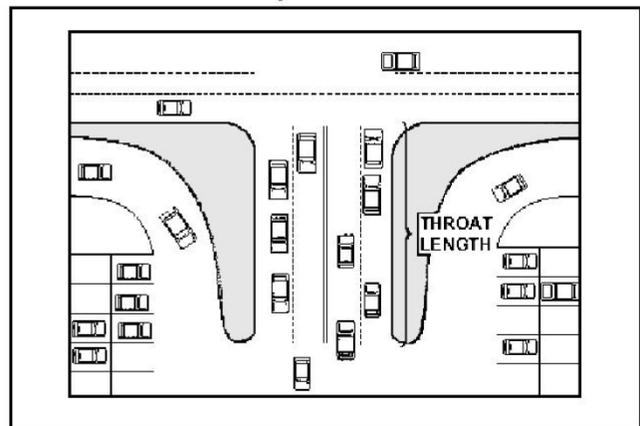


Table 18.1-922, 1: Throat Length Measurements

Land Use	Driveway Length (in feet)
Any major entrance to a development with 4 or more total lanes in the driveway. Typically malls and “Super” retail centers.	300 or greater, based on traffic study
Regional Shopping Centers (over 150,000 square feet)	250
Community Shopping Center (100-150,000 square feet) (Supermarket, drug store, etc.)	150
Small Strip Shopping Center	50
Smaller Commercial Developments (convenience store with gas pumps)	30

**Source: Vergil Stover unpublished course notes*

a. Driveway approaches must be designed and located to provide an exiting vehicle with an unobstructed view. Construction of driveways along acceleration or deceleration lanes and tapers is prohibited.

b. Driveways shall have sufficient length and size for all vehicular queuing, stacking, maneuvering, standing, and parking to be carried out completely beyond the right of way

line. The length of driveways or "throat length" (see Figure 18.1-992, 1) shall be designed in accordance with Table 18.1-992, 1. These measures generally are acceptable for the principle access to a property and are not intended for any minor supplemental driveways to that same property.

c. Where a site is being redeveloped on a small property with no reasonable alternative access, it may be difficult to get these driveway lengths. In these cases, the driveway may be positioned to take advantage of the on-site location with the most depth.

d. Driveways that enter the major thoroughfare at traffic signals must have at least two (2) outbound lanes (one for each turning direction) of at least twelve (12) feet width and one (1) inbound lane with fourteen (14) feet width of pavement.

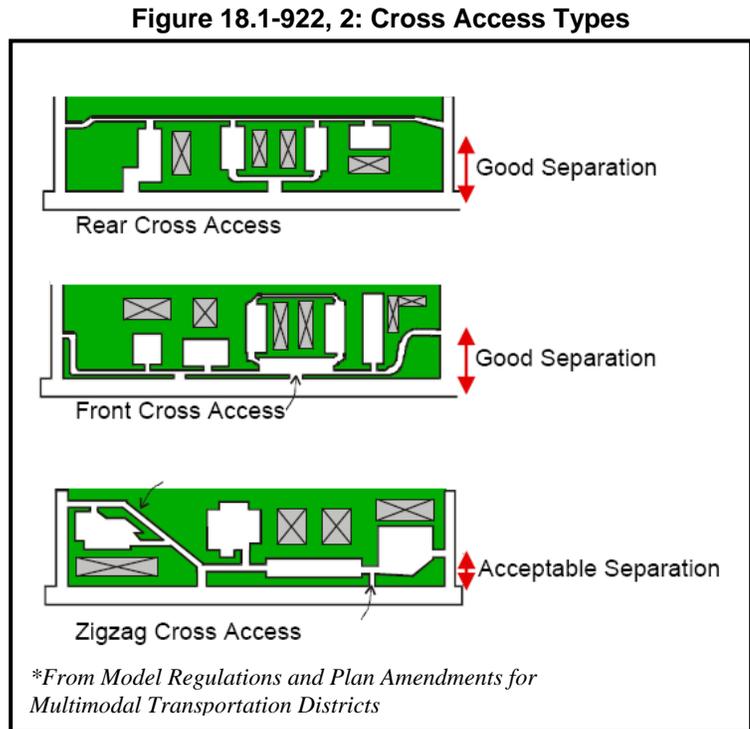
Section 18.1-922.06 Requirements for Outparcels and Phased Development Plans

1. In the interest of promoting unified access and circulation systems, development sites under the same ownership or consolidated for the purposes of development and comprised of more than one (1) building site shall not be considered separate lots for the purpose of the application of access standards and regulations. The number of connections permitted shall be the minimum number necessary to provide adequate access to these properties, not the maximum available for that frontage. This shall also apply to phased development plans. The owner and all lessees within the affected area are responsible for compliance with the requirements of these access standards and regulations
2. All access to outparcels must be internalized using the shared circulation system of the principal development or retail center. This access shall be designed to avoid excessive

movement across parking aisles and queuing across surrounding parking and driving aisles.

Section 18.1-922.07 Subdivision of Land

1. As of (date of adoption), each lot shall be entitled one (1) driveway/connection per parcel as of right on said public thoroughfares(s). When subsequently subdivided, access to all newly created lots shall be provided via the permitted access connection. This may be achieved through subdivision roads, shared and cross accesses, and service drives (see Figure 18.1-992, 2).

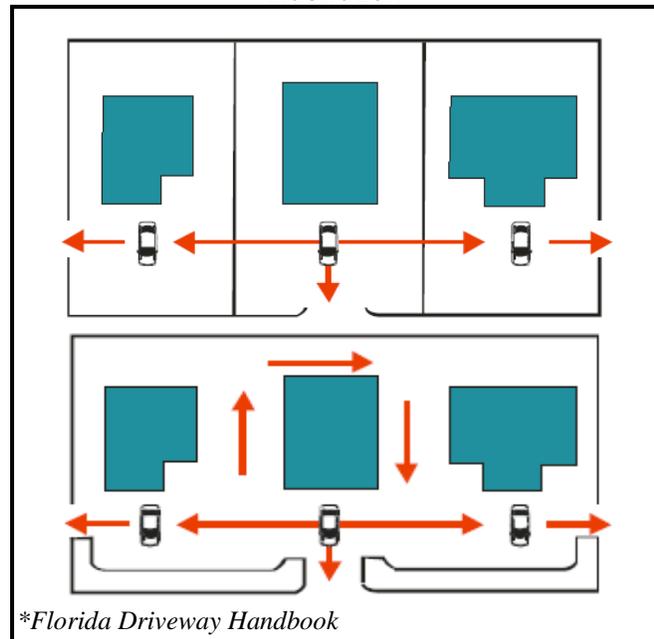


- a. Parcels in existence as of (date of adoption) with frontages that exceed minimum driveway spacing requirements as shown in the Driveway and Corner Clearance Spacing section may be permitted additional access connections.
- b. Additional access connections may be allowed where the property owner can demonstrate upon review of a traffic impact analysis of the proposed connection submitted by the applicant that safety and efficiency of travel on the thoroughfare will be improved by providing more than one access to the site.
- c. Existing parcels with frontage less than the minimum connection spacing for that corridor may not be permitted a direct connection to the thoroughfare under this Section where the Planning Commission determines alternative reasonable access is available to the site. For example, the Planning Commission could allow for a temporary driveway with the stipulation that joint and cross access be established as adjacent properties develop.

Section 18.1-922.08 Shared and Cross Access

1. Adjacent commercial or office properties classified as major traffic generators (i.e., shopping center, office parks) shall provide cross access, pedestrian access and bicycle access to allow circulation between sites.

Figure 18.1-922, 3: Shared and Cross Access Illustration



2. A system of shared use driveways and cross access easements as shown in Figure 18.1-992, 3 shall be established wherever feasible and the building site shall incorporate the following:
 - a. A continuous service drive or cross access extending the entire length of each block served to provide for driveway separation consistent with the access classification system and standards.
 - b. A design speed of ten (10) miles per hour (mph) and sufficient width to accommodate two-way travel aisles designed to accommodate automobiles, service vehicles, and loading vehicles.
 - c. Stub roads and other design features to make it visually obvious that the abutting properties may be tied in to provide cross access via a service drive.
 - d. A unified access and circulation system plan that includes coordinated or shared parking areas is encouraged.
3. Pursuant to this section, the owner shall record an easement with the deed, in a form approved by the Town Attorney, allowing cross access to and from other properties served by the shared use driveways and cross access or service drives.
4. Shared parking areas shall be permitted a reduction in required parking spaces if peak demand periods for proposed land uses do not occur at the same time periods.
5. The Planning Commission may reduce required separation distance of access points where they prove impractical, provided all of the following requirements are met:
 - a. Joint access driveways and cross access easements are provided wherever feasible in accordance with this section.

- b. The site plan incorporates a unified access and circulation system in accordance with this section.
 - c. The property owner shall enter a written agreement with the Town of Amherst, recorded in deed in a form acceptable to the Town Attorney, that pre-existing connections on the site will be closed and eliminated after construction of each side of the joint use driveway.
6. The Planning Commission may modify or waive the requirements of this section during the site plan or subdivision review process where the characteristics or layout of abutting properties would make development of a unified or shared access and circulation system impractical.

Section 18.1-922.09 Interchange Areas

1. The distance to the first connection of an interchange shall be at least 660 feet where the posted speed limit is greater than 45 miles per hour (mph) or 440 feet where the posted speed limit is 45 mph or less. This distance shall be measured from the end of the taper for that quadrant of the interchange.

