



CENTRAL VIRGINIA LONG-RANGE TRANSPORTATION PLAN – YEAR 2035



A. SUMMARY OF WORKSHOPS AND FOCUS GROUPS



APPENDIX

OCTOBER 2010



Central Virginia Metropolitan Planning Organization Long Range Transportation Plan - 2035 Update Proposed Focus Group Sessions



Participants

Citizens, business owners, elected officials, and staff from the Central Virginia Metropolitan Planning Organization (CVMPO) localities (Amherst County and Town, Bedford County, Campbell County, and Lynchburg City). A wide range of stakeholder interests will be reflected in the group, including but are not limited to government representatives, economic, environmental, and community development, and the needs of particular demographic groups and transportation markets.

Focus Group Objective

The overarching objectives are to identify stakeholder values and priorities, communicate information and issues to be considered in the transportation planning process, and encourage participation in the scenario planning process. Topics such as *Where are We Now?* and *Where are We Going?* will be discussed by explaining the Central Virginia Metropolitan Planning Organization's current and anticipated land development patterns. Feedback will be solicited during this discussion to understand stakeholder values and their sense of how anticipated development and transportation investments will address individual and regional needs. Ideas on key themes, issues, opportunities and specific investments to consider in the planning process will be recorded. The sessions will conclude by describing how their input will be used in the scenario planning process and encouraging participation at upcoming public workshops.

Date/Time

The first four focus group sessions are scheduled for October 5th (Campbell County), October 7th (Amherst Town/County and Bedford County) and October 8th (City of Lynchburg). Exact times and locations are on the project website. Room should seat at least 40 people with wall space for posting flip chart pages & index cards. 90 minutes. (Note: additional focus group sessions will be held in January, 2010 primarily to target modal agency representatives and any under-represented groups)

Process/Initial Agenda

1. Introductions/Welcome/Brief Overview of Long Range Transportation Plan process (10 min)
2. Facilitator poses a general opening question designed to elicit core values and priorities for the region's future, particularly in regard to mobility and accessibility. Participants jot down ideas on index cards for a few minutes. Facilitator collects and posts cards, and, based on suggestions and direction from the group, clusters them into a few key themes. (25 min)
3. Staff present depiction of Central Virginia Metropolitan Planning Organization's current community design and land use patterns (place types), and development trends. ("Where are We Now, and Where are We Going?"). Facilitator solicits comments and ideas about ways in which existing community design and anticipated development patterns are consistent with, or may conflict with, the general themes identified in the first discussion. Participants break briefly into small groups to generate ideas, then reconvene to share their thoughts with the larger group. Facilitator records comments on poster-size place type diagrams and/or flip chart. (30 min)
4. Facilitator reviews input from the entire discussion and asks participants for additional observations, particularly on ways in which the themes identified in the beginning could be refined. (10 min)
5. Staff describe how they will use information obtained from the session in the planning process, particularly at the upcoming scenario planning workshop. Key themes will be used to begin shaping

scenario evaluation criteria; community design comments will be used to refine the place types used in the exercise; and ideas for transportation issues and opportunities will be used to help shape specific issues and opportunities to be considered in the scenario planning exercise. (10 min)

6. Wrap Up/Thanks (5 min)



Central Virginia Long Range Transportation Plan 2035 Update Focus Group Session Summary October, 2009

Meeting Schedule and Attendance

Four focus group meetings were conducted between October 5th and 7th within the MPO region. Meeting locations included Campbell County, Town of Amherst, City of Bedford, and City of Lynchburg. Each of the meetings lasted approximately 2 hours. In Campbell County there were 4 participants, in Amherst there were 14 participants, in Bedford there were 10 participants, and at the City of Lynchburg there were 26 participants. In sum there were 54 members of the public, special interests, modal agencies, locality staff, and political bodies present for this series of meetings.

Focus Group Objective

The overarching objective of the focus group meetings was to identify stakeholder values and priorities, communicate information and issues to be considered in the transportation planning process, and encourage participation in the scenario planning process. Topics such as *Where are We Now?* and *Where are We Going?* were discussed by explaining Central Virginia's current and anticipated land development patterns, with an emphasis on place types. Feedback was solicited during the discussions to identify stakeholder values and their sense of how anticipated development and transportation investments will address individual and regional needs. Ideas on key themes, issues, opportunities and specific investments and strategies to consider in the planning process were recorded. The sessions concluded with a discussion about how their input will be used in the scenario planning process and the attendees were encouraged to participate in upcoming public workshops.



Community Vision

In the sessions, participants were first asked to think of responses to the following question: “In the year 2035, the Lynchburg Region will be a place where _____?” After selecting their top responses, the group organized them into a series of overall themes and goals, as generally summarized below.

“In the year 2035, the Central Virginia Region will be a place where?”

....our people enjoy a strong sense of community.

- Place to live, work, retire. Adequate services for children, adults, and retirees.
- Safe convenient and friendly environment.
- Easily accessible amenities.
- More populations with diverse and global backgrounds.
- Educational opportunities abound.

.....our businesses thrive and prosper.

- Dynamic downtown area.
- Businesses thrive.
- Balance between economic growth, community diversity, and environmental health.
- A transportation system capable of sustaining industry and growth is provided.
- High Tech and R&D industry jobs are plentiful.
- Institutions of higher learning are thriving.

.....our natural beauty flourishes.

- Open spaces are created and preserved.
- Plenty of clean water.
- Maintain rural setting.
- Natural beauty has been preserved.
- History is preserved.
- Farming and Forestry are still important.
- Developed areas are separated from rural areas by design.
- Growth areas along Route 29 in Campbell Co. north of Route 24.



...our region is accessible to businesses and visitors from around the world.

- Park and rides and other modal choices are provided.
- The Route 29 corridor is transformed into an interstate quality facility.
- Improved rail access and better Air travel connections.

....our communities are accessible to people of all ages and abilities.

- Greater access to public transportation so the region will be less car-centric.
- Non-vehicular modes of travel are provided.
- Everyone has access to some suitable form of transportation and mobility.
- People with disabilities have efficient and convenient travel choices.

Place Type Exercise

The participants then explored how to achieve the vision articulated by the goals through a discussion of existing and future desired development patterns and corresponding transportation strategies and opportunities throughout the region. The discussion was facilitated through a series of photographs of currently existing development patterns, including urban, enhanced suburban, suburban, and rural place types. The graphics used for the exercise are provided, along with the summary comments received, on the final four pages of this document. The following pages summarize the notes and input received regarding the placetype graphics. The summary is organized by place type, starting with Rural, followed by Suburban, then Village/Enhanced Suburban, and finally Urban.



Rural

Rural housing and neighborhoods are a critically important element of the rural living that the many in the region enjoy. However, there was an overarching concern about the ability to age-in-place relative to transit availability. Many of the participants shared concern and interest in keeping the rural areas rural while still providing mobility options to all of the rural residents.

Specific comments were as follows:

Amherst

- More transit will be needed in rural areas
 - Most people want to “age in place”
- Need more clustering to facilitate bus service
- Make rural streets and arterials safe for power chairs
- Find other transportation funding sources at state level (gas tax, offshore drilling)
- There was interest expressed in VDOT allocations for coordinated, proactive planning with localities; providing best practices information (roundabouts, shielded lighting, etc.)
- Concern was expressed that VDOT could be more proactive
- Conservation easements were identified as an important strategy
- There was interest in utilizing trees and screening to help industry locate near residential areas (Zane Snead Industrial Park, good example of what works; Amelon, doesn't)

Bedford

- Rural elderly need transportation
- Public transportation is not realistic when the patrons are spread across the countryside
 - A volunteer program, organized through churches and non-profits, was identified as a potential transportation strategy
- Interest was expressed in a “smart small town” approach regarding transportation

Campbell County

- Cluster style is attractive, but should be well connected to the larger network (multiple entrances)
- It was noted that this style of high-end housing is what Campbell County supports in its current ordinance



Rural (continued)

Lynchburg

- Larger lots (indicating Rural Residential, Bedford photo)
 - Very country living
 - Car dependant
 - Natural areas for recreation
- Attractive, upscale residential (indicating Rural Residential, Lynchburg photo)
 - Community recreation
 - One entrance, could be a concern if fire
 - Similar age houses
- Residential and farmland together (indicating Rural Residential, Eastbrook Rd. photo)
 - Homes spread out
 - Car dependant
 - Lots of natural areas
 - All types of homes, old, new, larger, smaller
- Community: insufficient use of land (indicating Rural Residential Lynchburg photo)
- Zoning and getting services to outlying communities are restrictive
- The development of bike trails was suggested
- The conflict between landowner's needs and desires to be able to develop and preserving large rural areas was noted
- It was noted that people in rural areas need transit, regardless of why they are there
- There was interest in the strategy of limiting development in areas without adequate infrastructure
- As a collection of different communities, there was interest in identifying models for working together to meet goals (urban boundaries, etc.)
- The need to better share and meet common interests among localities regarding transportation investments was identified



Suburban

Overall, the participants were interested in making future suburban developments more sustainable relative to location, site access and design. The developments should allow for good connectivity and well planned access. Opportunities for walking and using other modes of travel should be considered within the suburban development form.

Specific comments were as follows:

Amherst

- It was noted that many businesses closed after the bypass was built around Madison Heights
- There was interest in restricting access along major roads instead of building a bypass
- Concern was expressed regarding the cost-effectiveness and functionality of bypasses
- The \$128M bypass around Madison Heights vs. eminent domain/widening of business 29 was put forth as an example for comparison
- There was concern that more bypasses will be needed in the future (i.e. Rt. 60)
- The need to make parking lots more pedestrian-friendly was noted
- Questions regarding the allocation of resources were raised
 - Spending money on paving good roads instead of on sidewalks was cited as an example
 - The need for highways to be mowed in order to be attractive was also noted
- Concern was expressed regarding how much things cost
 - Rest areas were specifically identified (\$1500 a day to maintain)
 - Efficiency was questioned
- Volunteers and Adopt-a-Highway type programs were identified as potential alternatives, and as opportunities to work together and foster community spirit:
 - Need to address liability factors
 - One man maintains the grass adjacent to his property on Rt 29
 - Wyoming and South Dakota and Arizona all have alternative programs that involve volunteer help.
- It was noted that the industrial park isn't attracting what the community had hoped
 - Interest was expressed in attracting more medical, and an assisted living facility center to augment local health care
 - There was interest in creating a connection to Amherst with sidewalks



Suburban (continued)

Amherst (continued)

- The L. Barnes Brockman Industrial Park was identified as having potential to be re-imagined and developed as a connected center to the town

Bedford

- Poplar Forest is in the middle of a suburban area, and needs improved access to a major road
 - A future entry from Enterprise was discussed
 - The need for additional directional signage was noted
- Some subdivisions are placed way out and hard to connect back
 - The need to “finish the grid” in existing subdivisions was expressed
- Focus new subdivisions in areas that already have water and sewer
- Malls are on their way out – the new ones are more of the enhanced suburban / village style centers
- A preference was expressed for access roads, and not having to get back on the big road to move around
- There was interest in avoiding the creation of new traffic lights through the use of service roads, connectors, etc.
 - It was noted that the proposal for the 221 corridor had good aspects that were not implemented
- Good connections (indicating Suburban Highway Commercial photo)

Campbell County

- Campbell will continue to have a lot of residential development, along with Bedford
- It was observed that the new VDOT secondary street standards are like the R-1 rezoning that Campbell tried to do a few years ago
- This pattern won't be as possible because of the new VDOT SSAR regs (indicating Suburban Residential, Russell Springs Drive, Campbell County photo)
- There was interest in seeing something different than this in the future – more “lifestyle” open-air centers (indicating Suburban Retail photo)
- The need to look at growing Altria and other employment centers, rather than building new industrial parks, and addressing access to them (460/Forest, etc.) was identified
- The need to train young people to work at area employers was expressed
 - It was noted that they like this region already



Suburban (continued)

Campbell County (continued)

- The 29 corridor was identified as a major issue
 - It was noted that Campbell has been trying to manage growth with access management/overlay districts
 - The recommendation from the corridor study were identified as helpful
 - The need to look at implementing it through the 2035 LRTP was expressed
 - The need to align the proposed southern bypass around existing and planned industrial parks was identified
- Developed prior to more stringent requirements for connectivity and pedestrian accommodation (indicating Suburban Residential, Russell Springs Drive photo)
 - Not a model for the future

Lynchburg

- Park and Ride opportunities were identified as a need
- Convenience vs. environment was identified as a challenge
- (Regarding Suburban Highway Commercial photo) Concern regarding the extent of parking was expressed
- There was interest in limiting parking/changing planning from peak to limiting
- A desire for less driving was indicated
- Preference for less Suburban Highway Commercial/Industrial Campus-type development was expressed
- There was interest in encouraging more pedestrian activity
- The need for more linkages for students from the suburbs was identified
- Interest was expressed in opportunities for partnerships with large employers to provide and/or promote more transit



Village/Enhanced Suburban

Overall, the participants indicated that well planned village centers were desirable placetypes for the region. The placetypes should be designed to afford the ability to use multiple modes of travel while offering an appropriate mix of uses. Connections between these activity centers, via paths or sidewalks, to adjacent residential developments and other activity centers would be desirable. Good access and connectivity are key elements to allow for emergency access and dispersion of traffic, along with the ability to walk/bike and use transit. It was also noted that this place type was conducive for living and mobility options for seniors.

Specific comments were as follows:

Amherst

- There was interest in potential flag stops at the train stations
- A need to connect Sweetbriar to the community and Ambrier with sidewalks and greenways was expressed
 - Towns are investing in sidewalks – also creating sidewalks along 29/major routes
- It was noted that Clifford has been growing well
 - A preference was indicated for its attractiveness, its upkeep, and its screening from the highway
 - The need for local stores connected by sidewalks to complete the picture was identified
- It was noted that retailers complain the parking isn't adequate here
- The need to encourage people to start walking more was identified
- There was concern that the community lacks a drugstore and grocery store connected by sidewalks to the housing
- The need to make sure the new activities, such as drugstores, fit architecturally so they make it a nice small town was indicated
- It was noted that the developer who built Ambrier invested in architectural details and just needs to add some trees
 - It was suggested that it makes it much nicer to go there, and that it's the way to make village retail succeed
- Lynchburg tire was also identified as having a nice design that makes a difference
- Roadway design was identified as being important, too, especially in private subdivision streets
 - There was concern that narrow, steep roads are difficult for emergency services
- There was concern that other ordinances like building permits (how long you can leave a house unfinished or in disrepair) need to be tightened
- General note was made: low income housing should be built to a better standard – handicapped accessible and sturdy



Village/Enhanced Suburban (continued)

Bedford

- A need to encourage walking in the existing and emerging villages was expressed
- A need for golf cart paths was indicated (FL examples)
- Concern was expressed that Moneta needs to complete the connections across the highway
- The need for a variety of villages, some with more space than others, was identified
- The observation that Wyndhurst hasn't worked well commercially was made
 - No grocery store; need to drive outside the community to go to a store, or bank, or library
 - All traffic comes from Enterprise, and it's too much traffic
 - Having a front and a back door works on retail, but not office
 - The parking in the back doesn't work
 - The hills are a constraint to bikes, walking, etc.
- It was noted that Wyndhurst was trying to achieve a "smart small village" atmosphere, but that it lacks some key activities
- There was concern that it doesn't have a physical center, and that it needs to develop on both sides
- Extending sidewalks to existing grocery stores elsewhere was suggested

Campbell County

- An interest in focusing growth in existing villages and clustered rural communities was expressed
- It was observed that Amherst-like villages are dying –
 - The need for more places to walk was identified
 - A subdivision connected to the village especially marketed to seniors was suggested
- Residential was noted to have succeeded, but that the commercial/retail failed
 - No big draw or anchor for a regional center, yet rents are too high for a neighborhood center (indicating Suburban Town Center photo)
 - Liberty has been a big part of the residential market for this and other development like it
- The market for retirees moving here to be near both Christian centers (Liberty) and colleges/universities was identified for consideration



Village/Enhanced Suburban (continued)

Campbell County (continued)

- Rail observations:
 - Freight is ok, just needs some higher bridges in outlying areas
 - Passenger rail – concern that it not a viable economic venture in 20 years; doesn't pull enough traffic off the roads to justify the subsidies
- The possibilities for re-development of existing villages without building from ground up were noted

Lynchburg

- The need to incorporate access to public/mass transport was identified
- Drop points for shuttle to higher density urban areas were suggested
- Less parking was desired
- A need for bike/walk trails was indicated
- A dislike for row houses was noted
- Concern was expressed that mixed use is only good in some areas, and that it deteriorates after 5-10 years
- Connectivity between developments (indicating Suburban Enhanced)
- Neighborhood: shop, live, and work, without driving
- A suggestion was made to consider Del Webb properties as an example
- A need for efficient public transit routes with short travel times was identified
- Better access via interstate was identified as a need
- Not planned, buildings grew as needed – small Main St. with residences nearby. Walkable. Sidewalks. (indicating Small Town/Village Center photo)



Village/Enhanced Suburban (continued)

Lynchburg (continued)

- Planned (indicating Suburban Enhanced photo)
 - Public transportation could be helpful
 - High density population
 - Walkable, good bicycle
 - Good parking behind business with rear entrances to stores or business
 - Sidewalks
- Dislike: high density, no trees, 1 or 2 entrances (indicating Suburban Enhanced photo)
- Like: Small area on bottom of picture has larger houses and lots, more trees
- The need more connections for Liberty students was identified

Urban

Discussion of the Urban placetype included a desire to strengthen the existing vigor and livability in the City of Lynchburg. Ideas included having a mix of housing types, further enhancing the multi-modal options, creating greenspace, managing parking, and creating improved access to the river. The overall theme was one of continuing on the path of redevelopment in a manner that draws a diverse group of populations throughout the region into the City for business and recreational activities.