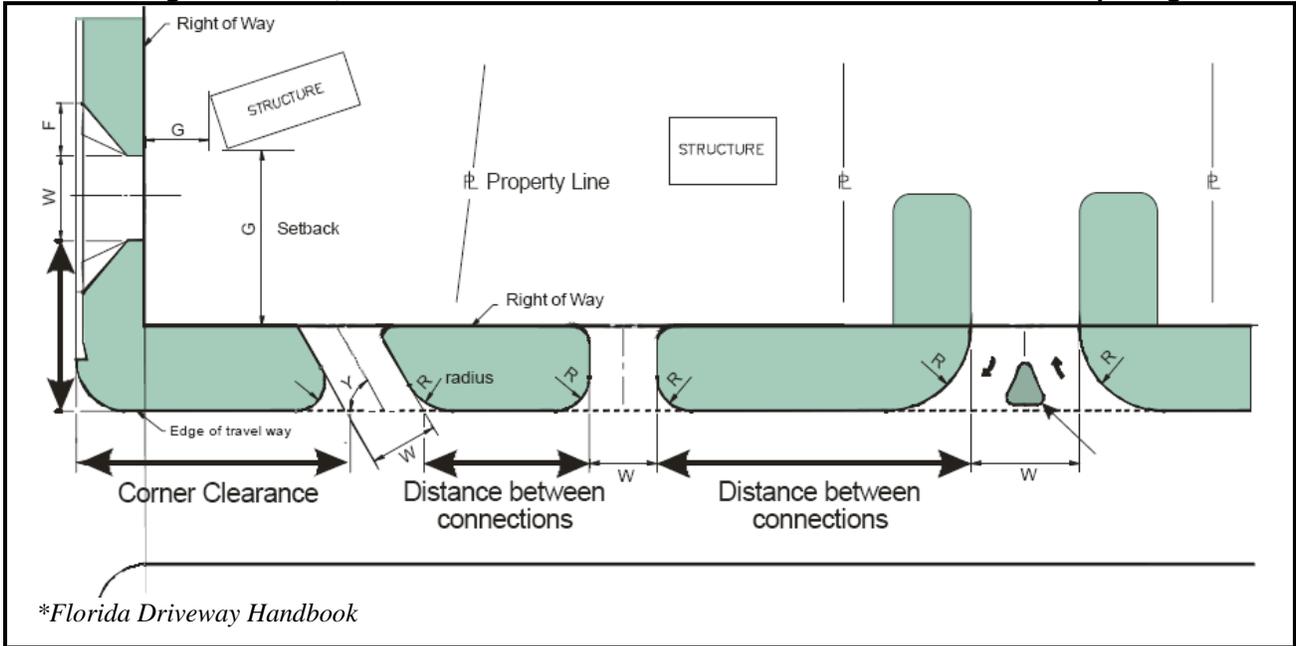
Section 18.1-922.10 Access Standards: Driveway and Corner Clearance Spacing

1. All access connections on roadway segments shall maintain a 440 foot separation from any other driveway or intersection where the posted speed limit is above 45 miles per hour (mph), and a 245 foot separation from any other driveway or intersection where the posted speed limit is 45 miles per hour (mph) or below with the exception of access connections for single family residential and agricultural land uses.
2. Driveway spacing shall be measured from the closest edge of the pavement to the next closest edge of the pavement (see to Figure 4 for points of measurements).
3. If the access connection spacing standards listed above cannot be achieved, the Planning Commission may reduce required separation distances of access points provided that:
 - a. Shared access driveways and cross access easements are provided wherever feasible in accordance with these regulations; or
 - b. The connection does not create a safety or operational problem upon review of a site specific traffic impact analysis of the proposed connection prepared by a licensed engineer and submitted by the applicant; or
 - c. At an intersection, where no other access to the property is available and shared access driveways and cross access easements are not feasible, the Planning Commission may allow construction of an access connection along the property line

farthest from the intersection. In such cases, directional connections (i.e., right in/out) may be required.

4. Corner clearance for connections shall be measured from the closest edge of pavement of the intersection to the next closest edge of pavement of the first access point from the intersection (see Figure 18.1-992, 4).

Figure 18.1-922, 4: Measurement Details for Corner Clearance and Access Spacing



5. Corner clearance for connections shall meet or exceed the minimum connection spacing requirements for that roadway.
6. New connections shall not be permitted within the functional area of an intersection or interchange as defined by the connection spacing standards of this ordinance, unless:
 - a. No other reasonable access to the property is available, and
 - b. The Planning Commission determines that the connection does not create a safety or operational problem upon review of a site specific study of the proposed connection prepared by a registered engineer and submitted by the applicant.
7. Where no other alternatives exist, the Planning Commission may allow construction of an access connection along the property line farthest from the intersection. In such cases, directional connections (i.e. right in/out, right in only, or right out only) may be required.
8. In addition to the required minimum lot size, all corner lots shall be of adequate size to provide for required front yard setbacks and corner clearance on street frontage.

Section 18.1-922.11 Minimum Frontage

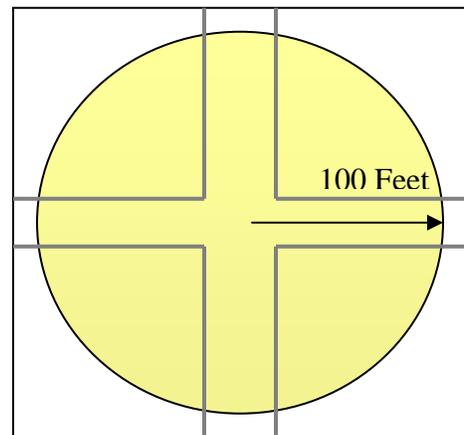
1. The minimum lot width for all parcels with frontage on S. Main Street shall not be less than the minimum connection spacing standards of that thoroughfare, except as otherwise provided in this Section. Flag lots shall not be permitted direct access to the thoroughfare and interior parcels shall be required to obtain access via a public or private access road in accordance with the requirements of this section.
 - a. Existing parcels with frontage less than the minimum connection spacing for that corridor may not be permitted a direct connection to the thoroughfare under this Section where the Planning Commission determines alternative reasonable access is available to the site. For example, the Planning Commission could allow for a temporary driveway as provided in the Access Standards Section with the stipulation that joint and cross access be established as adjacent properties develop.
 - b. Additional access connections may be allowed where the property owner demonstrates that safety and efficiency of travel on the thoroughfare will be improved by providing more than one access to the site.

Section 18.1-922.12 Limits of Use Designation

The limit of use designation is intended to provide information about future construction of roundabouts along the South Main Street. The application of this designation is voluntary and meant to prevent future conflict between State and Local Government and local land owners when the construction of roundabouts occurs.

Key locations within the Traffic Impact Overlay have been identified for the future installation of traffic calming devices, preferably roundabouts. The intersections targeted for these devices are at S. Main Street and Lancer Lane, S. Main Street and the U.S. Route 29 Bypass ramps, and S. Main Street and the northern most entrance to the Ambriar Shopping Center. There shall be a 200 feet in diameter limit of use designation that is measured from the center point (see Figure 18.1-922, 5) of the intersections listed above.

Figure 18.1-922, 5: Limits of Use Diagram



Prior to the construction of parking or any other accessory uses within the “limits of use” area, the applicant must demonstrate that the accessory use or parking required by the Town of Amherst Zoning Ordinance could adequately be accommodated elsewhere on the property.

Execution of a shared parking agreement per the zoning ordinance may be used to satisfy the zoning ordinance parking requirements.

In the event that VDOT determines that all or a portion of said area is required for public road improvements and thus initiates the process of acquiring the necessary right of way, the property owner shall be responsible for relocating any parking or other accessory use installed within the designated “limits of use” area. The relocation of such uses shall occur at the owner’s expense. Any costs associated with design and reconstruction of the “limits of use” area for purposes of public road improvements (to include removal of existing accessory uses) shall be the responsibility of VDOT.

The limits of use area shall be marked on any applicable site plan submitted to the Town of Amherst Planning Commission for review.

Section 18.1-922.13 Pedestrian Accommodations

1. Bicycle and pedestrian ways shall be established in new construction and reconstruction projects along South Main Street unless one or more of these conditions are met:
 - a. Bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right of way or within the same transportation corridor.
 - b. The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project.
2. Bicycle and pedestrian facilities shall be provided on any new or reconstructed streets in accordance with VDOT regulations.
3. Bicycle racks shall be located in convenient, visible, well-lit areas, with easy access, near main entrances. The racks should not interfere with pedestrian traffic and should be protected from potential damage by motor vehicles. They may be located within the public right-of-way with Town of Amherst and VDOT approval. The following requirements shall also apply:
 - a. All vehicle parking facilities containing less than ten parking spaces shall provide one bicycle rack with no less than four (4) spaces.
 - b. For vehicle parking facilities containing more than ten parking spaces the applicant shall provide one bicycle rack with no less than four spaces plus two bicycle parking spaces for each additional ten parking spaces in the lot. However, no more than twenty (20) bicycle parking spaces shall be required in any one (1) parking facility.
4. Bicycle and pedestrian facilities shall be designed with security considerations including street lighting, bushes no greater than two (2) feet in height, and tree branches no lower

than six (6) feet in height. To provide clear visibility of pedestrians approaching intersection crosswalks at night, the approaches to and all street corners should be well-illuminated. All intersection lighting should illuminate the crossing and waiting areas and/or create backlighting to make the pedestrian silhouette clearly visible on the approach.

5. Pedestrian facilities shall include shade trees where possible.
6. A sidewalk shall be provided between all new building entrances and all streets adjacent to the development site. The sidewalk shall provide a direct connection to existing public right-of-way and public sidewalks or transit stops.
7. A sidewalk shall be provided between any new building entrance and all other new or existing building entrances on the same development site. Entrances used for loading and unloading freight are not subject to this standard. Internal pedestrian paths provided in conformance with this subsection shall provide weather protection features such as awnings or arcades within thirty (30) feet of all customer entrances.
8. A sidewalk shall be provided immediately adjacent to the exterior wall of a new building greater than 100 feet in length when the wall is located next to a street or parking lot. A pedestrian path shall also be provided along the entire length of the wall when the public entrance is located in that area. Exceptions to this standard include:
 - a. If the edge of the building is within twenty (20) feet of a public sidewalk and the building entrance is connected to the public sidewalk by an on-site pedestrian facility.
 - b. If the edge of the building is bordered by a perimeter of landscaping that does not exceed thirty (30) feet in width and an on-site pedestrian facility is constructed at the edge of the landscaped area.
9. A twenty (20) foot wide bicycle/pedestrian easement shall be provided to connect cul-de-sacs, or to pass through blocks in excess of 660 feet.
10. Where needed for purposes of traffic safety or access to nearby schools, playgrounds, public parks, trails, shopping facilities, or other community facilities, new developments may be required to dedicate a public right of way for bicycles and pedestrians, not less than twenty (20) feet in width.
11. Pedestrian access points at property edges and to adjacent lots shall be coordinated with existing development to provide pedestrian circulation between developments.
12. All on-site pedestrian walkways located in vehicle use areas shall be distinguished from driving surfaces through the use of durable, low maintenance smooth surface materials to enhance pedestrian safety and comfort, as well as the attractiveness of the walkways.

Section 18.1-922.14 Connectivity

1. The street system of a proposed subdivision shall be designed to coordinate with existing, proposed, and planned streets outside of the subdivision as provided in this section.
2. Wherever a proposed development abuts unplatted land or a future development phase of the same development, street stubs shall be provided as deemed necessary by the Town to provide access to abutting properties or to logically extend the street system into the surrounding area. The restoration and extension of the street shall be the responsibility of any future developer of the abutting land.

Section 18.1-922.15 Nonconforming Access Features

1. Permitted access connections in place as of (date of adoption) that do not conform with the standards herein shall be designated as nonconforming features and shall be brought into compliance with applicable standards under the following conditions:
 - a. When new access connection permits are requested;
 - b. Increase in trip generation of 100 or more additional peak hour trips; or
 - c. As roadway improvements allow.
2. If the principal activity on a property with nonconforming access features is discontinued for a consecutive period of two (2) years or discontinued for any period of time without a present intention of resuming that activity, then that property must thereafter be brought into conformity with all applicable connection spacing and design requirements, unless otherwise exempted by the permitting authority. If the activity is discontinued and renewed with a different activity, property owner must provide a traffic impact analysis to show that the new activity will not increase the number of trips.

Section 18.1-922.16 Site Plan/Subdivision Plan Review Standards

1. In addition to the existing Town site plan and subdivision plat review, applicants shall submit the information listed below for:
 - a. Location of all properties' access point(s) on both sides of the road where applicable.
 - b. Location of all proposed and existing access points for the site.
 - c. Plat map showing property lines, right-of-way, and ownership of abutting properties.
 - d. Distances to neighboring existing exit/entrance points, median openings, traffic signals, intersections, and other transportation features on both exit/entrance sides of the property.
 - e. Number and direction of lanes to be constructed for the driveway.
 - f. All planned transportation features (such as auxiliary lanes, signals, etc.).
 - g. Pedestrian and Bicycle accommodations.

- h. Trip generation data or appropriate traffic impact studies.
 - i. Parking and internal circulation plans.
 - j. Location of “limits of use” boundaries when applicable.
 - k. A detailed description of any requested variance and the reason the variance is requested.
2. The Town of Amherst reserves the right to require traffic and safety analysis where safety is or may be an issue or where significant problems already exist. (Refer to Section 18.1-919 Traffic Impact Review Regulations)

AMENDMENT TO 18.1-801

The items in the table below should be added to the Minimum Lot Area and Lot Size table in Section 19.1-801 of the Town of Amherst Zoning Ordinance.

District		Minimum Lot Area	Minimum Lot Width (ft)
T-1	Properties in the defined Traffic Impact Overlay District		440 when the posted speed limit is over 45 mph. 245 when the posted speed limit is 45 mph or less.
B-2	Properties in the defined Traffic Impact Overlay District		440 when the posted speed limit is over 45 mph. 245 when the posted speed limit is 45 mph or less.

Appendix: B

PROPOSED COMPREHENSIVE PLAN AMENDMENT

Ambriar Small Area Development Plan

The Town of Amherst has recognized that the traffic pattern in the Ambriar area has changed and will change even more since large tracts of undeveloped land along South Main Street are becoming the focal point for developers. The concern has become that the character of the roads in the Ambriar area may evolve to those such as Wards Road in Lynchburg due to the completion of the Madison Heights bypass project in 2004.

Since the Town of Amherst is committed to encouraging good commercial growth within the Town's boundaries and is dedicated to meeting the physical, social, economic and environmental needs of the Town's residents and business operators, the Planning Commission sponsored an intensive study of the potential development in the Ambriar area. In order to have a better understanding of how the area would change as a result of the stress brought on by the new road, the Region 2000 Local Government Council and the Virginia Department of Transportation were asked to take on the technical aspects of studying potential impacts on the roads in the area.

The Commission's study, which began in January of 2006, examined the current land uses, zoning, historical development trends, local regulations and the regulatory trend, and traffic flow patterns as well as three development scenarios.

The key results from the examination of the current regulatory environment, insofar as it affects transportation impact, are that:

1. As the study began, the Commonwealth of Virginia did not have any access management regulations in place but was in the process of developing a statewide access management program. Virginia Department of Transportation (VDOT) was working to define its role in anticipated new traffic impact study regulations. These state regulations will probably affect the way local governments manage their planning and land use regulation programs;
2. Other localities in Virginia, such as Campbell County and Powhatan County, have adopted Access Management and/or Small Area Plans;
3. Since the management and maintenance of roads in Amherst County has traditionally and heretofore been handled by VDOT, the Town of Amherst has no regulations in place to preserve the capacity, safety or function of the roadways in the Ambriar Area.

The results from the examination of current land use in the area showed that fifty percent (50%) of the corridor is undeveloped and that single family houses dominate the area that is developed (see Table 1). The future land use map showed that single family residential will continue to occupy the largest number of acres (Table 2).

Although most of the acreage within the Ambriar area would continue to be residential, the commercial properties in the corridor could be developed at a much higher density. While only twenty-five percent (25%) of the total area of a parcel in the limited residential zone (R-1) can be developed, the general commercial district (B-2) has no such restrictions. It is for this reason that business development would dominate the area in the future.

The study examined of the function of South Main Street at various development levels and under various conditions. The results of a scenario based on current zoning are as follows:

1. Current Situation:

- South Main Street, has two (2) lanes of traffic and a continuous center turn lane;
- There is an average of 6,200 vehicles on this roadway daily;
- There are no traffic signals along this roadway;
- There is an acceptable level of service (D on Lancer Lane, and level of service B at all other access points) throughout the corridor;
- There are no access management regulations in place at this time.

2. Maximum Development – all of the parcels developed at their highest density under the current zoning and projected future land use:

- A “worst case scenario,” which could happen at “buildout” with the current zoning;
- Would produce an average of 25,000 vehicles on South Main Street daily;

Table 1: Current Land Use Information

Current Zoning	Total Acreage	Percentage
A-1	150.327	28%
B-2	71.130	13%
R-1	217.445	41%
R-2	74.591	14%
T-1	18.947	4%
Grand Total	532.440	100%

**Survey was performed in 2006*

Table 2: Future Land Use Information

Future Land Use	Total Acreage	Percentage
A-1	150.327	28%
B-2	90.077	17%
R-1	217.445	41%
R-2	74.591	14%
Grand Total	532.440	100%

**Current as of January 2007*

LEVEL OF SERVICE

Level of service A - No vehicle waits longer than one signal indication

Level of Service B - On rare occasion vehicles wait through more than one signal indication

Level of service C - Intermittently vehicles wait through more than one signal indication; occasionally backups may develop; traffic flow still stable and acceptable.

Level of Service D - Delays at intersections may become extensive, but enough cycles with lower demand occur to permit periodic clearance, preventing excessive backups. LOS D has historically been regarded as a desirable design objective in urban areas

Level of Service E - Very long queues may create lengthy delays

Level of Service F - Backups from locations downstream restrict or prevent movement of vehicles out of approach creating “gridlock” condition.

- Would create an unacceptable level of service F at all access points along South Main Street;
 - Would allow one or more driveways for each parcel of land, a potential of 20 or more driveways. This is important because with every access point the travel speed along a corridor decreases.
3. The Median Point – the point at which a traffic signal would be needed:
- The median point, the point at which traffic signals will need to be installed is approximately 10,000 ADT;
 - 10,000 average daily trips could occur on this roadway with as little as ten percent (10%), or nine (9) acres of development depending upon which parcels are developed and how densely they are developed
4. Other:
- The full development of the property across from the Amherst County High School will create a traffic issue that will need to be addressed. This property became a focus within the study since it has approximately twenty-eight acres and the highest chance of being developed first.
 - It is apparent that the Ambriar area will have a traffic problem in twenty years due to normal growth rates, even if no large scale development takes place in this corridor. This problem will be characterized by volumes of traffic which are above and beyond the amount what the roadway is designed to efficiently handle, long left turn queues, higher accident rates and sometimes gridlock.