Specific comments were as follows:

Amherst

- The need for more safe places to walk and for exercise was identified
- The need for access for mopeds, scooters, other forms of transit for seniors was expressed

Bedford

- The lack of a major grocery store is a concern
- A need for activities that would encourage people of all incomes to live here was identified

Campbell County

- It was noted that downtown (Lynchburg) is really coming back – retail, venues, and residential, lots of lofts, etc.

Lynchburg

- Interest was expressed in making it easier to get into the city on public/mass transportation vs. cars
- Investing in activities and things to do that attract people was suggested
- A need for centralized parking with convenient transportation was identified
- Bicycle, pedestrian, accessible – friendly (indicating Downtown Mixed Use photo)
 - Parking poorly managed; people get tickets every two hours
 - Parks are available and accessible
 - All kinds of services available
 - Federal and local governmental service available
- Still in a grid (indicating Urban Residential photo)

Urban (continued)

Lynchburg (continued)

- Churches available
- Shops available
- Sidewalks available, safe walking
- Corridor streets running through area
- Walkable neighborhood (indicating Moderate density Urban Residential photo)
 - Big diversity – commercial and residential services
- A downtown pedestrian mall and trolley circulator were suggested
- Minimizing parking to encourage transit and multimodal was suggested
- It was observed that the railroad and potential bypass are barriers
- There was interest in integrating the river into downtown
- Concern was expressed regarding the lack of nightlife and socializing options
- Why people want to live in the suburbs but drive to the city was discussed:
 - Less expensive
 - More space
 - Quality of life
- What might be needed to draw new people was discussed:
 - New housing choices (new buildings)
 - High-paying jobs in the city (suburbs may pay better?)
 - Jobs are scattered all over
- A need for access for visitors (linkages from airport/train station) was identified
- Access for students as well: there was interest in getting more students downtown
 - Partnership with Liberty was suggested
- The need to make incentives for growth such as transit, as well as “sticks” such as regulation, were noted
- A need was identified for safe bike routes in the city

Graphics of the place types, containing a summary of the preceding comments, are provided on the following pages.

Downtown Lynchburg is the most obvious example of a high intensity, mixed use place type. It includes both the central business district core and the denser residential neighborhoods that are adjacent to this core. The key ingredients are a well connected street network, a mixture of housing choices and styles, and opportunities for walking, biking, shopping and recreation all in close proximity. The densities of these places supports transit service and structured parking.

Typical travel modes



Downtown Mixed Use



Lynchburg Meeting

- Bicycle, pedestrian, accessible – friendly
- Parking poorly managed; people get tickets every two hours
- Parks are available and accessible
- All kinds of services available
- Federal and local governmental service available

EXERCISE POINTS - 1 dot = 7 intensity points
1 Dot represents approximately 200 acres or a 5-8 minute walk from center to edge
Average Dwelling Units/Acre = 10-20 +/-
Average Employees/Acre = 65-75 +/-
Note: The numbers shown above are variable because there are many factors to consider, such as residential/employment mix, etc. These are generalized figures, simplified for purposes of long term scenario planning and are best estimates of the average socioeconomic value per dot.

Amherst Meeting

- The need for more safe places to walk and for exercise was identified
- The need for access for mopeds, scooters, other forms of transit for seniors was expressed

Urban Residential



Lynchburg Meeting

- Still in a grid
- Churches available
- Shops available
- Sidewalks available, safe walking
- Corridor streets running through area

Bedford Meeting

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Campbell County Meeting

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Moderate Density Urban Residential Neighborhoods with good street network (Rivermont Ave)



Lynchburg Meeting

- Walkable neighborhood
- Big diversity: commercial and residential services



Enhanced suburban places tend to have an urban like mix of density, diversity and design, but at lower intensities. The new development at Wyndhurst is a good example of a place which was intentionally designed to replicate a traditional town character, consistent with older historic areas such as Amherst, (which are also in this place type category). Traditional villages feature connected streets, a mixture of housing types and styles, and a range of densities and intensities. Housing and jobs are located close to each other, and the streets and buildings are human scaled to encourage walking and visiting. Densities in these places approach those necessary to support transit. The closer proximity of activities increases opportunities for shorter commute trips, transit, biking and walking.

This place type is also found in a neighborhood form at the edge of more urbanized areas, such as the area around Randolph College and the Rivermont Corridor. These older residential neighborhoods also have characteristics similar to a traditional village or town, with smaller street blocks, a mixture of housing, good proximity to jobs (both downtown and the college), as well as shopping and recreational amenities like parks.

Small Town / Village Center - Amherst



Suburban Town Center at Wyndhurst, Enterprise Drive



Suburban Enhanced - Wyndhurst at Enterprise Drive



Suburban Employment/Institutional and Residential - Randolph College and Rivermont Ave



Typical travel modes



VILLAGE/

ENHANCED SUBURBAN

Lynchburg Meeting

- Not planned, buildings grew as needed – small Main St. with residences nearby
- Walkable
- Sidewalks

Amherst Meeting

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- A need to connect Sweetbriar to the community and Ambrier with sidewalks and greenways was expressed
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- There was concern that other ordinances like building permits (how long you can leave a house unfinished or in disrepair) need to be tightened
- General note was made: low income housing should be built to a better standard – handicapped accessible and sturdy

Bedford Meeting

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- A need for golf cart paths was indicated (FL examples)
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Campbell County Meeting

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- The market for retirees moving here to be near both Christian centers (Liberty) and colleges/universities was identified for consideration
- Rail observations:
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- Possibilities for re-development of existing villages without building from ground up were noted

Lynchburg Meeting

- The need to incorporate access to public/mass transport was identified
- Drop points for shuttle to higher density urban areas were suggested
- Less parking was desired
- A need for bike/walk trails was indicated
- A dislike for row houses was noted
- Concern was expressed that mixed use is only good in some areas, and that it deteriorates after 5-10 years
- Neighborhood: shop, live, and work, without driving
- There was a suggestion to consider Del Webb properties as an example
- A need for efficient public transit routes with short travel times was identified
- Better access via interstate was identified as a need
- The need more connections for Liberty students was identified



Typical suburban settlement patterns are designed for automobile access, and do not usually encourage walking. They are characterized by single uses, lower densities, and less road connectivity. Big box, regional malls or strip commercial highways are typical of employment and retail areas. Occasionally residential neighborhoods are found in close proximity to commercial centers, but connections are limited, and reliance is still on the automobile as the primary mode of transport. Housing types are typically single family detached.

Higher intensity suburban place types are industrial centers and campuses located outside of urban areas. The location of these high intensity job centers in the study area affects regional transportation factors such as commute distance and vehicle miles and hours travelled. Though these job centers do not share the same connectivity (street) characteristics of a downtown or urban residential neighborhood, they are nonetheless a high intensity type of land development that exists in a typical suburban context.

Suburban Residential, Russell Springs Drive, Campbell, Co.



Suburban Retail, Commercial, Big Box - River Ridge Mall



Higher Intensity Employment Centers, Heavy Industrial



Suburban Highway Commercial and Institutional Campus - Wards Road



Typical travel modes



SUBURBAN

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- Questions regarding the allocation of resources were raised
 - Spending money on paving good roads instead of on sidewalks was cited as an example
 - The need for highways to be mowed in order to be attractive was also noted
- Concern was expressed regarding how much things cost
 - Rest areas were specifically identified (\$1500 a day to maintain)
 - Efficiency was questioned
- Volunteers and Adopt-a-Highway type programs were identified as potential alternatives, and as opportunities to work together and foster community spirit:
 - Need to address liability factors
 - One man does it now on Rt. 29
 - Wyoming and South Dakota and Arizona all have alternative
- It was noted that the industrial park isn't attracting what the community had hoped
 - Interest was expressed in attracting more medical, and an assisted living facility center to augment local health care
 - There was interest in creating a connection to Amherst with sidewalks
- The L. Barnes Brockman Industrial Park was identified as having potential to be reimaged and developed as a connected center to the town

Bedford Meeting

- Poplar Forest is in the middle of a suburban area, and needs access to a major road
 - A future entry from Enterprise was proposed
 - The need for signage was noted
- Some subdivisions are placed way out and hard to connect back
 - The need to "finish the grid" in existing subdivisions was expressed
- Focus new subdivisions in areas that already have water and sewer
- Malls are on their way out – the new ones are enhanced suburban
- A preference was expressed for access roads, and not having to get back on the big road to move around
- There was interest in avoiding the creation of new traffic lights through the use of service roads, connectors, etc.
 - It was noted that the proposal for the 221 corridor had good aspects that were not implemented

Campbell County Meeting

- Campbell will continue to have a lot of residential development, along with Bedford
- It was observed that the new VDOT secondary street standards are like the R-1 rezoning that Campbell tried to do a few years ago
- The need to look at growing Altria and other employment centers, rather than building new industrial parks, and addressing access to them (460/Forest, etc.) was identified
- The need to train young people to work at area employers was expressed
 - It was noted that they like this region already
- The 29 corridor was identified as a major issue
 - It was noted that Campbell has been trying to manage growth with access management/overlay districts
 - The recommendation from the corridor study were identified as helpful
 - The need to look at implementing it through the 2035 LRTP was expressed
 - The need to align the proposed southern bypass around existing and planned industrial parks was identified

Lynchburg Meeting

- Park and Ride was identified as a need
- Convenience vs. environment was identified as a challenge
- There was interest in limiting parking/changing planning from peak to limiting
- A desire for less driving was indicated
- Preference for less Suburban Highway Commercial/Industrial Campus-type development was expressed
- There was interest in encouraging more pedestrian activity
- The need for more linkages for students from the suburbs was identified
- Interest was expressed in opportunities for partnerships with large employers to provide and/or promote more transit

Rural areas typically are composed of very low density settlement patterns, and are a mixture of working farm land, forests, and open space, with occasional residential. Development patterns in the rural areas tend to be those characteristic of exurban, larger lot rural or gated subdivisions. Occasionally commercial areas exist at cross roads. In general this place type has a very low intensity. It is primarily residential in nature, and is accessible by car or demand -response rural transit.

Typical travel mode



RURAL

Rural Residential, Bedford, Co.



Rural Residential, Lynchburg near Bedford Co.



Rural Residential, Eastbrook Rd, Campbell Co.



Lynchburg Meeting

- Larger lots
 - Very county living
 - Car dependant
 - Natural areas for recreation



Lynchburg Meeting

- Attractive, upscale residential
 - Community recreation
 - One entrance, could be a concern if fire
 - Similar age houses
- Community: insufficient use of land



Lynchburg Meeting

- Residential and farmland together
 - Homes spread out
 - Car dependant
 - Lots of natural areas
 - All types of homes, old, new, larger, smaller

EXERCISE POINTS - 1 dot = 1 intensity point
1 Dot represents approximately 200 acres or a 5-8 minute walk from center to edge
Average Dwelling Units/Acre = 0.5-1.5 +/-
Average Employees/Acre = <5
Note: The numbers shown above are variable because there are many factors to consider, such as residential/employment mix, etc. These are generalized figures, simplified for purposes of long term scenario planning and are best estimates of the average socioeconomic value per dot.

Amherst Meeting

- More transit will be needed in rural areas
 - » Most people want to "age in place"
- Need more clustering to facilitate bus service
- Make rural streets and arterials safe for power chairs
- Find other transportation funding sources at state level (gas tax, offshore drilling)
- There was interest expressed in VDOT allocations for coordinated, proactive planning with localities; providing best practices information (roundabouts, shielded lighting, etc.)
- Concern was expressed that VDOT could be more proactive
- Conservation easements were identified as an important strategy
- There was interest in utilizing trees and screening to help industry locate near residential areas (Zane Sneed Industrial Park, good example of what works; Amelon, doesn't)

Bedford Meeting

- Rural elderly need transportation
- Public transportation is not realistic
 - » A volunteer program, organized through churches and non-profits, was identified as a potential transportation strategy
- Interest was expressed in a "smart small town" approach regarding transportation

Campbell County Meeting

- Cluster style is attractive, but should be well connected to the larger network (multiple entrances)
- It was noted that this style of high-end housing is what Campbell County supports in its current ordinance

Lynchburg Meeting

- Zoning and getting services to outlying communities are restrictive
- The development of bike trails was suggested
- The conflict between landowner's needs and desires to be able to develop and preserving large rural areas was noted
- It was noted that people in rural areas need transit, regardless of why they are there
- There was interest in the strategy of limiting development in areas without adequate infrastructure
- As a collection of different communities, there was interest in identifying models for working together to meet goals (urban boundaries, etc.)
- The need to better share and meet common interests among localities regarding transportation investments was identified





YOU'RE INVITED!

Plan2035: Central Virginia Long Range Transportation Plan

Community Workshop 1: How and Where Will We Grow?

Thursday November 12, 2009

Liberty University's North Campus, Room 1875

6:00 p.m. – 8:00 p.m.

What makes a place special? Why are we drawn to some shopping centers, streets, or neighborhoods, while others leave us cold? How can we shape our region's transportation network to ensure future generations will enjoy living, working, and playing here? **PLEASE JOIN US** in a community-wide discussion of these and other questions related to *Plan2035: The Central Virginia Long Range Transportation Plan*.

The meeting, scheduled for November 12 from 6:00 p.m. to 8:00 p.m. in room 1875 on Liberty University's North Campus is the first in a series of public meetings to be held over the coming year in order to shape the regional transportation plan. At this event, you and other area residents, businesses and officials will have an opportunity to learn about how transportation investments can make the difference between a delightful place and a dismal one. Through hands-on exercises and informative dialogue, we will envision together what "quality of life" means to the people of our region, and we will brainstorm possibilities for coordinating future development with mobility and accessibility investments in order to achieve our shared ideals.

The ideas generated at this workshop will help the Central Virginia Metropolitan Planning Organization develop and test future scenarios that combine regional transportation improvements and land development patterns in ways that promote desirable, well-functioning neighborhoods throughout the region. At subsequent workshops to be held this winter and next year, we will ask you and fellow community members to help us evaluate the scenarios and come up with a vision, goals and priorities for Plan2035.

ALL ARE WELCOME! Please share this invitation with your colleagues, friends and neighbors. The more ideas and perspectives we consider, the better the plan will be. If you have questions or comments, please contact Bob White, Deputy Director, Region 2000 Local Government Council, staff to the Central Virginia Metropolitan Planning Organization, by phone at 434.845.3491 or by email at bwhite@region2000.org. More information can also be found at www.cvlrtp2035.info.



Central Virginia Metropolitan Planning Organization

Long Range Transportation Plan - 2035 Update

Community Workshop #1

How and Where Shall We Grow?

November 12, 2009

Liberty University North Campus Room 1875

6:00 – 8:00 p.m.

Agenda

6:00-6:10	Welcome and Introductions
6:10-6:30	Study Overview
6:30-7:15	Small Group Mapping Exercise
7:15-7:35	Small Group Reports
7:35-8:00	Wrap-up Discussion

Thank you for participating in tonight's meeting!

For more information about Plan2035 please visit the project website:

www.cvlrtp2035.info

or contact

Robert E. White, AICP, Deputy Director

Virginia's Region 2000 Local Government Council

bwhite@region2000.org

434.845.5678 x220





**Central Virginia Long Range Transportation Plan 2035 Update
Summary of Workshop #1 - How do we want to grow?
Creating the Scenarios
November, 2009**

Meeting Schedule and Attendance

The first of three workshops for the project was held at Liberty University on November 17, at 6PM. Seventeen attendees participated in the work session. Of the participants, all jurisdictions of the MPO were represented. Agencies and organizations represented included: the Virginia Department of Transportation (VDOT), Greater Lynchburg Transit Company (GLTC), Virginia Employment Commission (VEC), Region 2000, and Lynchburg Area Center for Independent Living (LACIL). Members of the bicycling community were also present.

Workshop #1 Objective

The objective of this first workshop was to explore alternative growth scenarios for the region based on the community values identified in the previously conducted focus group sessions. These scenarios represent alternative patterns for growth as compared to what is expected from the “trend” scenario, which is characterized as a continuation of growth patterns that have been occurring throughout the region. It was explained that these alternative growth scenarios will be “tested” using modeling techniques. The modeling process will result in a comparison of the scenarios (including the “trend”) against performance measures that are based on the vision and values identified in the focus group meetings. Modeling will also approximate total investment needed in the regional transportation system for each scenario.



The community vision and values, as determined in the focus group exercises, were reviewed. In the focus group sessions conducted in October, participants were asked to think of responses to the following question: “In the year 2035, the Lynchburg Region will be a place where _____?” After selecting their top responses, the group organized them into a series of overall themes and goals, as generally summarized below.

“In the year 2035, the Central Virginia Region will be a place where.....?”

....our people enjoy a strong sense of community.

- Place to live, work, retire. Adequate services for children, adults, and retirees.
- Safe convenient and friendly environment.
- Easily accessible amenities.
- More populations with diverse and global backgrounds.
- Educational opportunities abound.

.....our businesses thrive and prosper.

- Dynamic downtown area.
- Businesses thrive.
- Balance between economic growth, community diversity, and environmental health.
- A transportation system capable of sustaining industry and growth is provided.
- High Tech and R&D industry jobs are plentiful.
- Institutions of higher learning are thriving.

.....our natural beauty flourishes.

- Open spaces are created and preserved.
- Plenty of clean water.
- Maintain rural setting.
- Natural beauty has been preserved.
- History is preserved.
- Farming and Forestry are still important.
- Developed areas are separated from rural areas by design.
- Growth areas along Route 29 in Campbell Co. north of Route 24.



...our region is accessible to businesses and visitors from around the world.

- Park and rides and other modal choices are provided.
- The Route 29 corridor is transformed into an interstate quality facility.
- Improved rail access and better Air travel connections.

....our communities are accessible to people of all ages and abilities.