A key conclusion reached during the study is that traffic oriented businesses, including retail, restaurant and lodging establishments, will dominate the area in the future from a traffic impact standpoint yet existing road infrastructure is inadequate to support the full development of the area. It was also determined that the water and sewer utility infrastructure in the area generally inadequate to support growth due to undersized pipes or sheer distance between otherwise developable property and utility services. Finally, the Town's comprehensive plan and zoning of the area did not support the anticipated and desired changes to the Ambriar area.

A second scenario was developed to consider the future of the Ambriar area. The questions asked and answered under this scenario are as follows:

- 1) At what level of development will the road need to be expanded to four (4) lanes?
 - a. When the average daily traffic (ADT) generated by the properties on South Main Street reaches 19,000 the road will need to be widened to four (4) lanes.
 - b. The corridor could generate 19,000 ADT with as little as 30% development along South Main Street depending upon which parcels are developed and their land use.
 - c. The widening of South Main Street from three (3) lanes (one is a continuous left turn lane) to four lanes, with a limited number of driveways and no traffic signals, will produce a failure at all access points along the roadway. The vehicles turning onto

the road and the vehicles exiting the road will have severe backups; which could spill over to the through lanes.

- d. Widening South Main Street to four (4) lanes would require a one-hundred and ten foot right of way. There is currently a sixty-five foot right of way at the high school. Taking the extra forty-five feet from the opposite side of the road, for the purpose of widening the road to four lanes, would not significantly reduce the amount of traffic generated by the site when developed.
- 2) What would happen to traffic in the corridor with all of the S. Main Street frontage developed under B-2 zoning at 100%, keeping the road in its current condition?
- a. With South Main Street fully developed (25,000 Average Daily Traffic (ADT)) under the current conditions (and current development regulations) the level of service is F.
 - b. With corridor build out/traffic generation at 50% capacity and access management techniques in place, traffic signals or roundabouts will be needed at the following three locations along South Main Street: the ramps entering and exiting Route 29 Bypass, the northern entrance of the Ambriar Shopping Center and at Lancer Lane/Ambler property entrance.
 - c. A 110 foot right of way throughout the corridor would add up to approximately a three acre swath in which developers could not build. This three (3) acre reduction in buildable area throughout the corridor does not reduce the traffic volume significantly. However, a three acre reduction of buildable area on a single property can reduce the traffic volume generated by that property considerably. In other words, when the buildable area of a property is decreased, the volume of traffic generated from the site decreases.
 - d. An acceptable level of service (C or above) can be expected if traffic signals or roundabouts and access management techniques are employed to assist in the long term viability of the corridor.

The single most important result from these analyses was that an acceptable level of service (C or above) can be expected only if traffic signals or roundabouts and access management techniques are employed to assist in the long term viability of the corridor, realizing that widening the corridor to four (4) lanes will still be needed once the traffic level reaches 19,000 average daily trips.

The study also examined what policies and regulations should be implemented to manage the future safety and function of S. Main Street in the Ambriar area. The planning approaches through which the long term viability of the corridor could be preserved via regulation are as follows:

1. Initiate an access management program within the study area to include:
 - The regulation of driveway lengths;

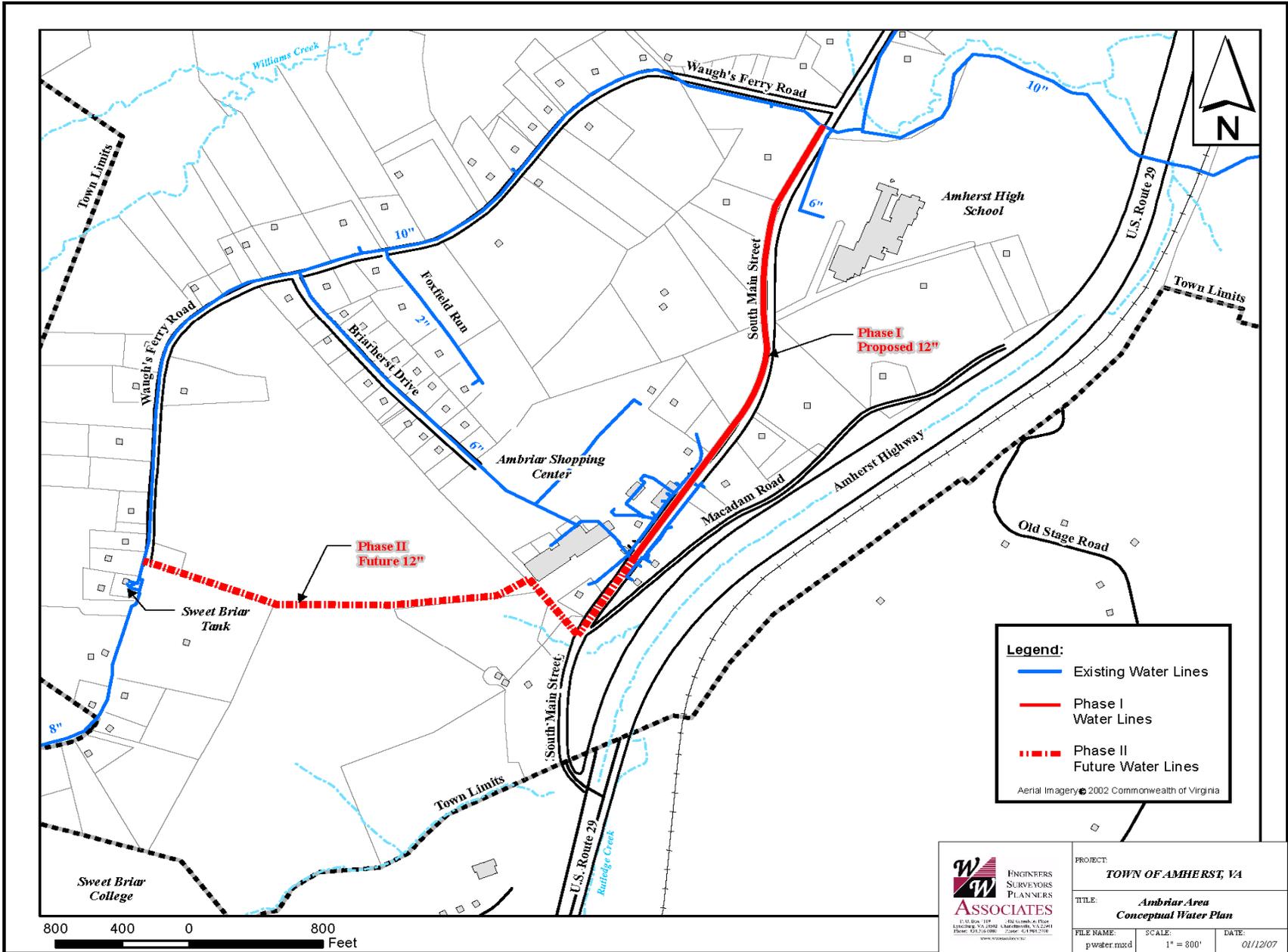
- The limitation of the number of driveways permitted per parcel;
 - The establishment of a minimum driveway separation requirement;
 - Requiring joint and cross access;
 - The establishment of a minimum lot width.
 - Anticipate the use of traffic signals or roundabouts to manage the increase in traffic as South Main Street develops. Provide for an increase of the right of way at key access points along the corridor, including consideration of additional right of way for a roundabout. It is noted that a single lane roundabout requires a 100 to 130 foot inscribed diameter and that a two lane roundabout requires a 150 to 180 foot inscribed diameter. (The basic parameter used to define the size of a roundabout, measured between the outer edges of the circulatory roadway. It is the diameter of the largest circle that can be inscribed within the outline of the intersection. *Roundabouts: An Informational Guide*. FHWA, Publication Number FHWA-RD-00-067, 2000.)
2. Anticipate the need to widen the corridor to four (4) lanes in the future as traffic dictates and increase the setback requirements for properties along South Main Street to allow for future road expansion.
 3. Require alternative transportation connections such as:
 - The establishment of pedestrian and/or bicycle friendly accommodations within developments along the corridor.
 - Bike path and/or bike lane requirements;
 - Require reserved space for future public transportation stop.
 4. Consider reducing the buildable area of sites to allow for more open space within the Ambriar area by:
 - Setting a maximum lot coverage similar to what the Town Code has for the Residential and Transitional Use zones;
 - Establishing an open space requirement similar to the one for multi-family developments in the Zoning and Subdivision Ordinance.

The Town of Amherst will pursue access management regulation, an increased reservation of right of way at strategic locations for future traffic signals or roundabouts, and an alternative transportation connection requirement, specifically for pedestrians and bicyclists, according to Map D.

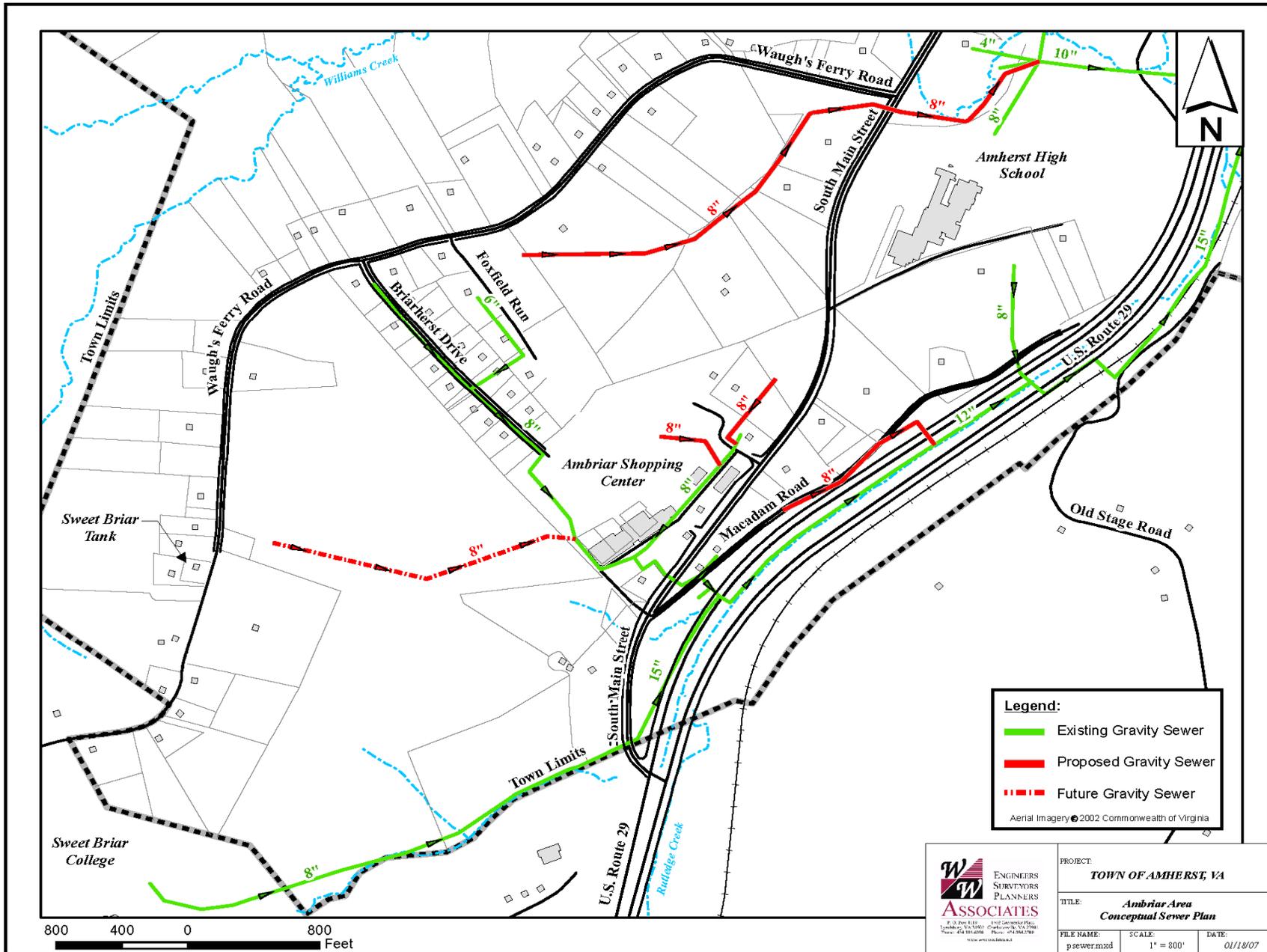
The Town of Amherst desires to encourage and support increased commercial development in the Ambriar area according to Map C. While the Ambriar area could develop at any time, there are issues that will slow the development process. Specifically, the area does not currently have an adequate water and sewer infrastructure to support commercial development. It is the intention of the Town to work with developers during the site plan review or rezoning request process to make arrangements for the installation of adequate water and sewer lines and connections according to the general water and sewer plan for the area (See Maps A and B). Once the water, sewer, access and traffic management issues are resolved, rezoning requests and site plans are open for approval per Map C provided that all other regulations in the Town Code are met. It is the intent of the Town of Amherst to encourage the development of the required

water, sewer and road infrastructure, and after arrangements for the installation of adequate infrastructure are in place then the lands in the Ambriar area will be rezoned accordingly.

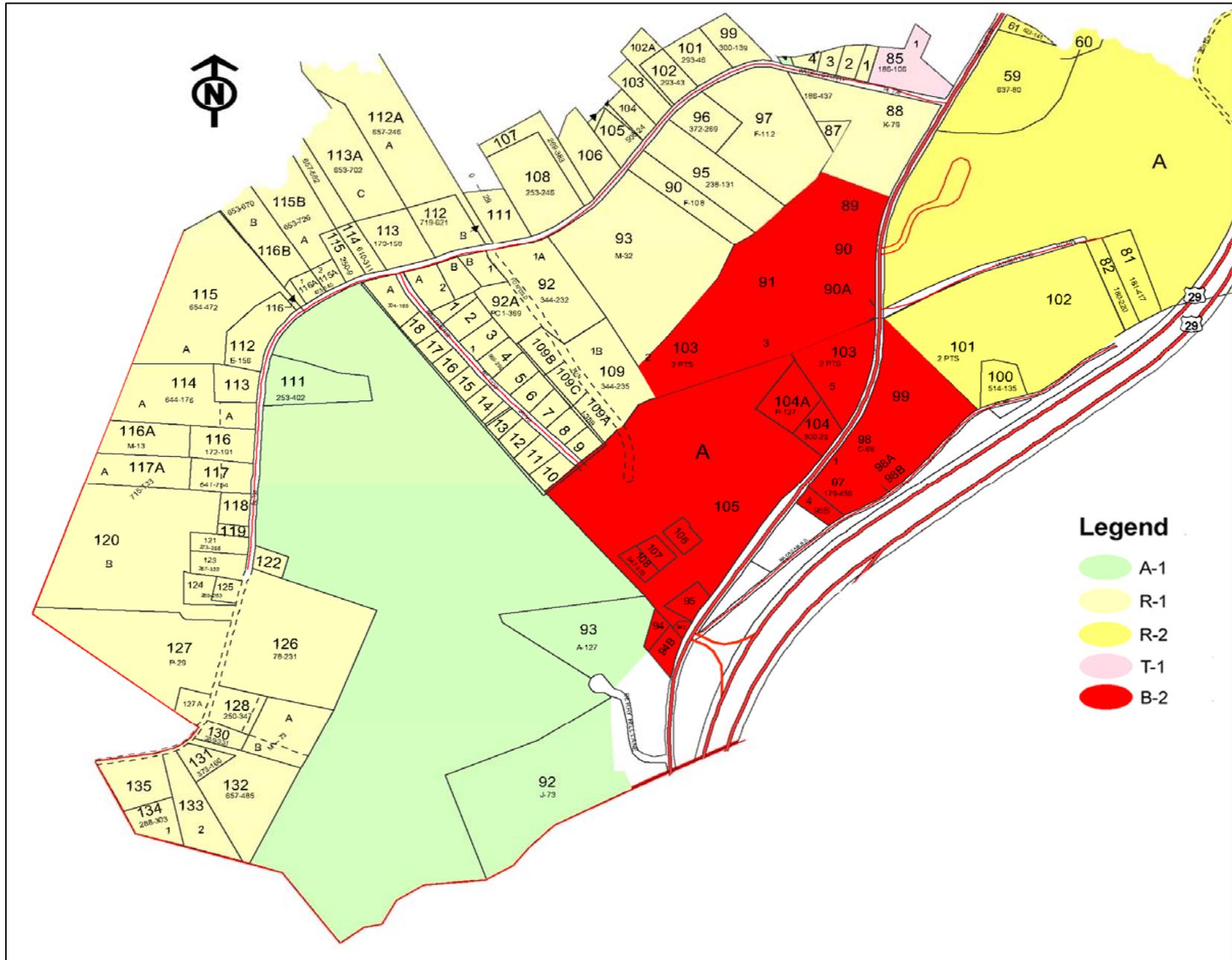
Map A: Existing and Future Water Infrastructure in the Ambriar Area 2007