- Greater access to public transportation so the region will be less car-centric.
- Non-vehicular modes of travel are provided.
- Everyone has access to some suitable form of transportation and mobility.
- People with disabilities have efficient and convenient travel choices.

Workshop Exercise - How will we grow?

The workshop attendees then assembled into five small groups to participate in the growth allocation exercise as a first step in formulating the alternative growth scenarios. The exercise was carried out by placing “place type” chips across a map of the region to represent where future growth in housing and jobs could be located. In sum total, it is estimated that there will be approximately 6,000 additional jobs and 35,000 additional households in the MPO region in year 2035. The “place type” chips represented various types of development including, rural, suburban, enhanced suburban, and urban. Within each of those four categories there were gradations of design and densities as shown in the place type summary graphics on the following pages. It was explained that the placement of these chips will result in different impacts to the transportation network, and the ability for the region to achieve its vision for the future. This exercise resulted in five maps conceptualizing how future growth could occur. Photographs of the resulting maps are presented following the “place type” poster.



SCENARIO PLANNING PLACE TYPES

In the year 2035, the Central Virginia Region will be a place where...

- ... our people enjoy a strong sense of community.
- ... our businesses thrive and prosper.
- ... our natural beauty flourishes.
- ... our region is accessible to businesses and visitors from around the world.
- ... our communities are accessible to people of all ages and abilities.

URBAN

Typical travel modes



Downtown Lynchburg is the most obvious example of a high intensity, mixed use place type. It includes both the central business district core and the denser residential neighborhoods that are adjacent to this core. The key ingredients are a well connected street network, a mixture of housing choices and styles, and opportunities for walking, biking, shopping and recreation all in close proximity. The densities of these places supports transit service and structured parking.

EXERCISE POINTS - 1 dot = 7 intensity points
1 Dot represents approximately 200 acres or a 5-8 minute walk from center to edge
Average Dwelling Units/Acre = 10-20 +/-
Average Employees/Acre = 65-75 +/-
Note: The numbers shown above are variable because there are many factors to consider, such as residential/employment mix, etc. These are generalized figures, simplified for purposes of long term scenario planning and are best estimates of the average socioeconomic value per dot.

VILLAGE/ ENHANCED SUBURBAN

Typical travel modes



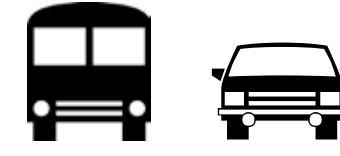
Enhanced suburban places tend to have an urban like mix of density, diversity and design, but at lower intensities. The new development at Wyndhurst is a good example of a place which was intentionally designed to replicate a traditional town character, consistent with older historic areas such as Amherst, (which are also in this place type category). Traditional villages feature connected streets, a mixture of housing types and styles, and a range of densities and intensities. Housing and jobs are located close to each other, and the streets and buildings are human scaled to encourage walking and visiting. Densities in these places approach those necessary to support transit. The closer proximity of activities increases opportunities for shorter commute trips, transit, biking and walking.

This place type is also found in a neighborhood form at the edge of more urbanized areas, such as the area around Randolph College and the Rivermont Corridor. These older residential neighborhoods also have characteristics similar to a traditional village or town, with smaller street blocks, a mixture of housing, good proximity to jobs (both downtown and the college), as well as shopping and recreational amenities like parks.

EXERCISE POINTS - 1 dot = 5 intensity points
1 Dot represents approximately 200 acres or a 5-8 minute walk from center to edge
Average Dwelling Units/Acre = 6-8 +/-
Average Employees/Acre = 30-40 +/-
Note: The numbers shown above are variable because there are many factors to consider, such as residential/employment mix, etc. These are generalized figures, simplified for purposes of long term scenario planning and are best estimates of the average socioeconomic value per dot.

SUBURBAN

Typical travel modes



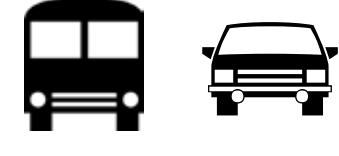
Typical suburban settlement patterns are designed for automobile access, and do not usually encourage walking. They are characterized by single uses, lower densities, and less road connectivity. Big box, regional malls or strip commercial highways are typical of employment and retail areas. Occasionally residential neighborhoods are found in close proximity to commercial centers, but connections are limited, and reliance is still on the automobile as the primary mode of transport. Housing types are typically single family detached.

Higher intensity suburban place types are industrial centers and campuses located outside of urban areas. The location of these high intensity job centers in the study area affects regional transportation factors such as commute distance and vehicle miles and hours travelled. Though these job centers do not share the same connectivity (street) characteristics of a downtown or urban residential neighborhood, they are nonetheless a high intensity type of land development that exists in a typical suburban context.

EXERCISE POINTS - 1 dot = 5 intensity points
1 Dot represents approximately 200 acres or a 5-8 minute walk from center to edge
Average Dwelling Units/Acre = 2-5 +/-
Average Employees/Acre = 15-25 +/-
Note: The numbers shown above are variable because there are many factors to consider, such as residential/employment mix, etc. These are generalized figures, simplified for purposes of long term scenario planning and are best estimates of the average socioeconomic value per dot.

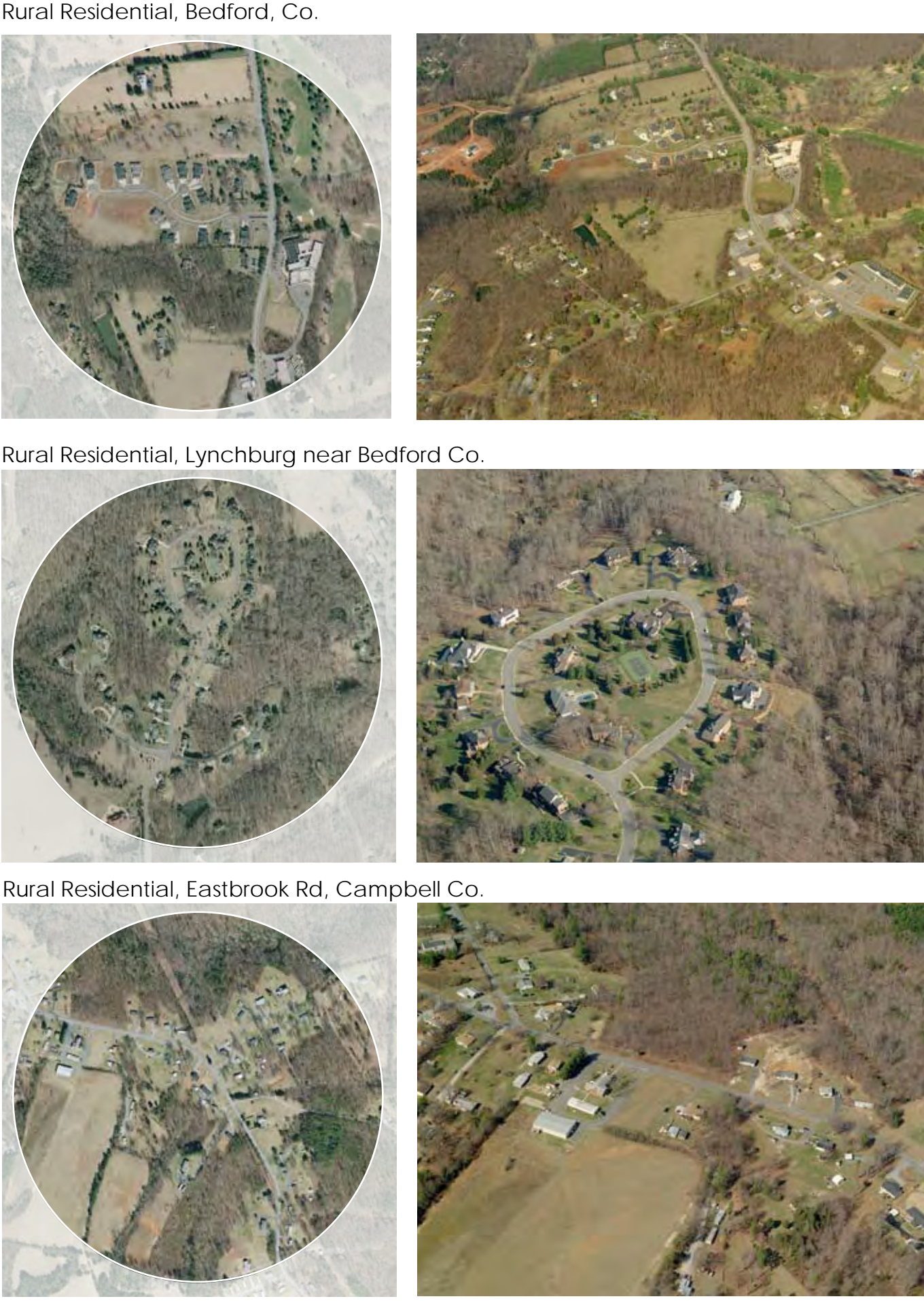
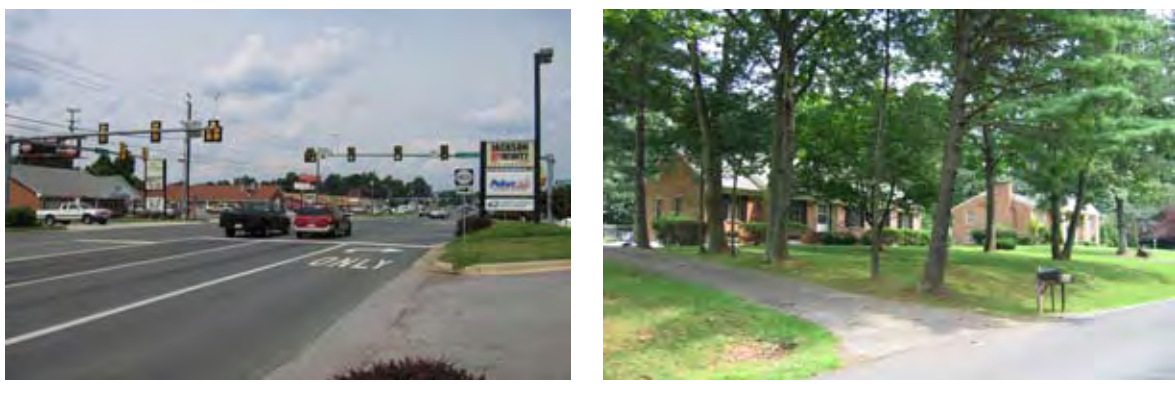
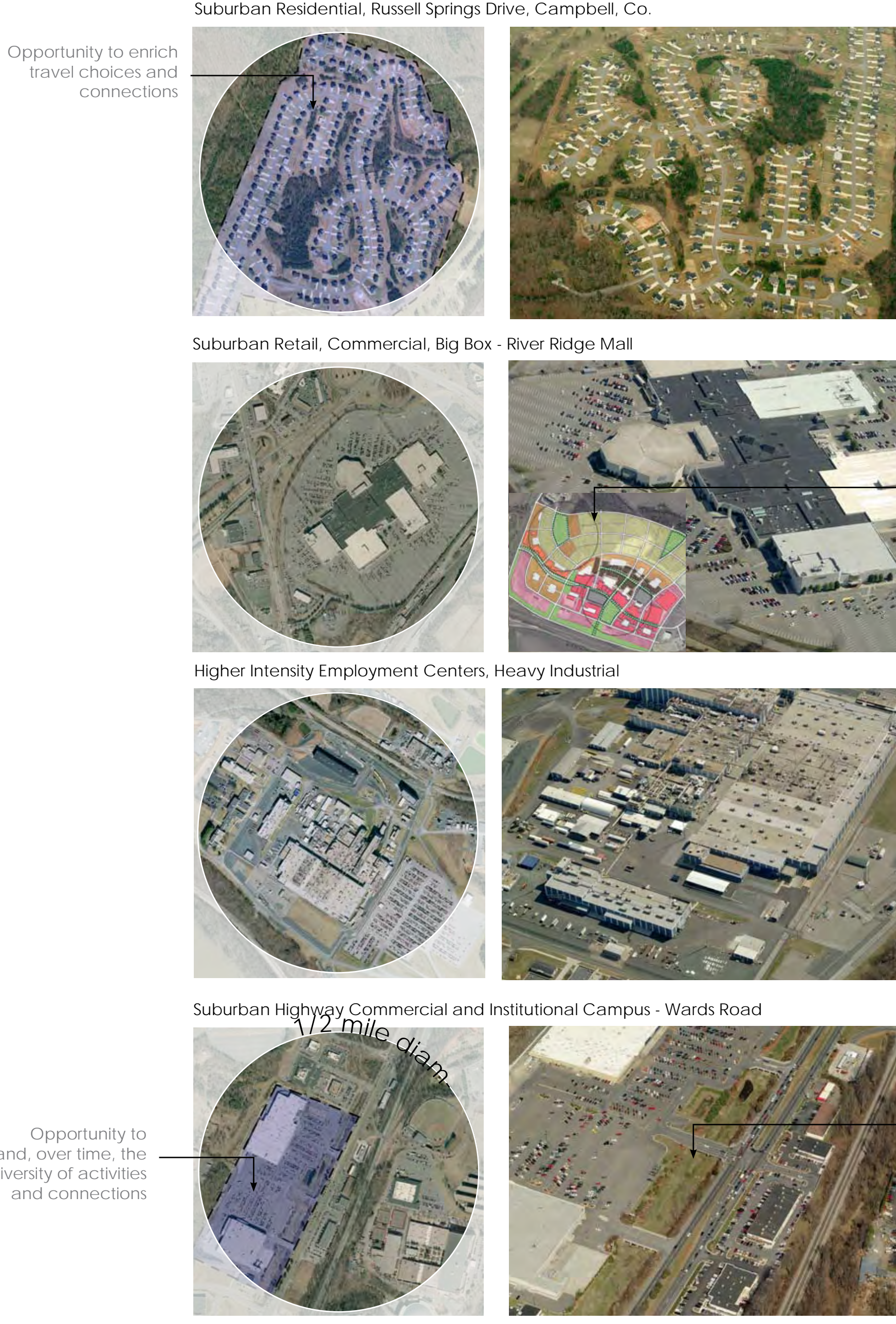
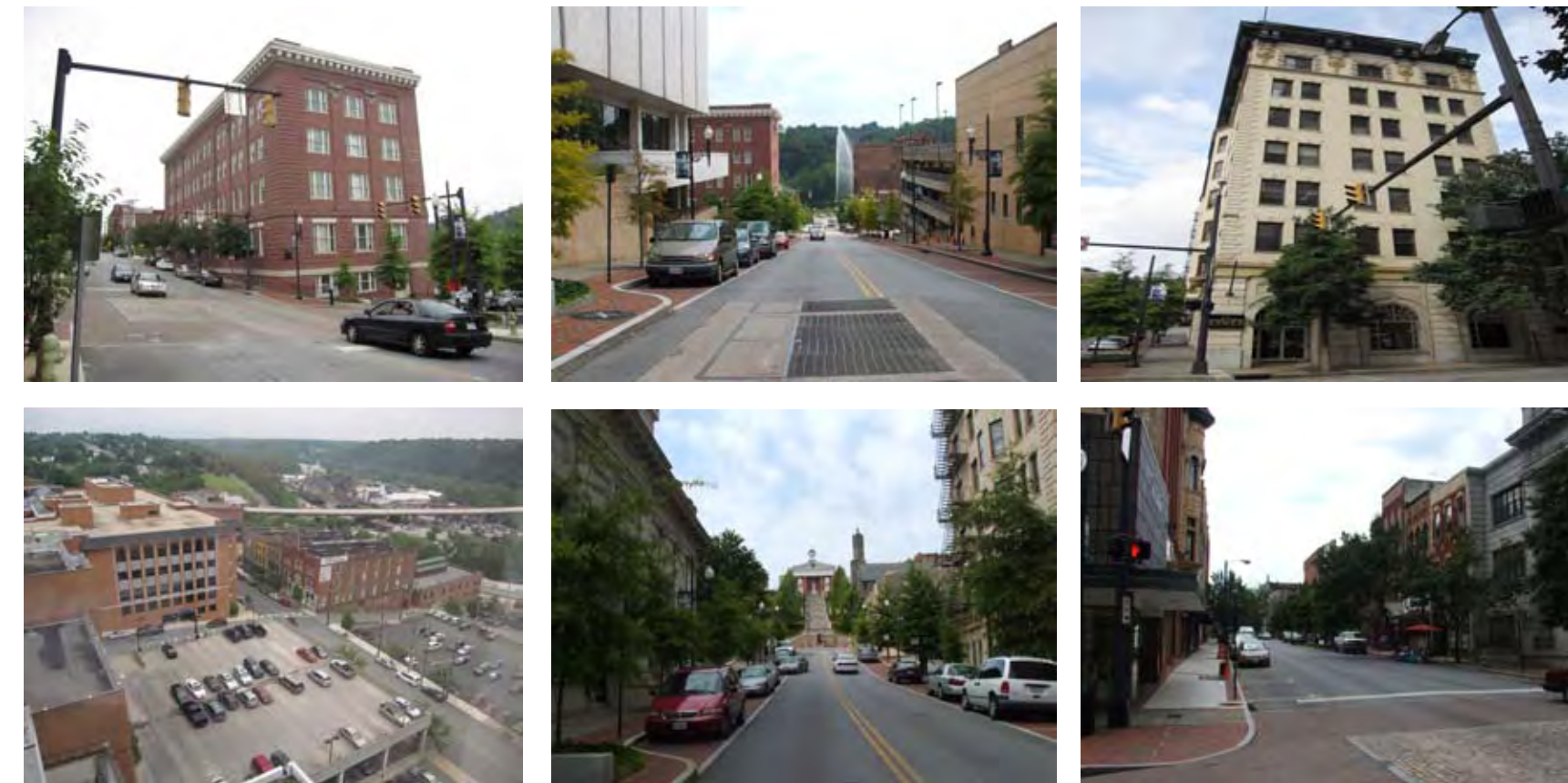
RURAL