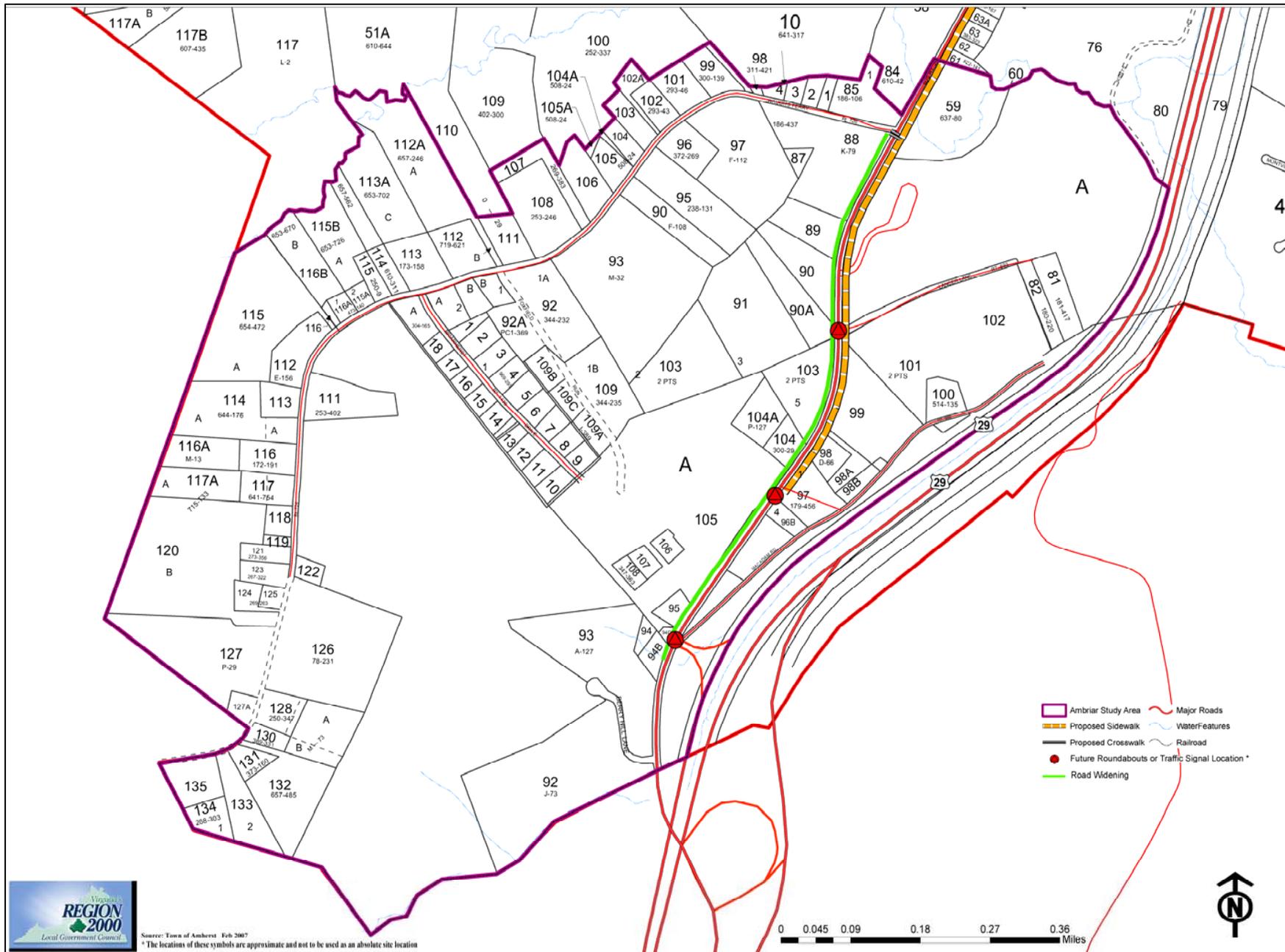
Map B: Existing and Future Sewer Infrastructure in the Ambriar Area 2007



Map C: Proposed Future Land Use in the Ambriar Area 2007



Map D: Needed Right of Way Reservation, Road Improvements and S. Main Street Access Points in the Ambriar Area 2007



Source: Town of Ambriar, Feb 2007
 * The locations of these symbols are approximate and not to be used as an absolute site location

Appendix: C

LAND USE SURVEY

House #	Street	Parcel No	Owner	Acreage	Used Square Footage	Current Land Use	Future Land Use	Max Lot Coverage
273	Macadam Road	110-A-100	Elliott	1.38	1,240	Single Family Residential	R-2	35%
0000	S. Main St	110-A-101	Amherst County School Board	8.1	0	Undeveloped	R-2	35%
0000	S. Main St	110-A-102	Amherst County School Board	15.4	0	Undeveloped	R-2	35%
0000	S. Main St	110-A-103	Ambler	11.076	0	Undeveloped	B-2	No Maximum
816	S. Main St	110-A-104	MTW LLC	1.16	2,138	Commercial	B-2	No Maximum
124, 130	Ambriar Plaza	110-A-104A	Amherst MOB LLC	1.765	6,447	Medical	B-2	No Maximum
124	Ambriar Court	110-A-105	Ambriar Development Co	See House # 171	3,000	Commercial	B-2	No Maximum
171	Ambriar Plaza	110-A-105	Ambriar Development Co	31.489	12,768	Commercial	B-2	No Maximum
184	Ambriar Plaza	110-A-105	Ambriar Development Co	See House # 171	3,330	Commercial	B-2	No Maximum
137	Ambriar Plaza	110-A-105	Ambriar Development Co	See House # 171	5,560	Commercial	B-2	No Maximum
193	Ambriar Plaza	110-A-105	Ambriar Development Co	See House # 171	7,450	Commercial	B-2	No Maximum
221	Ambriar Plaza	110-A-105	Ambriar Development Co	See House # 171	2,536	Commercial	B-2	No Maximum
130	Ambriar Plaza	110-A-105	Ambriar Development Co	See House # 171	3,000	Commercial	B-2	No Maximum
196	Ambriar Plaza	110-A-105	Ambriar Development Co	See House # 171	8,984	Commercial	B-2	No Maximum
143	Ambriar Plaza	110-A-106	Dialysis Center	0.5073	21,115	Medical	B-2	No Maximum
139	Ambriar Plaza	110-A-107	Clothing Store	0.4591	15,436	Commercial	B-2	No Maximum
135	Ambriar Plaza	110-A-108	Pixley	0.607	16,144	Commercial	B-2	No Maximum
159	Foxfield Rd	110-A-109	Worsham	3.429	2,772	Single Family Residential	R-1	25%
0000	Foxfield Rd	110-A-109A	Chase	1.088	0	Undeveloped	R-1	25%
158	Foxfield Rd	110-A-109B	Wasserman	1.513	2,653	Single Family Residential	R-1	25%

House #	Street	Parcel No	Owner	Acreeage	Used Square Footage	Current Land Use	Future Land Use	Max Lot Coverage
170	Foxfield Rd	110-A-109C	Bryant	1.014	2,220	Single Family Residential	R-1	25%
0000	Waugh's Ferry Rd	110-A-110	Jones	114.61	0	Undeveloped	A-1	25%
483	Waugh's Ferry Rd	110-A-111	Jones	2.96	2,964	Single Family Residential	R-1	25%
478	Waugh's Ferry Rd	110-A-112,115	Bailey	12.362	2,800	Single Family Residential	R-1	25%
482	Waugh's Ferry Rd	110-A-113	Turner	1.212	2,014	Single Family Residential	R-1	25%
0000	Waugh's Ferry Rd	110-A-114	Radcliff	5.687	0	Undeveloped	R-1	25%
504	Waugh's Ferry Rd	110-A-116	Miller	2	2,835	Single Family Residential	R-1	25%
0000	Waugh's Ferry Rd	110-A-116A	Miller	2.297	0	Undeveloped	R-1	25%
0000	Waugh's Ferry Rd	110-A-117, 117A	Kestner	4.496	0	Undeveloped	R-1	25%
542	Waugh's Ferry Rd	110-A-118	Kilgore	1	1,226	Single Family Residential	R-1	25%
0000	Waugh's Ferry Rd	110-A-119	Mitchell	0.29	0	Undeveloped	R-1	25%
0000	Waugh's Ferry Rd	110-A-120	Mitchell	15.61	0	Undeveloped	R-1	25%
556	Waugh's Ferry Rd	110-A-121	Stanton	0.901	1,701	Single Family Residential	R-1	25%
0000	Waugh's Ferry Rd	110-A-122	Mitchell	0.35	0	Undeveloped	R-1	25%
562	Waugh's Ferry Rd	110-A-123	Gibbs	1.11	1,671	Single Family Residential	R-1	25%
582	Waugh's Ferry Rd	110-A-124	Mitchell	0.91	2,561	Single Family Residential	R-1	25%
0000	Waugh's Ferry Rd	110-A-125	Town of Amherst H2O Tower	0	0	Water Tower	R-1	25%
617	Waugh's Ferry Rd	110-A-126	Massie	11.83	1,814	Single Family Residential	R-1	25%
610	Waugh's Ferry Rd	110-A-127	Patterson	9.819	2,142	Single Family Residential	R-1	25%
638	Waugh's Ferry Rd	110-A-127A	Burks	0.5	1,656	Single Family Residential	R-1	25%

House #	Street	Parcel No	Owner	Acreage	Used Square Footage	Current Land Use	Future Land Use	Max Lot Coverage
672	Waugh's Ferry Rd	110-A-128	Killian	4.514	2,099	Single Family Residential	R-1	25%
643	Waugh's Ferry Rd	110-A-130	Simpson	0.66	6,309	Single Family Residential	R-1	25%
655	Waugh's Ferry Rd	110-A-131	Lawhorne	1.6	1,841	Single Family Residential	R-1	25%
0000	Waugh's Ferry Rd	110-A-132	Lawhorne	5.657	0	Undeveloped	R-1	25%
0000	Waugh's Ferry Rd	110-A-133	Edgemont	2.6	0	Undeveloped	R-1	25%
685	Waugh's Ferry Rd	110-A-135	Parsons	1.56	2,278	Single Family Residential	R-1	25%
139	Lancer Lane	110-A-83	Amherst County School Board	43	222,505	High School	R-2	35%
0000	S. Main St	110-A-92	Bailry Wayne Trust	12.93	0	Undeveloped	A-1	25%
960	S. Main St	110-A-93	Thacker	7.56	0	Undeveloped	A-1	25%
0000	S. Main St	110-A-94	Jones	0.414	0	Undeveloped	B-2	No Maximum
114	Ambriar Plaza	110-A-95	BNE Restaurant	0.7	6,588	Fast Food Restaurant	B-2	No Maximum
893	S. Main St	110-A-96	VA	0.62	3,400	Restaurant	B-2	No Maximum
833	S. Main St	110-A-96A	Lingerfelt	1.04	7,908	Restaurant	B-2	No Maximum
841	S. Main St	110-A-97	Community First Bank	2.967	1,631	Single Family Residential	B-2	No Maximum
807	S. Main St	110-A-98	Selvage	1.05	2,281	Single Family Residential	B-2	No Maximum
0000	S. Main St	110-A-98A, 99	Jenkins	8.37	0	Undeveloped	B-2	No Maximum
168	Waugh's Ferry Rd	95-10-1, 2	Kozak	1.28	2,821	Single Family Residential	R-1	25%
180	Waugh's Ferry Rd	95-10-3	Berkey	0.56	2,253	Single Family Residential	R-1	25%
188	Waugh's Ferry Rd	95-10-4	Rodgers	0.51	2,250	Single Family Residential	R-1	25%
0000	Waugh's Ferry Rd	95-A-100	Osinga	21.608	0	Undeveloped	R-1	25%

House #	Street	Parcel No	Owner	Acres	Used Square Footage	Current Land Use	Future Land Use	Max Lot Coverage
214	Waugh's Ferry Rd	95-A-101	Howard	2	2,248	Single Family Residential	R-1	25%
230	Waugh's Ferry Rd	95-A-102	Osinga	1.38	2,012	Single Family Residential	R-1	25%
0000	Waugh's Ferry Rd	95-A-102A	Osinga	1.225	0	Undeveloped	R-1	25%
238	Waugh's Ferry Rd	95-A-103	Johnson	1	6,497	Single Family Residential	R-1	25%
252	Waugh's Ferry Rd	95-A-104, 104A	Osinga	1.058	2,700	Single Family Residential	R-1	25%
254	Waugh's Ferry Rd	95-A-105, 105A	Wheeler	1.594	2,076	Single Family Residential	R-1	25%
282	Waugh's Ferry Rd	95-A-106	Lingerfelt	See 284	2,664	Single Family Residential	R-1	25%
284	Waugh's Ferry Rd	95-A-106	Lingerfelt	2.71	832	Single Family Residential	R-1	25%
0000	Waugh's Ferry Rd	95-A-107		1.96	0	Undeveloped	R-1	25%
308	Waugh's Ferry Rd	95-A-108	Hapala	4.91	1,193	Single Family Residential	R-1	25%
127	Briarherst	95A-1-1	Kirkwood	0.74	2,014	Single Family Residential	R-1	25%
0000	Briarherst	95A-1-10		0.79	0	Undeveloped	R-1	25%
344	Waugh's Ferry Rd	95-A-110, 111	Wilson	8.15	2,684	Single Family Residential	R-1	25%
212	Briarherst	95A-1-11	Ashwell	0.75	2,445	Single Family Residential	R-1	25%
206	Briarherst	95A-1-12	Babcock	0.71	2,224	Single Family Residential	R-1	25%
366	Waugh's Ferry Rd	95-A-112, 112A	Wilkins	9.93	2,218	Single Family Residential	R-1	25%
384	Waugh's Ferry Rd	95-A-113	Mary Jane Trust	2.93	3,947	Single Family Residential	R-1	25%
192	Briarherst	95A-1-13	Habel	0.67	1,792	Single Family Residential	R-1	25%
0000	Waugh's Ferry Rd	95-A-113A	Hubbard	4.422	0	Undeveloped	R-1	25%
172	Briarherst	95A-1-14	Bailey	0.61	3,253	Single Family Residential	R-1	25%

House #	Street	Parcel No	Owner	Acreage	Used Square Footage	Current Land Use	Future Land Use	Max Lot Coverage
402	Waugh's Ferry Rd	95-A-114, 114A	Brandt	2.372	2,048	Single Family Residential	R-1	25%
160	Briarherst	95A-1-15, 16	Thacker	1.16	2,348	Single Family Residential	R-1	25%
404	Waugh's Ferry Rd	95-A-115,115A	Bates	4.803	1,224	Single Family Residential	R-1	25%
432	Waugh's Ferry Rd	95-A-116, 116A	Finney	3.802	2,091	Single Family Residential	R-1	25%
0000	Waugh's Ferry Rd	95-A-117B	Delissio	7.71	0	Undeveloped	R-1	25%
130	Briarherst	95A-1-18, 18	Giles	1.09	2,656	Single Family Residential	R-1	25%
137	Briarherst	95A-1-2	Kershner	0.78	2,552	Single Family Residential	R-1	25%
157	Briarherst	95A-1-3	Swisher	0.77	3,503	Single Family Residential	R-1	25%
159	Briarherst	95A-1-4	Goodin	0.69	3,401	Single Family Residential	R-1	25%
177	Briarherst	95A-1-5	Weisher	0.716	2,269	Single Family Residential	R-1	25%
191	Briarherst	95A-1-6	Robertson	0.64	2,212	Single Family Residential	R-1	25%
209	Briarherst	95A-1-7	Smith	0.58	3,314	Single Family Residential	R-1	25%
213	Briarherst	95A-1-8	Chase	0.514	2,786	Single Family Residential	R-1	25%
0000	Briarherst	95A-1-9		0.45	0	Undeveloped	R-1	25%
106	Briarherst	95A-1-A	Tucker	1.32	3,295	Single Family Residential	R-1	25%
345	Waugh's Ferry Rd	95A-1-B	Irvin	0.7	1,782	Single Family Residential	R-1	25%
369	Waugh's Ferry Rd	95A-2-A	Gooding	0.93	2,924	Single Family Residential	R-1	25%
599	S. Main St	95-A-59	Moss	4.641	2,160	Single Family Residential	R-2	35%
178	Lancer Lane	95-A-81	Burley	2.07	1,142	Single Family Residential	R-2	35%
130	Waugh's Ferry Rd	95-A-85	Patterson	1.958	1,168	Single Family Residential	R-1	25%

House #	Street	Parcel No	Owner	Acreage	Used Square Footage	Current Land Use	Future Land Use	Max Lot Coverage
118	Waugh's Ferry Rd	95-A-85A	Bautista	0.588	1,424	Single Family Residential	R-1	25%
110	Waugh's Ferry Rd	95-A-86	James Delissio Inc.	0.548	2,160	Single Family Residential	R-1	25%
0000	S. Main St	95-A-87	Edwards	1.07	0	Undeveloped	R-1	25%
644	S. Main St	95-A-88	Henline	7.867	2,168	Single Family Residential	B-2	No Maximum
698	S. Main St	95-A-89	Main St LLC	2.848	2,680	Dentist	B-2	No Maximum
0000	S. Main St	95-A-90	Ambler	3.571	0	Undeveloped	B-2	No Maximum
0000	S. Main St	95-A-90A	Ambler	3.567	0	Undeveloped	B-2	No Maximum
742	S. Main St	95-A-91	Ambler	See House # 740	6,129	Commercial	B-2	No Maximum
740	S. Main St	95-A-91	Ambler	10	1,544	Single Family Residential	B-2	No Maximum
135	Foxfield Rd	95-A-92	Garrett	3.693	0	Single Family Residential	R-1	25%
128	Foxfield Rd	95-A-92A	Viar	1.945	4363	Single Family Residential	R-1	25%
287	Waugh's Ferry Rd	95-A-93	Thompson	15.227	3,996	Single Family Residential	A-1	25%
263	Waugh's Ferry Rd	95-A-94	Jennings	2.16	1,649	Single Family Residential	R-1	25%
0000	Waugh's Ferry Rd	95-A-95		4.62	0	Undeveloped	R-1	25%
233	Waugh's Ferry Rd	95-A-96	Kostal	1.56	1,720	Single Family Residential	R-1	25%
0000	Waugh's Ferry Rd	95-A-98	Dameron	0.11	0	Undeveloped	R-1	25%
198	Waugh's Ferry Rd	95-A-99	Van Treese	1.7	2,817	Single Family Residential	R-1	25%

MAXIMUM LOT COVERAGE AND THE IMPACT ON TOTAL WEEKDAY TRIPS

Total Acres	Open Space Reduction	Resulting Maximum Lot Coverage	Total Buildable Area	Square Feet*	Zoning	Land use	Total Weekday Trips	PM Peak	AM Peak
28	0%	100%	28	1,219,680	B-2	Shopping Center (820)	52,344	4,571	1,256
28	15%	85%	23.8	1,036,728	B-2	Shopping Center (820)	44,228	3,863	1,061
28	20%	80%	22.4	975,744	B-2	Shopping Center (820)	41,867	3,656	1,004
28	25%	75%	21	914,760	B-2	Shopping Center (820)	39,247	3,428	941
28	30%	70%	19.6	853,776	B-2	Shopping Center (820)	36,628	3,199	879
5	0%	100%	5	217,800	B-2	General Office (710)	2,389	323	336
5	15%	85%	4.25	185,130	B-2	General Office (710)	2,037	276	287
5	20%	80%	4	174,240	B-2	General Office (710)	1,916	259	270
5	25%	75%	3.75	163,350	B-2	General Office (710)	1,795	243	253
5	30%	70%	3.5	152,460	B-2	General Office (710)	1,674	226	236

This table was set up by VDOT so show how vehicle trips are generated by the size of the parcel, the land use on the parcel, and the lot coverage allowed on the parcel. A shopping center on a 28 acre parcel (1,219,680 square feet) with no maximum lot coverage (28 acres total buildable area), 52,344 total weekday trips are generated (approximately 10,469 average trips per weekday).