Typical travel mode

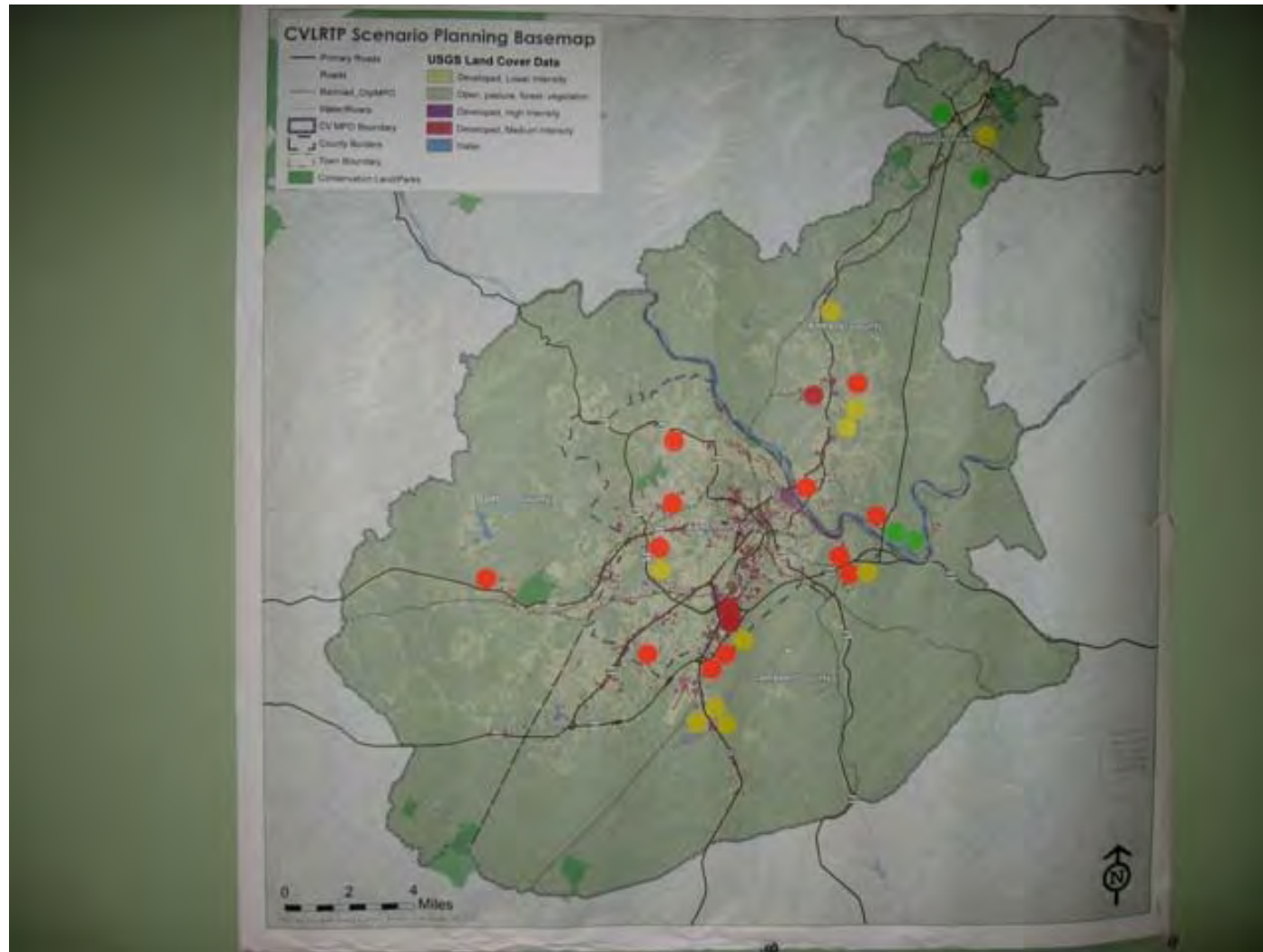


Rural areas typically are composed of very low density settlement patterns, and are a mixture of working farm land, forests, and open space, with occasional residential. Development patterns in the rural areas tend to be those characteristic of exurban, larger lot rural or gated subdivisions. Occasionally commercial areas exist at cross roads. In general this place type has a very low intensity. It is primarily residential in nature, and is accessible by car or demand response rural transit.

EXERCISE POINTS - 1 dot = 1 intensity point
1 Dot represents approximately 200 acres or a 5-8 minute walk from center to edge
Average Dwelling Units/Acre = <5
Average Employees/Acre = <5
Note: The numbers shown above are variable because there are many factors to consider, such as residential/employment mix, etc. These are generalized figures, simplified for purposes of long term scenario planning and are best estimates of the average socioeconomic value per dot.

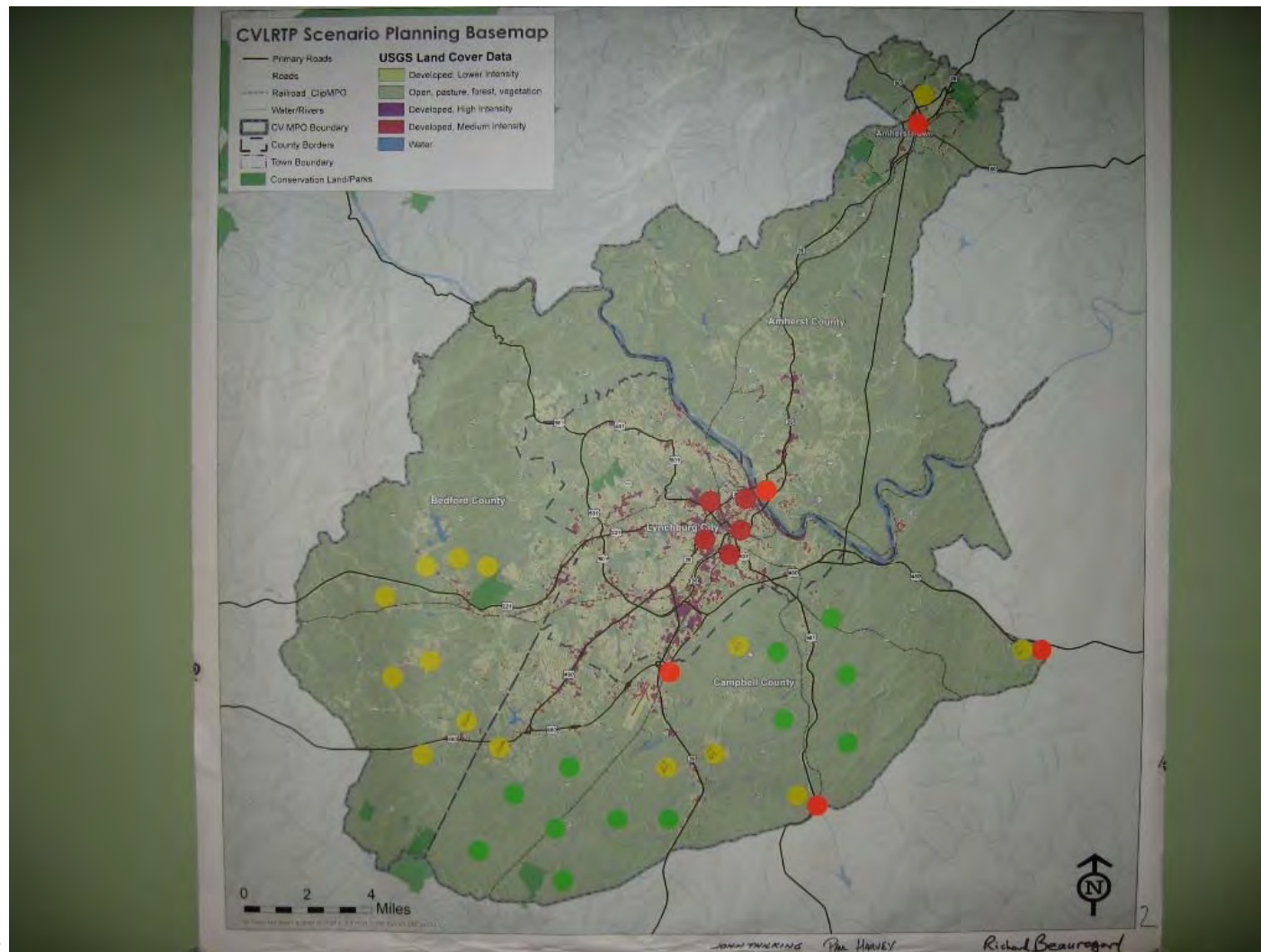


Photographs of the resulting maps 1-5



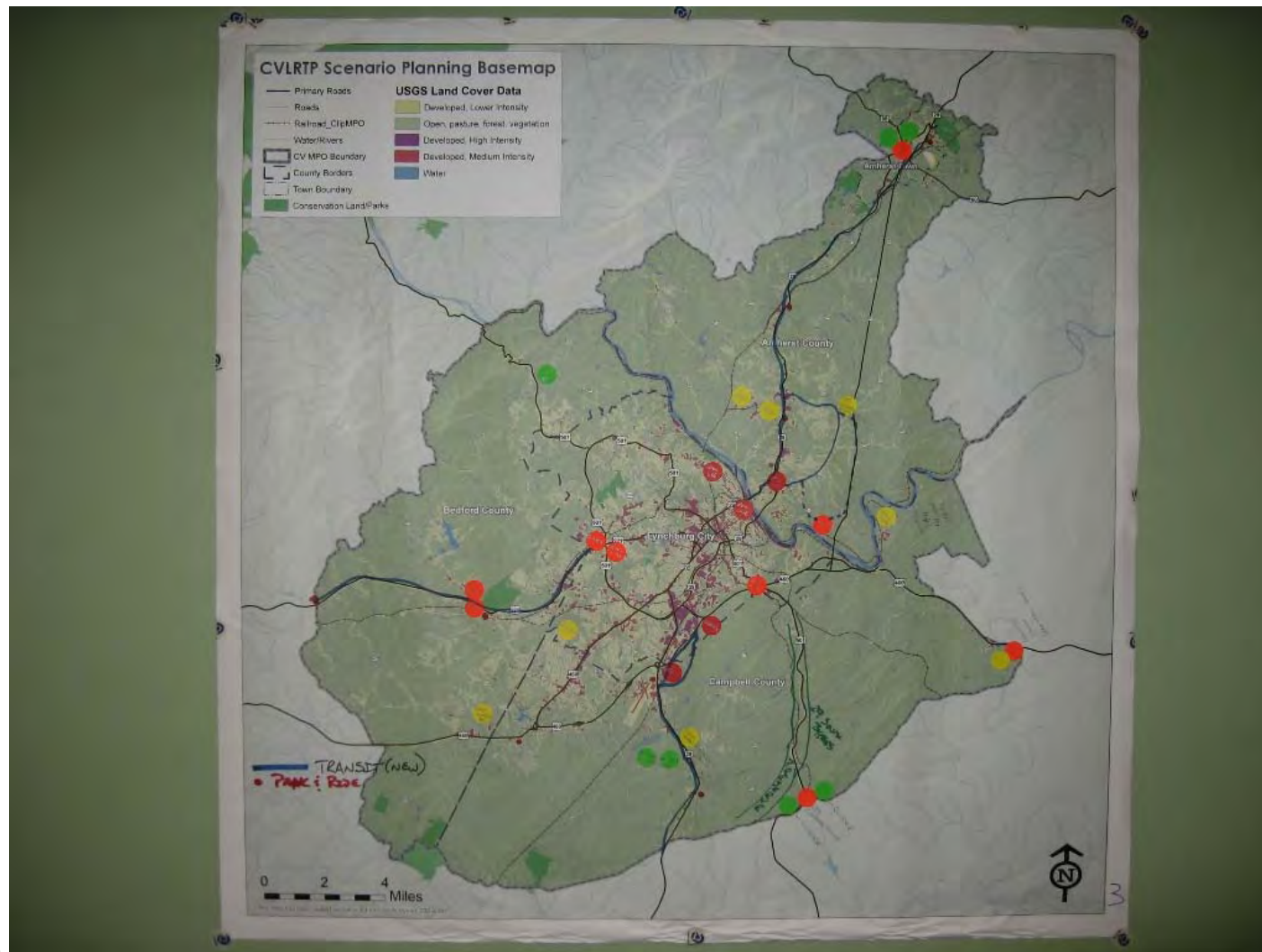
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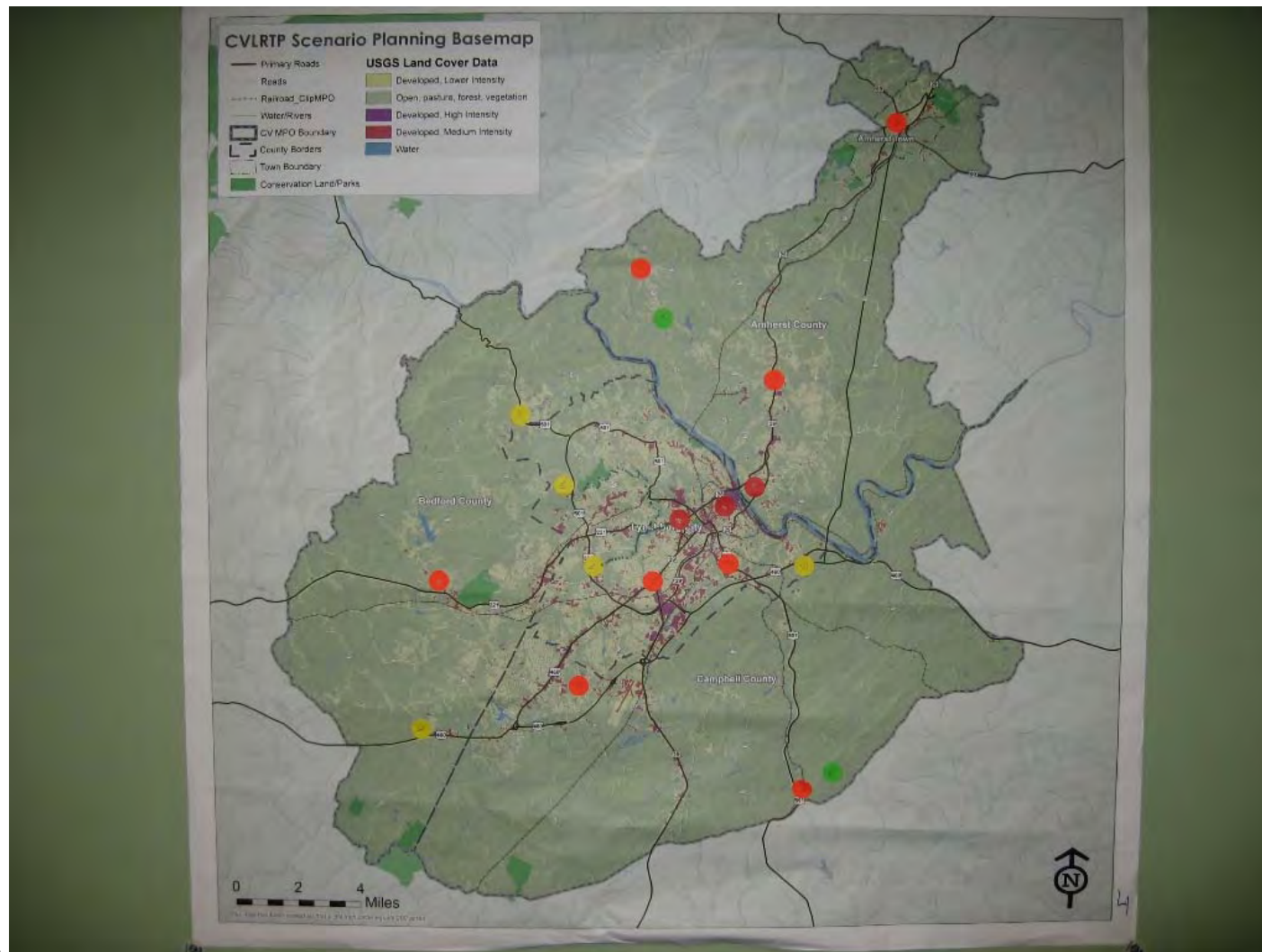
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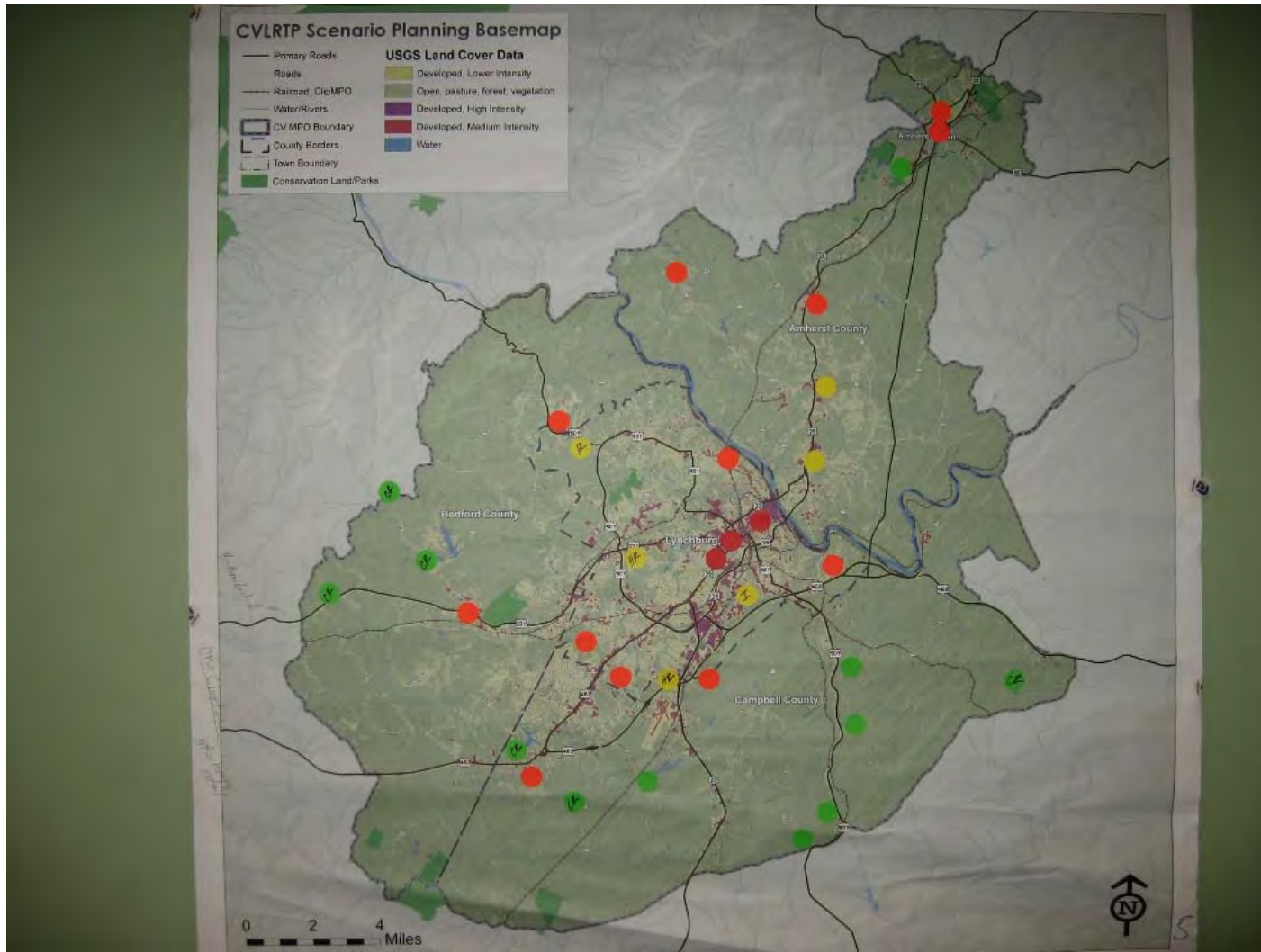
#3





#4





#5

Next Steps – Where do we want to grow, and how do we get there?