SCENARIOS

FIRST SET OF SCENARIOS:

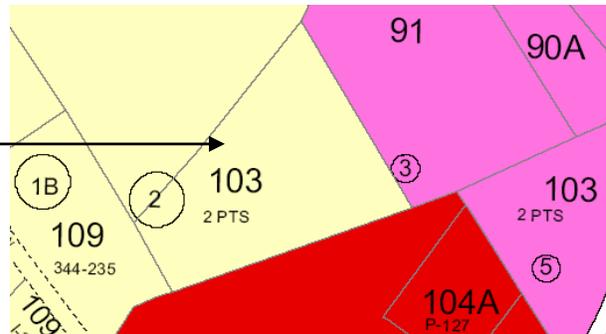
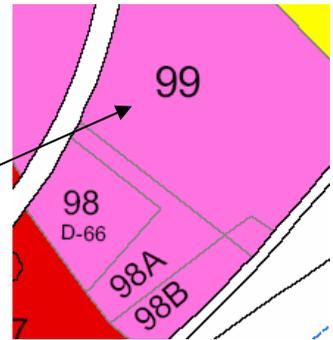
- 4) Current Situation;
- 5) Maximum Build-out – all the parcels developed at their highest density;
- 6) The Median Point – the point at which a traffic signal would need to be installed.

SECOND SET OF SCENARIOS:

- 1) At what percentage of development will the road need to be expanded to 4 lanes (development should be distributed evenly throughout the corridor)
- 2) What would the corridor look like with all the B-2 developed at 100% (except for Parcel #99 which should be developed at 50% maximum) - keeping the road in it's current condition

Details:

- All property currently zoned B-2 is to remain B-2
- The zoning for the properties north of Ambriar Shopping Center and fronting on S. Main Street should be B-2 (the undeveloped properties) except for Parcel 88 at the corner of S. Main and Waughs Ferry Road which is to be R-1 (This will remove all T-1 zoning south of Waughs Ferry Road)
- The Jones property will remain agricultural
- The development of parcel #99 should no more than 50%
- Take the extra needed ROW from the undeveloped West side of the road (the ROW needed to make the road 4 lane) (as much as possible)
- The Town desires no new connections between S. Main Street and Waughs Ferry Road. Specifically, do not extend Lancer Lane to meet Briarherst Road
- Parcel #103 and Parcels 98, 98A, 98B and 99 (just south of ACHS) should be made B-2 (behind the Ambriar Shopping Center)



Appendix: D

Region 2000

Regional Commission

P. O. Box 817 ♦ Lynchburg, VA 24505
915 Main Street, Suite 202
Phone (434) 845-3491 ♦ Fax (434) 845-3493

Serving the

COUNTIES OF:
Amherst
Appomattox
Bedford
Campbell

TOWNS OF:
Altavista
Amherst
Appomattox
Brookneal

CITIES OF:
Bedford
Lynchburg

October 3, 2003

Mr. Ken E. Lantz, Jr.
State Transportation Planning Engineer
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Dear Mr. Lantz:

As a follow-up to our meeting of August 8, I have taken the opportunity to further discuss opportunities for TMPD involvement with the ongoing community planning activities of Amherst County and the Town of Amherst. Both the County and Town are interested in having further discussions with you to better integrate the transportation and land use planning functions. To that end the County's Board of Supervisors and the Town Council approved a joint resolution requesting Virginia Department of Transportation (VDOT) funding support for their respective comprehensive planning activities. The joint resolution is attached.

The U.S. 29/Madison Heights Bypass is scheduled to be complete by 2006. The Sweet Briar interchange and the resulting traffic at the Town are expected to significantly impact both the Town and its immediate environs within the County of Amherst. The Central Virginia MPO has acknowledged this impact by recommending its planning boundary be expanded to include the Town. Additionally, the County is in the process of initiating the update of its comprehensive plan.

Because of the above, TMPD's involvement will come at a unique time and opportunity to strongly impact the transportation and land use planning connection. Your involvement can be instrumental in creating a unique planning environment that the County and Town, as well as the Region, will benefit from for the foreseeable future.

Related to the above but a separate item is the additional request being submitted by the Town of Amherst. The construction of the U.S. Route 29/Madison Heights Bypass and the Sweet Briar interchange will significantly impact the Ambriar area of South Main Street within the Town's corporate limits. The additional traffic will cause a change in traffic in and near this area. An intensive small area study will assist the Town of Amherst Planning Commission in anticipating the impacts to the Ambriar area resulting from this construction. Attached is a resolution from the Town Council requesting support from VDOT.

Thank you for your interest in Region 2000 and the Amherst area. If you have any questions regarding the above, please contact me. I look forward to hearing from you.

Sincerely,

A handwritten signature in cursive script that reads "Robert E. White". The signature is written in black ink and is positioned above the typed name.

Robert E. White, AICP
Deputy Director

Attachments

Cc: Mr. Brian David, County Administrator, County of Amherst
Mr. Jack Hobbs, Town Manager, Town of Amherst
Mr. William Guiher, Transportation Engineer Senior, VDOT-TMPD

**JOINT RESOLUTION REQUESTING FUNDING SUPPORT FROM
THE VIRGINIA DEPARTMENT OF TRANSPORTATION FOR
COMPREHENSIVE PLANNING ASSISTANCE**

WHEREAS, the construction of the U.S. Route 29/Madison Heights Bypass is scheduled to be complete by 2006; and,

WHEREAS, the traffic generated by this limited access roadway and the Sweet Briar interchange are expected to significantly impact both the Town of Amherst and the County of Amherst; and,

WHEREAS, the Central Virginia Metropolitan Planning Organization has acknowledged this impact by recommending that its planning boundary be expanded to incorporate this area; and,

WHEREAS, the Town of Amherst is desirous of updating its comprehensive plan and related policy documents to address the U. S. Route 29/Madison Heights Bypass improvements; and,

WHEREAS, the County of Amherst is initiating a comprehensive plan update to strengthen its land use and transportation policy framework; and,

WHEREAS, a planning study that assists the County of Amherst and the Town of Amherst in their respective comprehensive planning efforts will be beneficial for anticipating the impacts resulting from the construction of the U.S. Route 29/Madison Heights Bypass; specifically, the Town and County are considering a two phase effort with a first phase that (1) inventories current development, regulatory environment, and planned public improvements, (2) examines anticipated development trends based on current knowledge, and (3) tests reasonable growth scenarios and resulting impacts on development, and a second phase that considers various public policies in light of possible growth scenarios.

NOW THEREFORE BE IT RESOLVED, that the Town Council of the Town of Amherst and the Board of Supervisors of the County of Amherst respectfully request the Virginia Department of Transportation to assist in funding a study supporting their respective comprehensive planning efforts. Specifically, the County is requesting a two phase effort with a first phase that (1) inventories current development, regulatory environment, and planned public improvements, (2) examines anticipated development trends, based on current knowledge, and (3) tests reasonable growth scenarios and resulting impacts on development, and a second phase that considers various public policies in light of possible growth scenarios.

A RESOLUTION REQUESTING VDOT'S ASSISTANCE IN PLANNING THE DEVELOPMENT OF THE AMBRIAR AREA OF THE TOWN OF AMHERST

Whereas, VDOT's Sweet Briar Interchange contract is scheduled to be completed in December 2004 and the last of the contracts that make up the U.S. Route 29/Madison Heights Bypass project are scheduled to be complete by November 2006 and;

Whereas, this interchange and resulting change in traffic patterns in and near the Sweet Briar Interchange is expected to significantly impact the Ambriar area of South Main Street; and

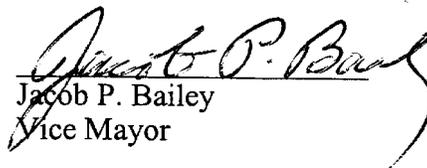
Whereas, the Central Virginia Metropolitan Planning Organization has acknowledged this impact on a greater area by recommending that its planning boundary be expanded to incorporate all of the Town of Amherst; and

Whereas, the Town of Amherst is desirous of updating its comprehensive plan and related policy documents to address the Sweet Briar Interchange work and its anticipated impact on the Town of Amherst; and

Whereas, an intensive small area planning study would assist the Town of Amherst Planning Commission in its comprehensive planning efforts and will be beneficial in anticipating the impacts resulting from the construction of the U.S. Route 29/Madison Heights Bypass;

Now Therefore Be It Resolved that the Town Council of the Town of Amherst requests that the Virginia Department of Transportation support a such a small area planning effort to include areas near the Sweet Briar Interchange in the Town of Amherst.

This Resolution was adopted by unanimous vote of the Town Council of the Town of Amherst on September 10, 2003.

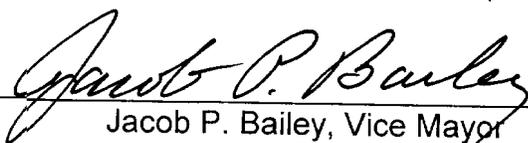

Jacob P. Bailey
Vice Mayor

Attest:


Rebecca Mathews
Acting Town Clerk

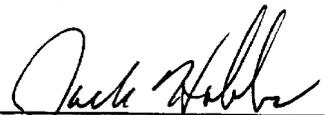
Town Council of the Town of Amherst

Adopted this 10th day of September, 2003.



Jacob P. Bailey, Vice Mayor

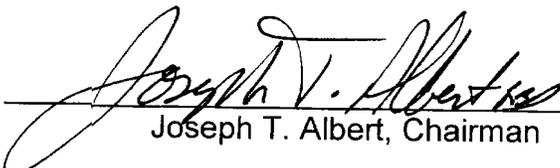
ATTEST:



Jack Hobbs, Acting Clerk

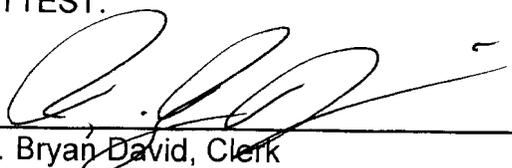
Board of Supervisors of the County of Amherst

Adopted this 2nd day of September, 2003.



Joseph T. Albert, Chairman

ATTEST:



R. Bryan David, Clerk