At the conclusion of the workshop, it was explained that the next step in the process is for Renaissance Planning Group, in conjunction with the MPO, to review the growth allocations created by the five groups and derive three distinct growth scenarios or patterns for future development. This is accomplished by comparing the five against one another to identify commonalities and then mesh together the ideas into three scenarios that will be taken through the modeling process. Upon completion of the modeling process, the scenarios will be compared against both the values-based performance measures and such factors as vehicles miles traveled (per day), miles of congested road facilities, and total costs required to provide an adequate transportation system in the future.

At the next workshop, which will be held in February, the three scenarios will be presented along with the comparison summary. Through a facilitated group exercise, the participants will identify a preferred growth scenario – which could be one of the three scenarios or a hybrid containing elements of multiple scenarios. Upon completion of that workshop, the project team will perform the final modeling analysis and compare the preferred scenario to the “trend” scenario. Again, the trend scenario is defined as the scenario that will most likely occur if growth patterns keep progressing as they have in the past.

Closing Note

On behalf of the project team, we would like to express our appreciation to the workshop participants for their time and energy put forth at the workshop. Please stay tuned for notice of the next workshop, and we look forward to seeing you and many more of the residents from the region there.





**Central Virginia Long Range Transportation Plan 2035 Update
Summary of Workshop #2 – Where do we want to grow, and how do we get there?
Creating the Scenarios
March, 2010**

Meeting Schedule and Attendance

The second of three workshops for the project was held at City Hall on March 4th, at 6PM. Twenty attendees participated in the work session. Of the participants, attendees were present from all of the jurisdictions of the MPO. Agencies and organizations represented included: the Virginia Department of Transportation (VDOT), Greater Lynchburg Transit Company (GLTC), Virginia Employment Commission (VEC), Region 2000, City of Lynchburg, City of Lynchburg Social Services, and Lynchburg Area Center for Independent Living (LACIL). Members of the bicycling community were also present.

Workshop #2 Objective

The objective of this second workshop was to present the results of the analyses of the alternative growth scenarios that were identified in the prior workshop, then through an interactive discussion, identify the preferred future growth scenario. The preferred scenario, usually a hybrid of the alternative scenarios that were examined, will be analyzed and compared against the trend scenario using values based and model based performance measures. Consistent with the initial modeling and comparison, the approximate total investment needed in the regional transportation system for both the trend and the preferred scenario will be compared.

Workshop Exercise – Where do we want to grow and how do we get there?

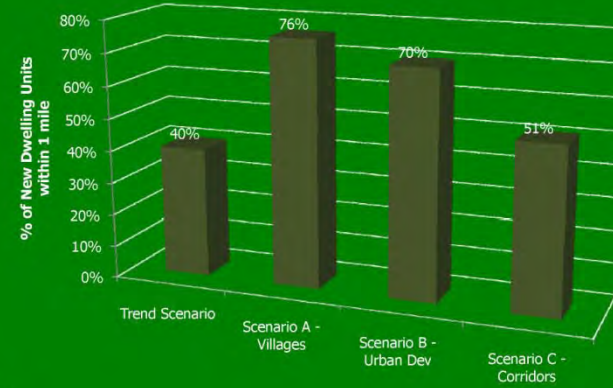
The workshop commenced with an overview presentation of the comparisons of the scenarios. See the graphics on the following pages for a summary of the comparison.

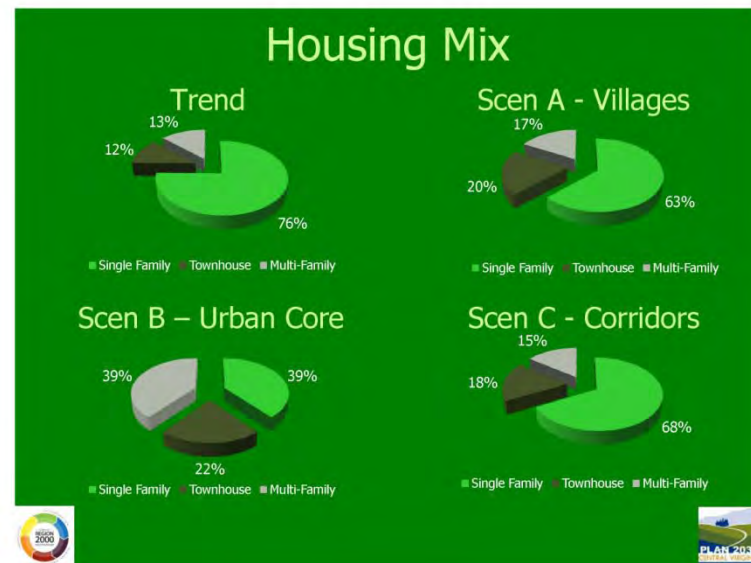
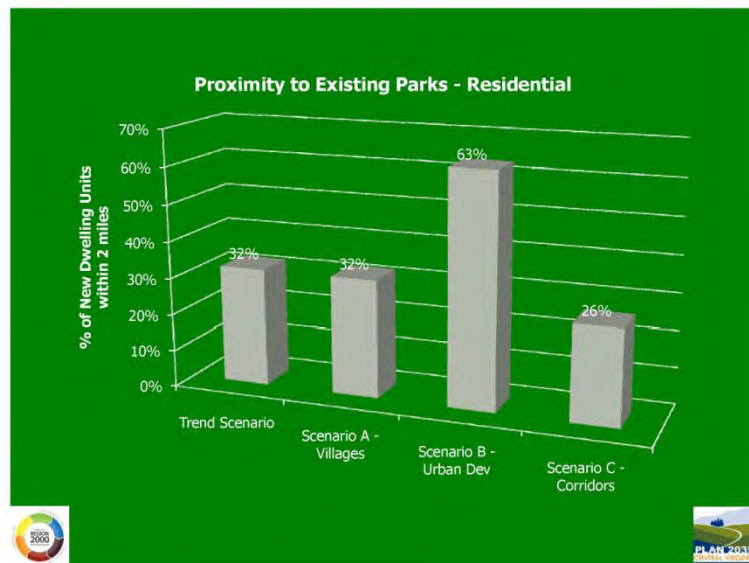


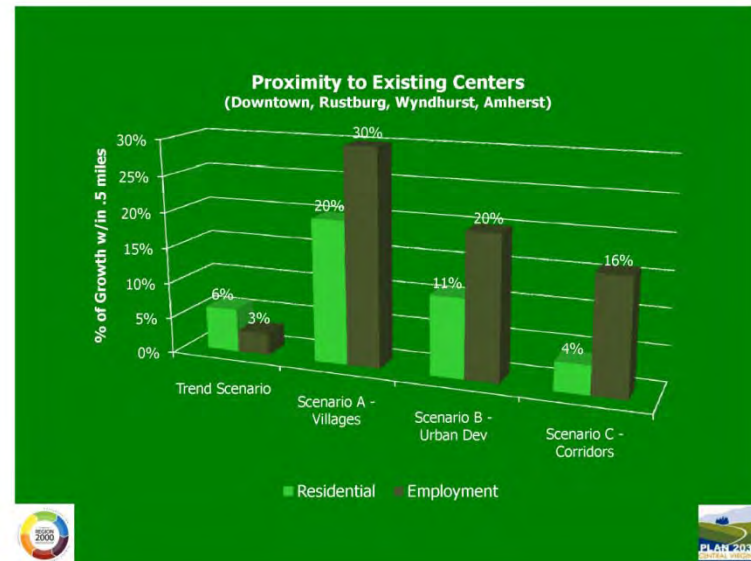
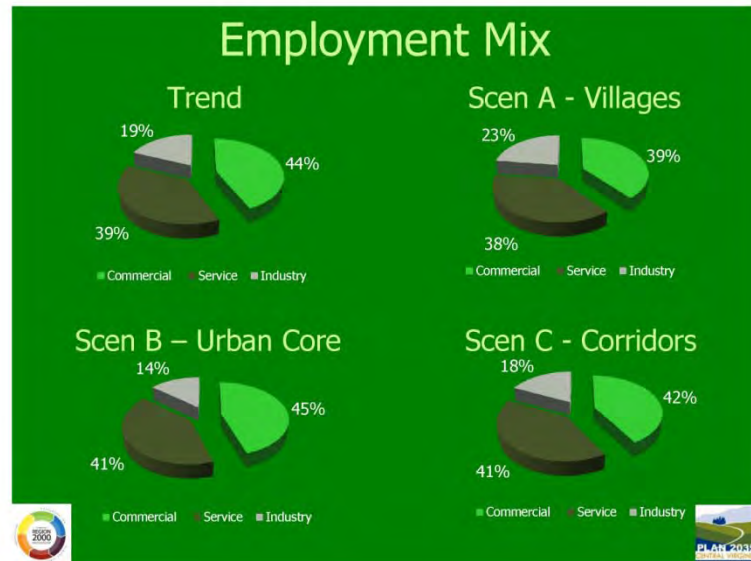
Community Development



Proximity to Existing Public Schools - Residential



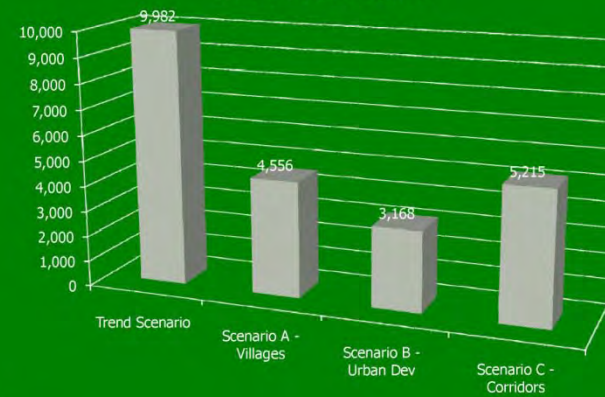


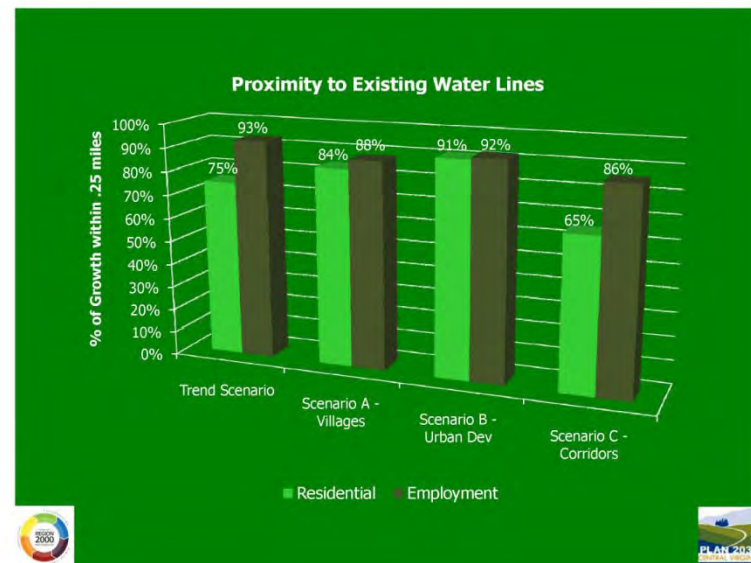
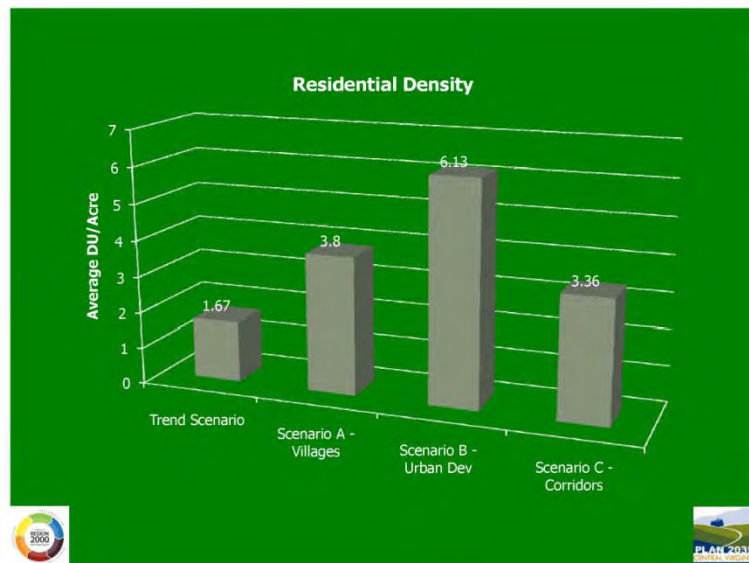


Environmental Quality



Total Acreage Required

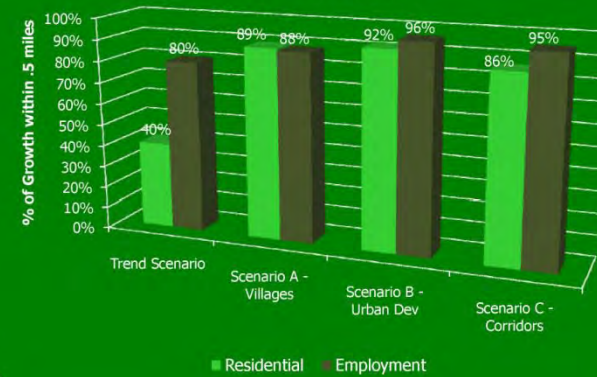


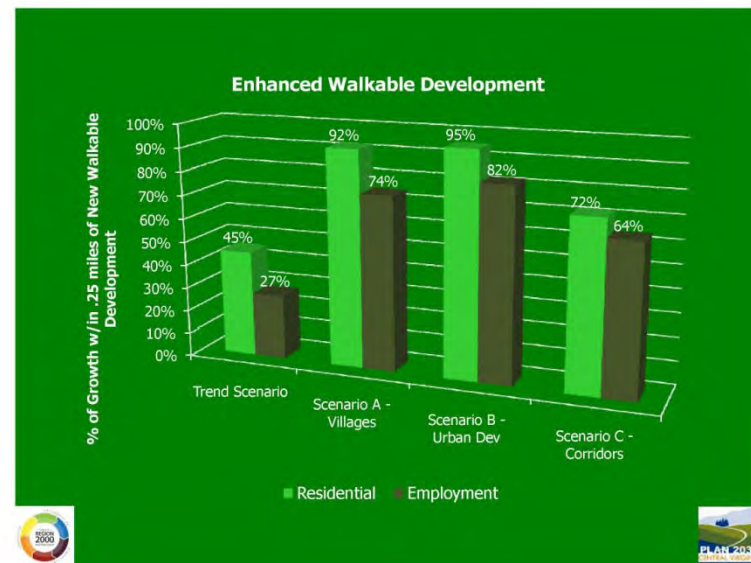
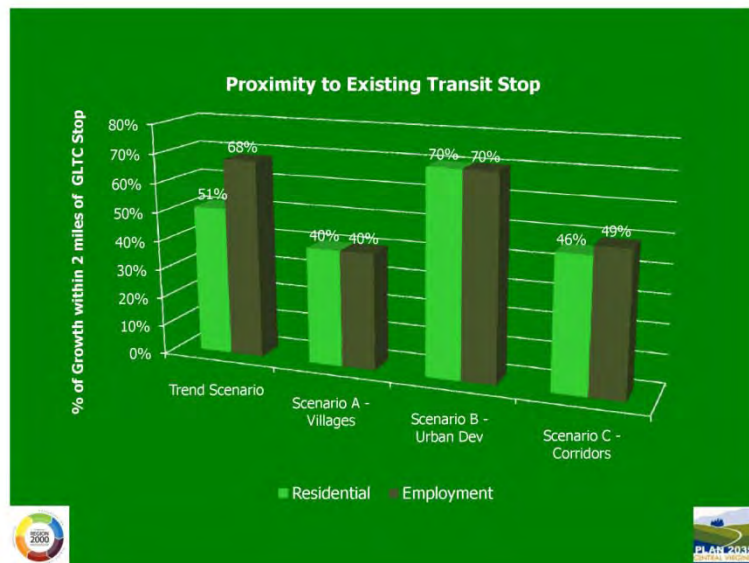


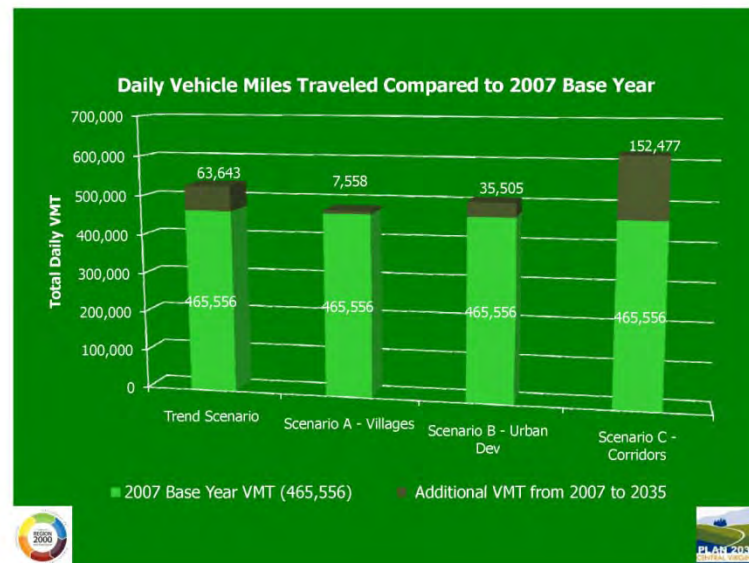
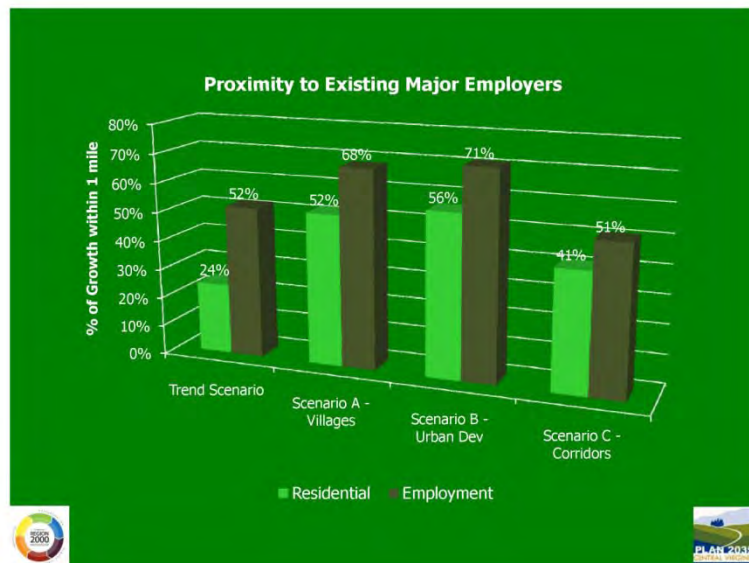
Mobility & Accessibility

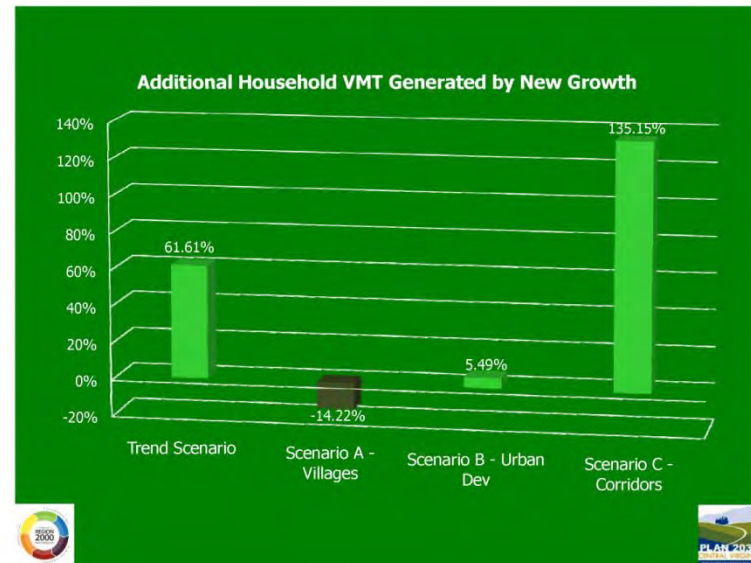
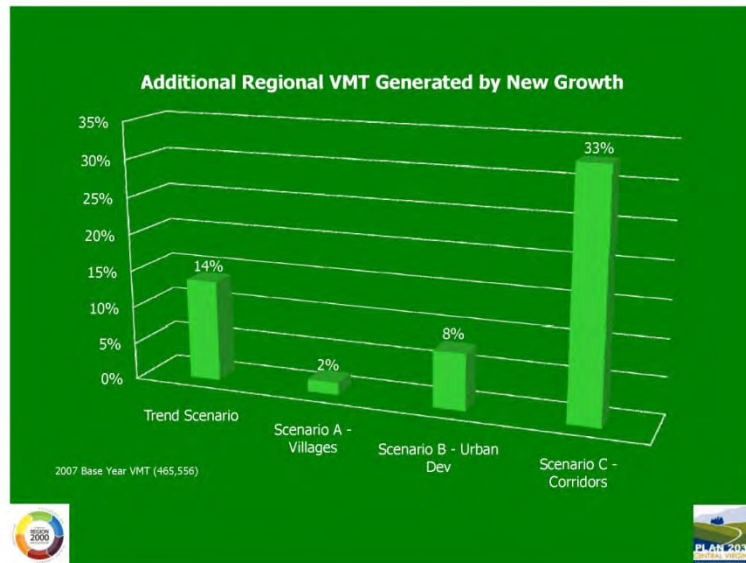


**Proximity to Major Roadways
(29, 60, 221, 460, 501)**









The workshop attendees then assembled into five small groups to participate in the scenario evaluation exercise to identify and discuss the various aspects of each scenario. The participants were asked to individually score each of the scenarios, and then average the individual scores to arrive at the overall average score for each scenario. On the following pages are photographs of each of the five worksheets showing the average scores.

Scenario Evaluation

Urban Enhanced Suburban/Village Suburban Rural

TREND SCENARIO

AUG 1

Likes, Dislikes, Comments (write here and/or on the map)

- No regulation
- No sense of community
- Car Oriented
- Environmentally unfriendly
- Larger estate lots a +
- No consolidation

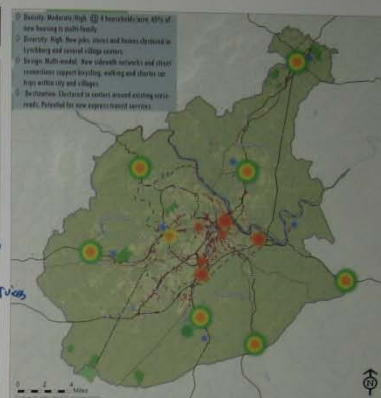


SCENARIO A VILLAGES

1/1/14 4

Likes, Dislikes, Comments (write here and/or on the map)

- Walkable
- Easier implementation
- with current growth patterns
- Sense of community
- Sense of character is forced
- Reduce sprawl
- Communities must grow organically
- Concentrates community services
- Car/Pedestrian oriented
- More equitable approach to all localities
- Land Conservation

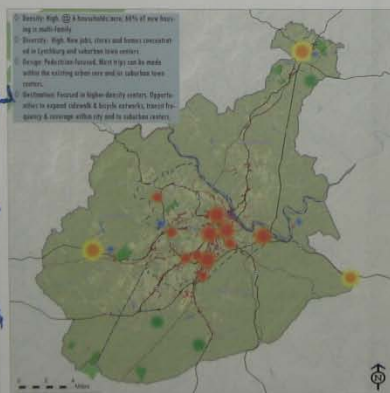


SCENARIO B URBAN CORE

4.67

Likes, Dislikes, Comments (write here and/or on the map)

- Walkable
- Multi-modal
- Sense of community, regional
- Effective transit
- Higher density
- Concentrates public services
- Environmental
- Green space is
- Less available (contested)
- Pedestrian oriented
- Reduce sprawl



SCENARIO C CORRIDORS

1.8

Likes, Dislikes, Comments (write here and/or on the map)

- No regulation
- Mirrors trend scenario
- Blend of Villages & Urban core



Group 1

Workshop Instructions

1. Take a few minutes for each person to fill out the individual survey.
2. Start by writing the average survey score on each map (total scores divided by all people in group).
3. Summarize your group's likes, dislikes and comments for each scenario. Make notes on the map or in the white space below.

Central Virginia Long Range Transportation Plan - Update 2035
Community Workshop #2 - March 4, 2010

Group 1



Scenario Evaluation

Urban Enhanced Suburban/Village Suburban Rural

TREND SCENARIO

1.8

Like, Dislike, Comments (write here and/or on the map)

DISLIKE

- LEAST WALKABLE + BIKEABLE
- SPRAWL - LOSS OF NATURAL AREAS.

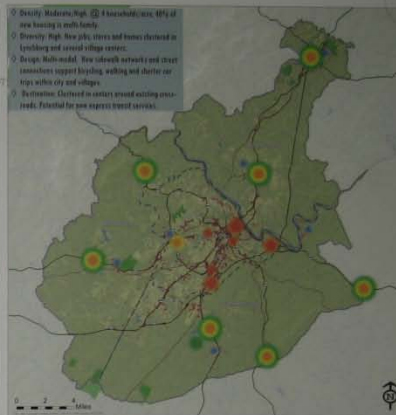


SCENARIO A VILLAGES

4.6

Like, Dislike, Comments (write here and/or on the map)

- LIVES**
- MORE OPTIONS FOR DIFFERENT LIVING ENVIRONMENTS (URBAN/VILLAGES/RURAL)
 - SENSE OF PLACE
 - OPPORTUNITIES FOR EXPRESS TRANSIT BETWEEN VILLAGE CORES
 - PRESERVATION OF OPEN SPACE
 - PRESERVES SMALL TOWN COMMUNITY FEEL
 - SUPPORTS MULTI-MODAL TRANSPORTATION
 - REDUCES DEPENDENCE ON CARS
 - BUILDS AROUND EXISTING CENTERS FOR SOCIAL SERVICES
 - USE OF EXISTING & OTHER EXISTING BUDGES FOR PLANNING & SERVICES



SCENARIO B URBAN CORE

4.0

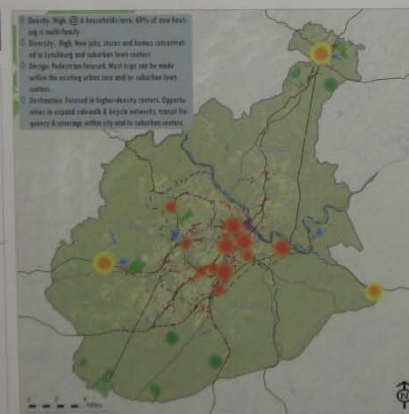
Like, Dislike, Comments (write here and/or on the map)

LIVES

- MAXIMIZES USE OF EXISTING INFRASTRUCTURE
- EXHIBITS HIGH MULTI-MODAL TRANSPORTATION
- PRESERVES SENSE OF PLACE

DISLIKE

- MAY ISOLATE SOME RESIDENTS IN OUTLIER AREAS FROM SERVICES



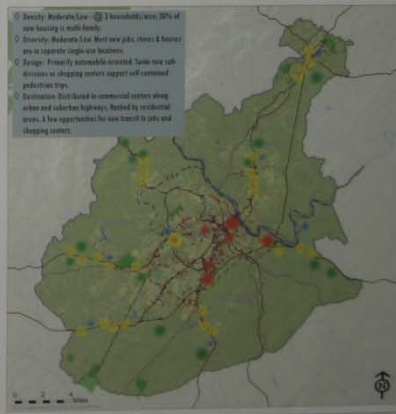
SCENARIO C CORRIDORS

1.6

Like, Dislike, Comments (write here and/or on the map)

DISLIKE

- TRANSPORTATION DEMAND
- INSUFFICIENT RESOURCES TO INCREASE CAPACITY
- LOSS OF SMALL TOWN COMMUNITY FEEL
- HOMOGENEOUS STRIP DEVELOPMENT (QUANTITATIVE GROWTH)
- INCREASE IN TRAVEL TIME & COST
- LESS ACCESSIBLE FOR SENIOR CITIZENS



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Group 2



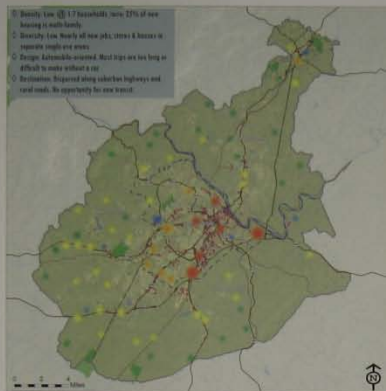
Scenario Evaluation

Urban Enhanced Suburban/Village Suburban Rural

TREND SCENARIO

3

Like, Dislike, Comments (write here and/or on the map)

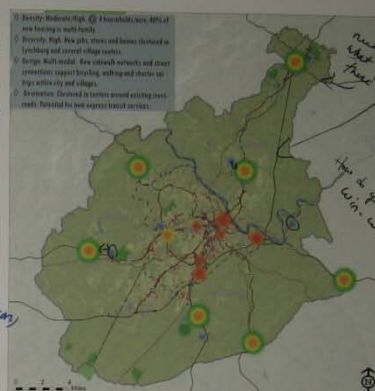


SCENARIO A VILLAGES

5-

Like, Dislike, Comments (write here and/or on the map)

Walkability
Diversity of residential and job potential
Builds on what currently exists with intentionality
Expand affordable housing to other areas
Best use of infrastructure, transportation, water, sewer

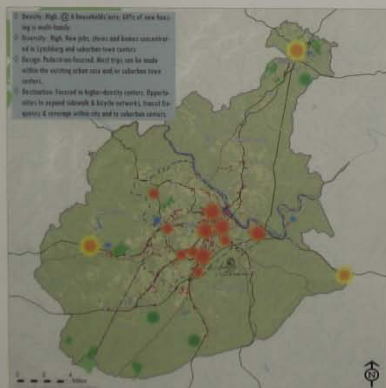


SCENARIO B URBAN CORE

3

Like, Dislike, Comments (write here and/or on the map)

Force development to go vertical
Transit availability
Residential close to developed parks and recreation

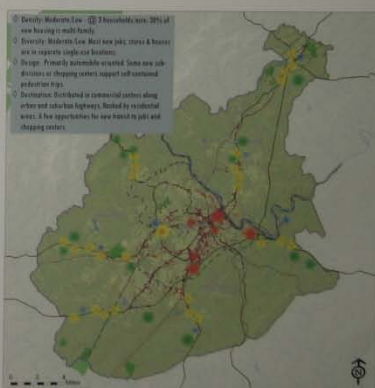


SCENARIO C CORRIDORS

3-

Like, Dislike, Comments (write here and/or on the map)

People buy more gas generate more revenue.



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Group 3

13



RENAISSANCE PLANNING GROUP

CVLRTP 2035 Update – March, 2010

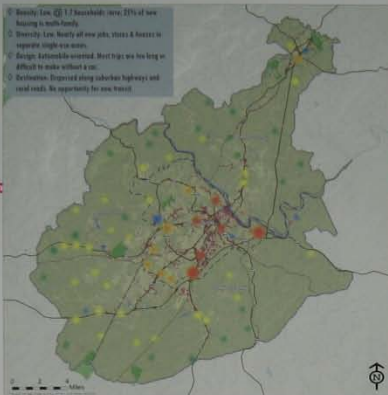
Scenario Evaluation

Urban Enhanced Suburban/Village Suburban Rural

TREND SCENARIO

1.5

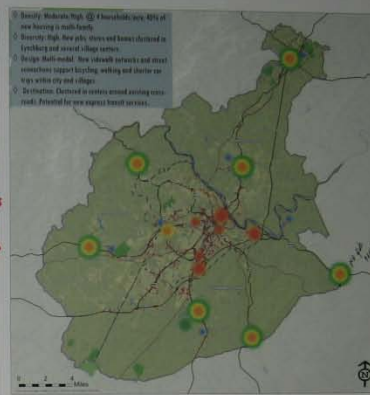
- Likes, Dislikes, Comments (write here and/or on the map)
1. Semi-Village style
 2. Maximum flexibility for developers
 3. Sprawl Model
 4. Worse for environment
 5. Consumes land/natural resources
 6. Requires most infrastructure
 7. Least sustainable
 8. Less friendly to bike and pads



SCENARIO A VILLAGES

4.5

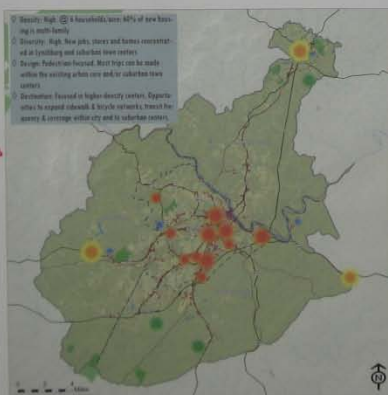
- Likes, Dislikes, Comments (write here and/or on the map)
1. Disperses development around region
 2. Less UMT
 3. More County Support than Scenario B
 4. Not as Transit Friendly but still viable due to linear patterns to villages
 5. Still may create sprawl around village centers - would require county bondable R&S - more stringent



SCENARIO B URBAN CORE

4.25

- Likes, Dislikes, Comments (write here and/or on the map)
1. Reduces land needs for development - preserves green space, very transit, ped, bikeway
 2. Closer to urban amenities
 3. More sustainable for environment - best
 4. Adaptive reuse - redevelopment, infill
 5. More UMT than Scenario A
 6. Less potential revenues for county Gov.
 7. More potential for mixed use development



SCENARIO C CORRIDORS

1.5

- Likes, Dislikes, Comments (write here and/or on the map)
1. Slightly more transit friendly than trend scenario but to linear spokes
 2. Less land used than trend
 3. Transit time increased limited road choices
 4. Would require widening of existing facilities - less sustainable
 5. Less sense of place - linear development trends - no pattern
 6. Fits current transit funding model



Central Virginia Long Range Transportation Plan - Update 2035
Community Workshop #2 - March 4, 2010

Group 4



Scenario Evaluation

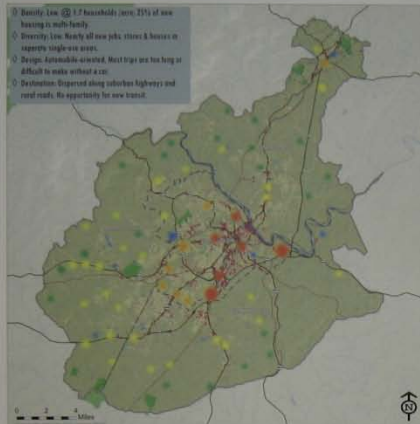
Urban Enhanced Suburban/Village Suburban Rural

TREND SCENARIO

Likes, Dislikes, Comments (write here and/or on the map)

Can everyone find housing they can afford that is high quality? Teachers? Families? Seniors?

- Density: Low @ 1.7 households/acre, 25% of new housing is multi-family
- Diversity: Low. Nearly all new jobs, stores & houses in separate single-use zones.
- Design: Automobile-oriented. Most trips are too long or difficult to make without a car.
- Destination: Dispersed along suburban highways and rural roads. No opportunity for new transit.

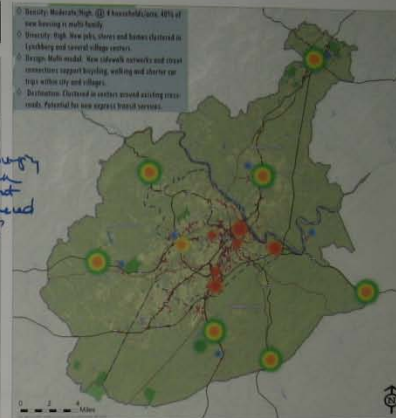


SCENARIO A VILLAGES

Likes, Dislikes, Comments (write here and/or on the map)

How do you really encourage infill? How do you make development reg + incentives less subjective with out accidentally ruining or discouraging what's good? For instance - can we get higher densities without disturbing the quiet tree-covered character of a neighborhood?

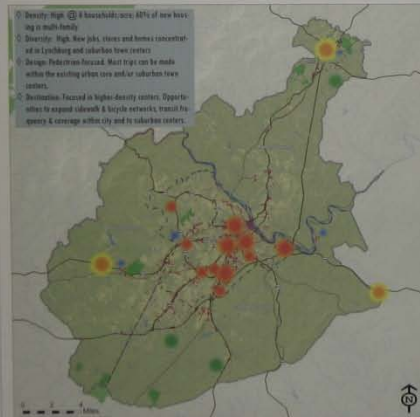
- Density: Moderate/High @ 8 households/acre, 40% of new housing is multi-family
- Diversity: High. New jobs, stores and homes clustered in (existing and several) village centers.
- Design: Multi-modal. New sidewalks, curbside and street connections support walking, walking and shorter car trips within city and villages.
- Destination: Clustered in centers around existing transit routes. Potential for new express transit services.



SCENARIO B URBAN CORE

Likes, Dislikes, Comments (write here and/or on the map)

- Density: High @ 8 households/acre, 80% of new housing is multi-family
- Diversity: High. New jobs, stores and homes concentrated in existing and suburban town centers
- Design: Pedestrian-focused. Most trips can be made within the existing urban core and/or suburban town centers.
- Destination: Focused in higher density centers. Opportunities to support sidewalk & bicycle networks, transit frequency & coverage within city and in suburban centers.



SCENARIO C CORRIDORS

Likes, Dislikes, Comments (write here and/or on the map)

- Density: Moderate/Low @ 2 households/acre, 50% of new housing is multi-family
- Diversity: Moderate/Low. New jobs, stores & houses are in separate single-use business.
- Design: Primarily automobile-oriented. Some new sidewalks or shopping centers support self-contained pedestrian trips.
- Destination: Dispersed in commercial centers along urban and suburban highways, flanked by residential areas. A few opportunities for new transit to jobs and shopping centers.



Central Virginia Long Range Transportation Plan - Update 2035
Community Workshop #2 - March 4, 2010



Group 5



The following is a summary of comments provided in the workgroups relative to each of the scenarios.

Scenario Evaluation, Group 1

Trend Scenario

Average Score: 1

- No regulation
- No sense of community
- Car orientated
- Environmentally unfriendly
- Larger estate lots a positive
- No consolidation

Scenario A: Villages

Average Score: 4

- Walkable
- Easier implementation with current growth patterns
- Sense of community
- Sense of character is forced
- Reduce sprawl
- Communities must grow organically
- Concentrates community services
- Car/pedestrian oriented
- More equitable approach to all localities
- Land conservation

Scenario B: Urban Core

Average Score: 4.67

- Walkable
- Multimodal
- Sense of community, neighborhood
- Effective transit



- Higher density, concentrates public services
- Environmental
- Greenspace is conserved
- Less equitable → Lynchburg gets all money
- Pedestrian oriented
- Reduce sprawl

Scenario C: Corridors

Average Score: 1.8

- No regulation
- Mirrors trend scenario
- Blend of Villages and Urban Core



Scenario Evaluation, Group 2

Trend Scenario

Average Score: 1.8

- Dislike:
 - Least walkable
 - Sprawl – loss of natural area

Scenario A: Villages

Average Score: 4.6

More options for different living environments (Urban/Village/Rural)

- Like:
 - Sense of place
 - Opportunities for express transit between village cores
 - Preservation of open space
 - Preserves small town community feel
 - Supports multimodal transportation
 - Reduces dependence on cars
 - Builds around existing centers for social services
 - Use of Churches and other existing buildings for public meetings and services

Scenario B: Urban Core

Average Score: 4.0

- Like:
 - Maximizes use of existing infrastructure
 - Emphasis on multimodal transportation
 - Preserves sense of place
- Dislike:
 - May isolate some residents in outlying areas from services

Scenario C: Corridors

Average Score: 1.6

- Dislike:



- Transportation demand
- Insufficient resources to increase capacity
- Loss of small town community feel
- Homogenous strip development (unattractive corridors)
- Increase in travel time and cost
- Less accessible for senior citizens



Scenario Evaluation, Group 3

Trend Scenario

Average Score: 3
(no comments)

Scenario A: Villages

Average Score: 5

- Walkability
 - Diversity of residential and job potential
 - Builds on what currently exists with intentionality
 - Expand affordable housing to other areas
 - Best use of infrastructure, transportation, water, sewer
- (from notes on map:)
- Need to define clearly what you want in these locations
 - Jobs, schools, employment
 - How do you make this a win-win for city and rural areas

Scenario B: Urban Core

Average Score: 3

- Force development to go vertical
- Transit availability
- Residential close to developed parks and recreation

Scenario C: Corridors

Average Score: 3

- People buy more gas, generate more revenue



Scenario Evaluation, Group 4

Trend Scenario

Average Score: 1.5

- Semi-Village style
- Maximum flexibility
- Sprawl model
- Worse for environment
- Consumes land/natural resources
- Requires most infrastructure
- Least sustainable
- Less friendly to bike and pedestrians

Scenario A: Villages

Average Score: 4.5

- Disperses development around region
- Less VMT
- More county support than Scenario B
- Not as transit friendly, but still viable due to linear patterns to villages
- Still may create sprawl around village centers – would require county zoning regs to be more stringent

Scenario B: Urban Core

Average Score: 4.25

- Reduces land needs for development – preserves green space
- Very transit-, pedestrian -friendly
- Closer to urban amenities
- More sustainable development – best for environment
- Adaptive reuse – redevelopment, infill
- More UMT than Scenario A
- Less potential revenues for county government
- More potential for mixed use development

Scenario C: Corridors



Average Score: 1.5

- Slightly more transit friendly than trend scenario, but to linear spokes
- Less land used than trend
- Travel time increases limited road choices
- Would require widening of existing facilities – less sustainable
- Less sense of place – linear development trends – no pattern
- Fits current transit funding model



Scenario Evaluation, Group 5

Trend Scenario

Average Score: (not provided)

- Can everyone find housing they can afford that is high quality? Teachers? Families? Seniors?

Scenario A: Villages

Average Score: (not provided)

- How do we really encourage infill?
- How do you make development regs and incentives less subjective without accidentally ruining or discouraging what's good?
- For instance – can we get higher densities without disturbing the quiet, tree-covered character of a neighborhood?

Scenario B: Urban Core

Average Score: (not provided)

Scenario C: Corridors

Average Score: (not provided)



Findings and Commentary:

It was interesting to see the commonalities throughout each of the scenario evaluations. The majority of the participants felt like the Villages Scenario is preferable to the others. One group felt like the Urban Core Scenario was preferable, though might not be as equitable to the surrounding Counties. Overall, the notion that future development within centers, coupled with additional infill and re-development within the City would be preferable to the Trend Scenario. For the purposes of identifying a preferred scenario, which will be a hybrid of scenarios based on the comments received at the workshop, the general plan for revisions will be to refine the Villages Scenario in conjunction with increasing the percentage of future development that may be directed into the City, or Urban Core.

Next Steps – Presentation of the draft plan and recommended policies.

At the conclusion of the workshop, it was explained that the next step in the process is for Renaissance Planning Group, in conjunction with the MPO, is to develop the preferred scenario in close consideration of the feedback received at this workshop. The preferred scenario will be modeled and the results compared against the Trend Scenario for informational purposes. The comparison will be useful for informing the identification of projects required to address future transportation needs. Policy recommendations will be provided to inform future land use and comprehensive planning efforts.

At the final workshop, which will be held in late May or early June, the preferred scenario will be presented along with the comparison summary, draft transportation projects list, and supporting policy guidance. This final workshop will be more of a presentation and open house format versus a workshop setting. Within the open house format, the comparison summary, policy guidance, and LRTP project lists will be presented in a format conducive to allowing for questions and interaction from the public.

Closing Note

On behalf of the project team, we would like to express our appreciation to the workshop participants for their time and energy put forth at the workshop. Please stay tuned for notice of the next workshop, and we look forward to seeing you and many more of the residents from the region there.



CVLRTP Scenario Planning Basemap

- Primary Roads
- Roads
- Railroad_ClipMPO
- Water/Rivers
- CV MPO Boundary
- County Borders
- Town Boundary
- Conservation Land/Parks

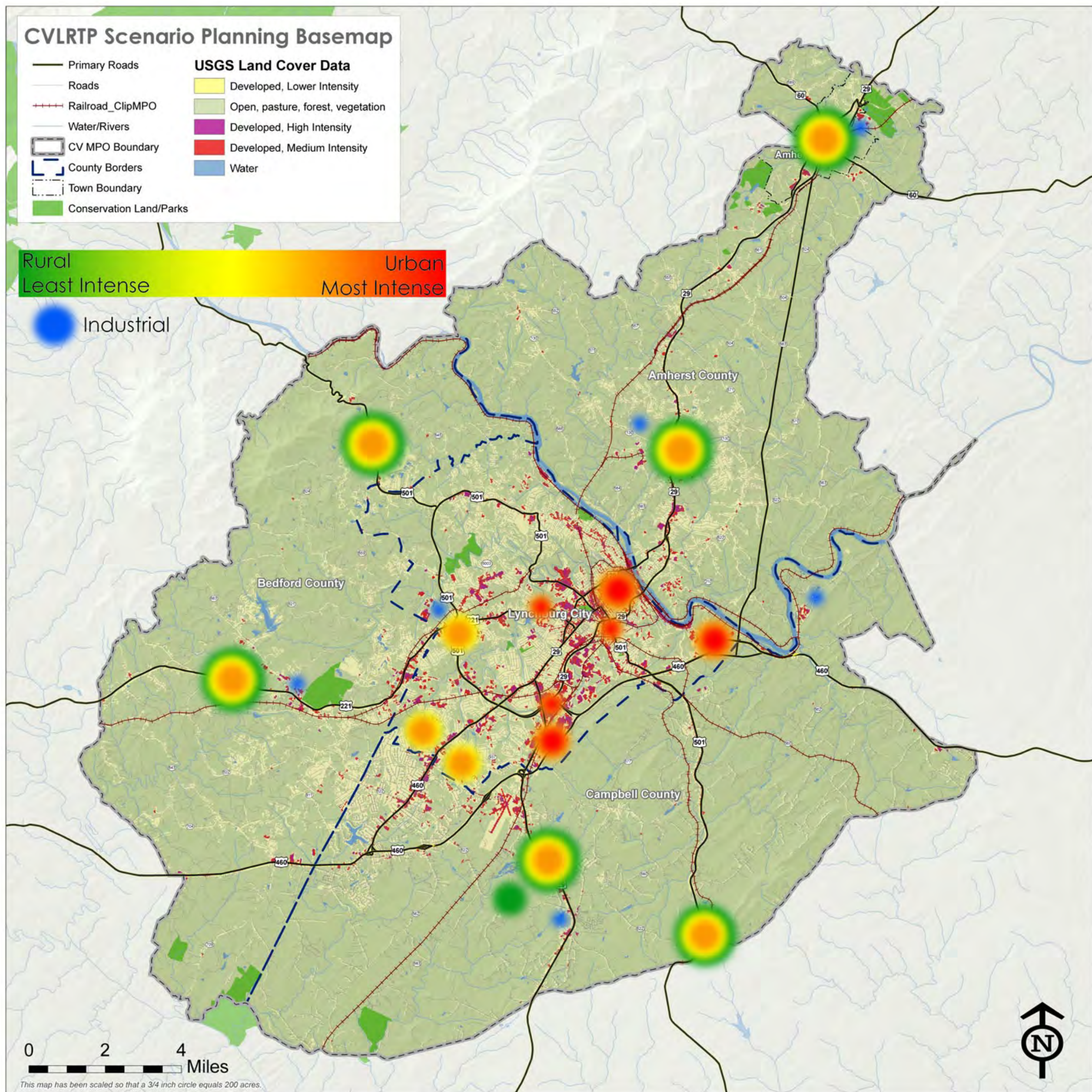
USGS Land Cover Data

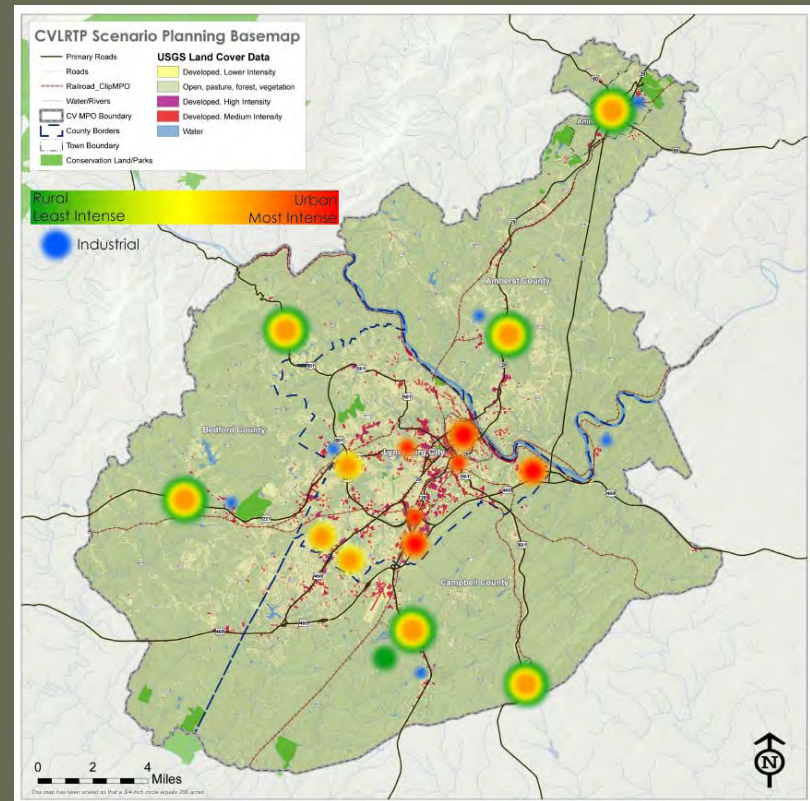
- Developed, Lower Intensity
- Open, pasture, forest, vegetation
- Developed, High Intensity
- Developed, Medium Intensity
- Water

Rural
Least Intense

Urban
Most Intense

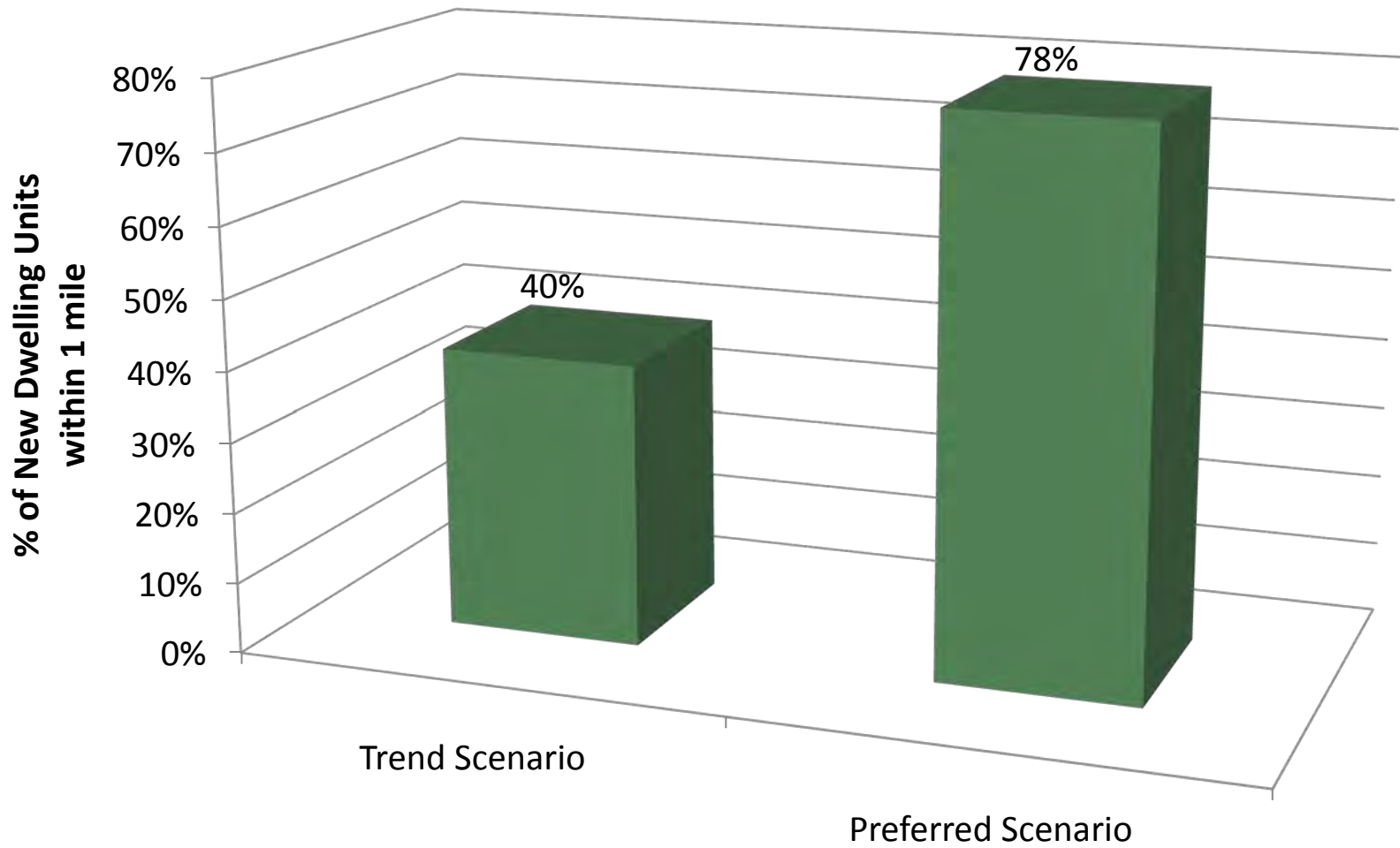
Industrial



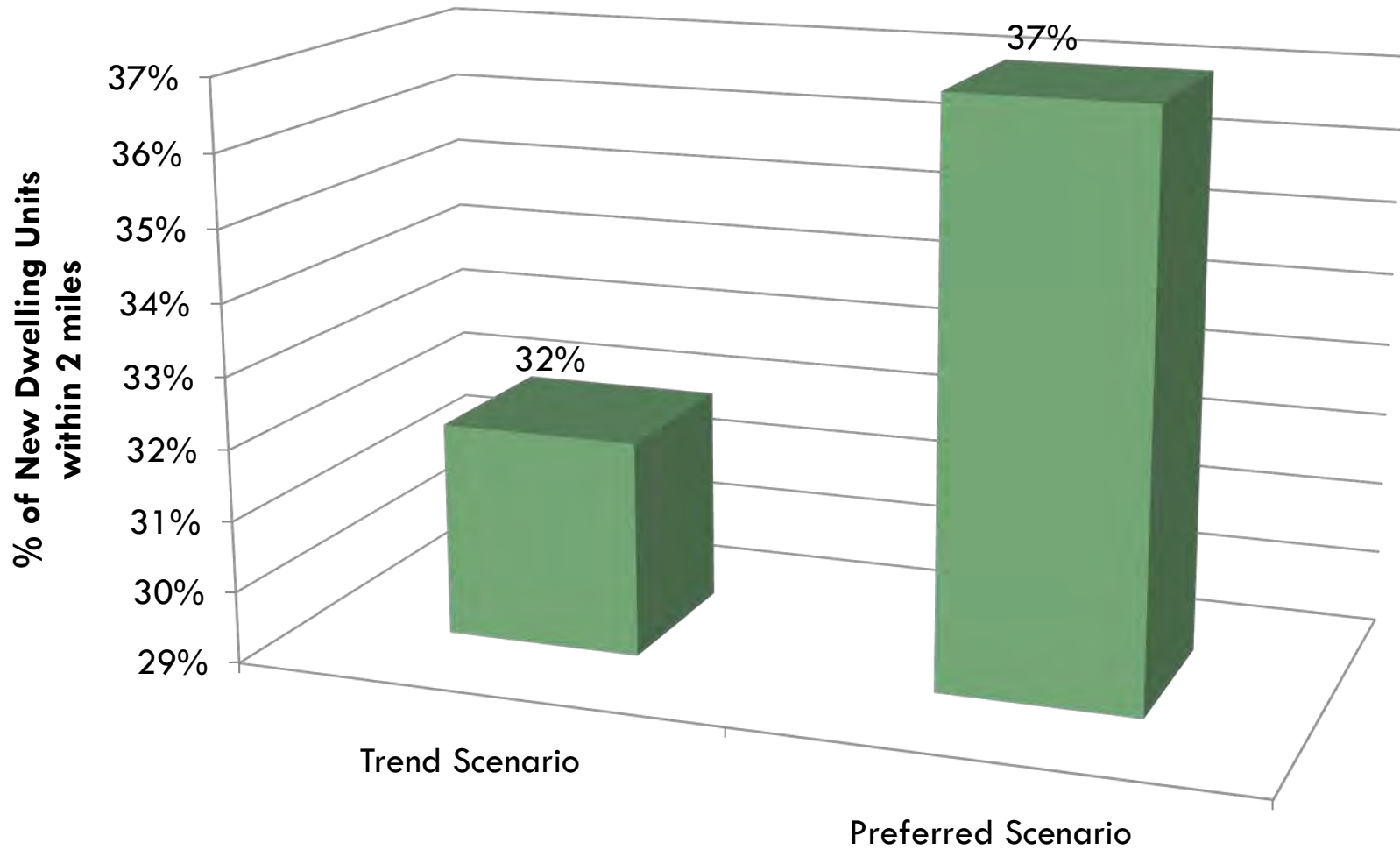


COMPARISON OF TREND VS PREFERRED COMMUNITY DEVELOPMENT

Proximity to Existing Public Schools - Residential

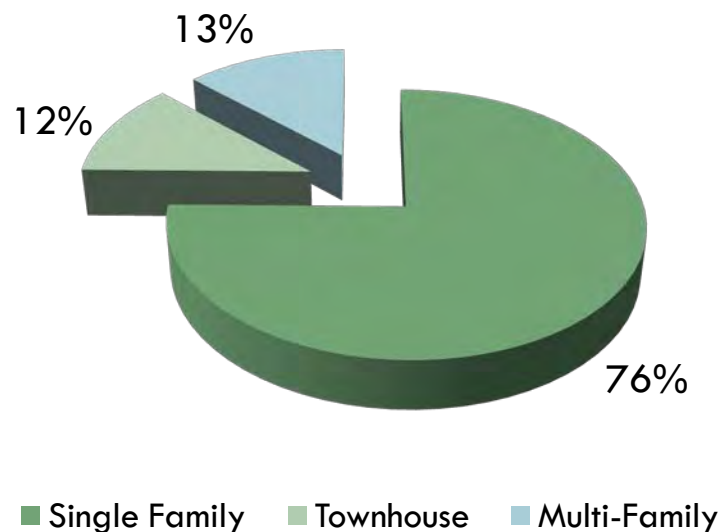


Proximity to Existing Parks - Residential

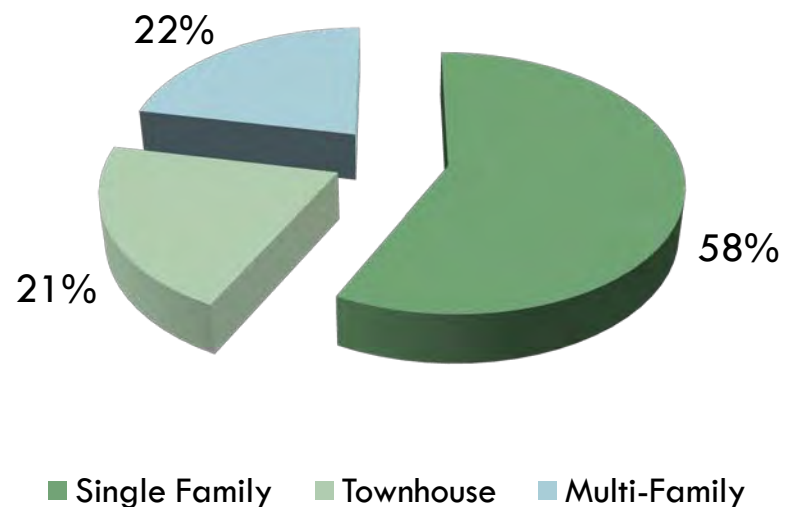


Housing Mix

Trend Scenario

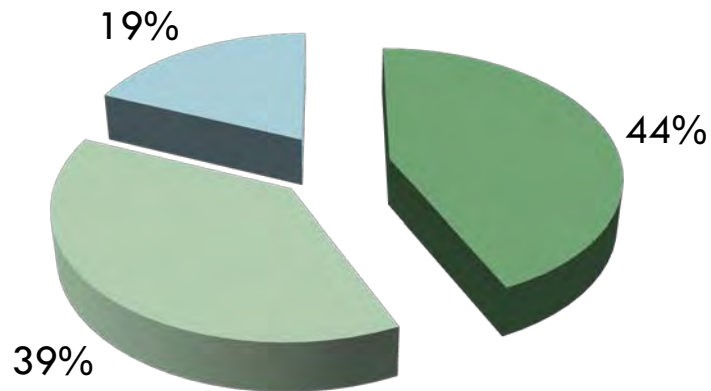


Preferred Scenario



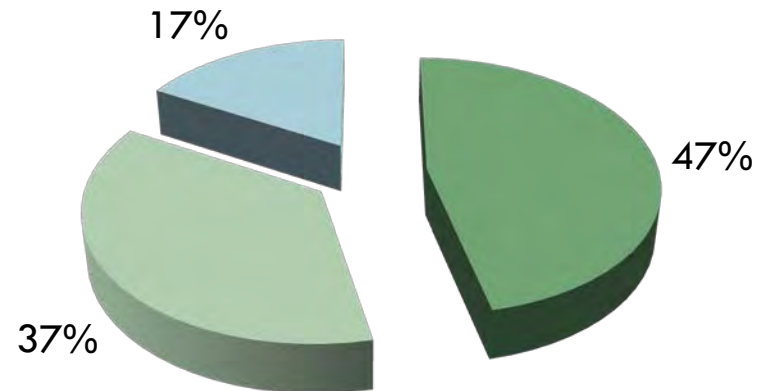
Employment Mix

Trend Scenario



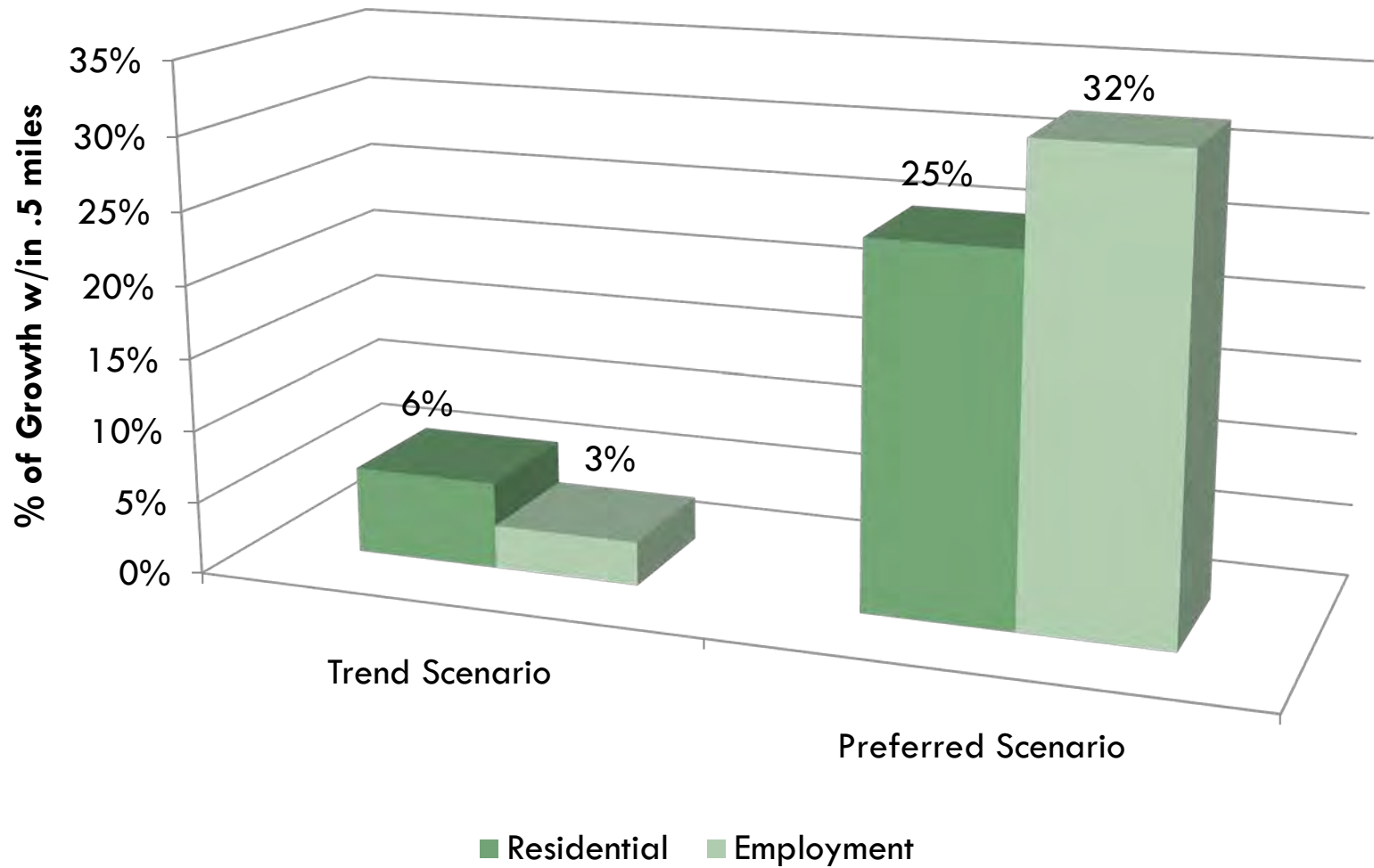
■ Commercial ■ Service ■ Industry

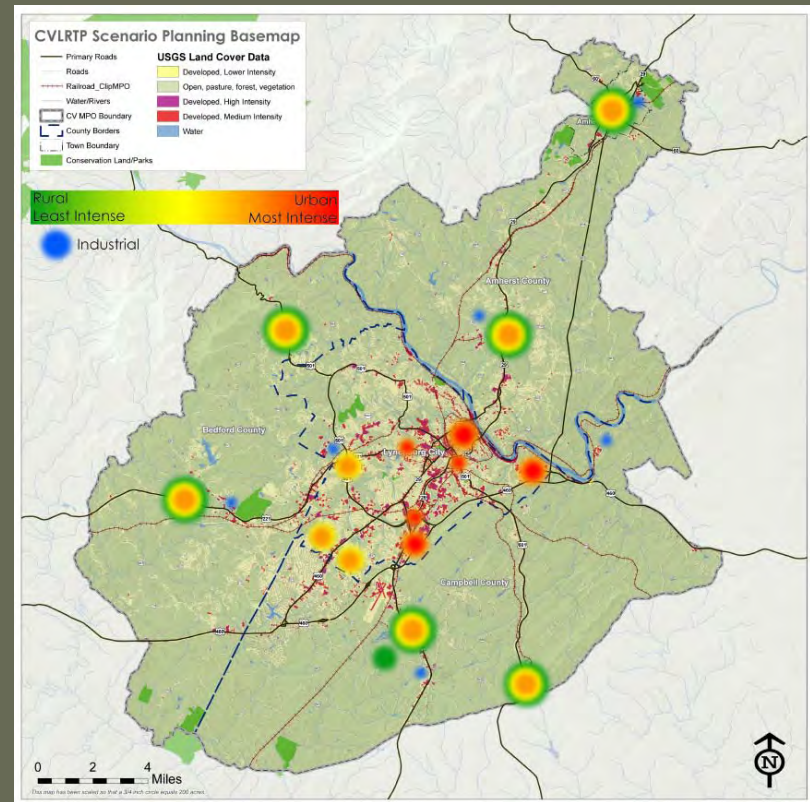
Preferred Scenario



■ Commercial ■ Service ■ Industry

Proximity to Existing Centers (Downtown, Amherst Town, Rustburg, Wyndhurst)

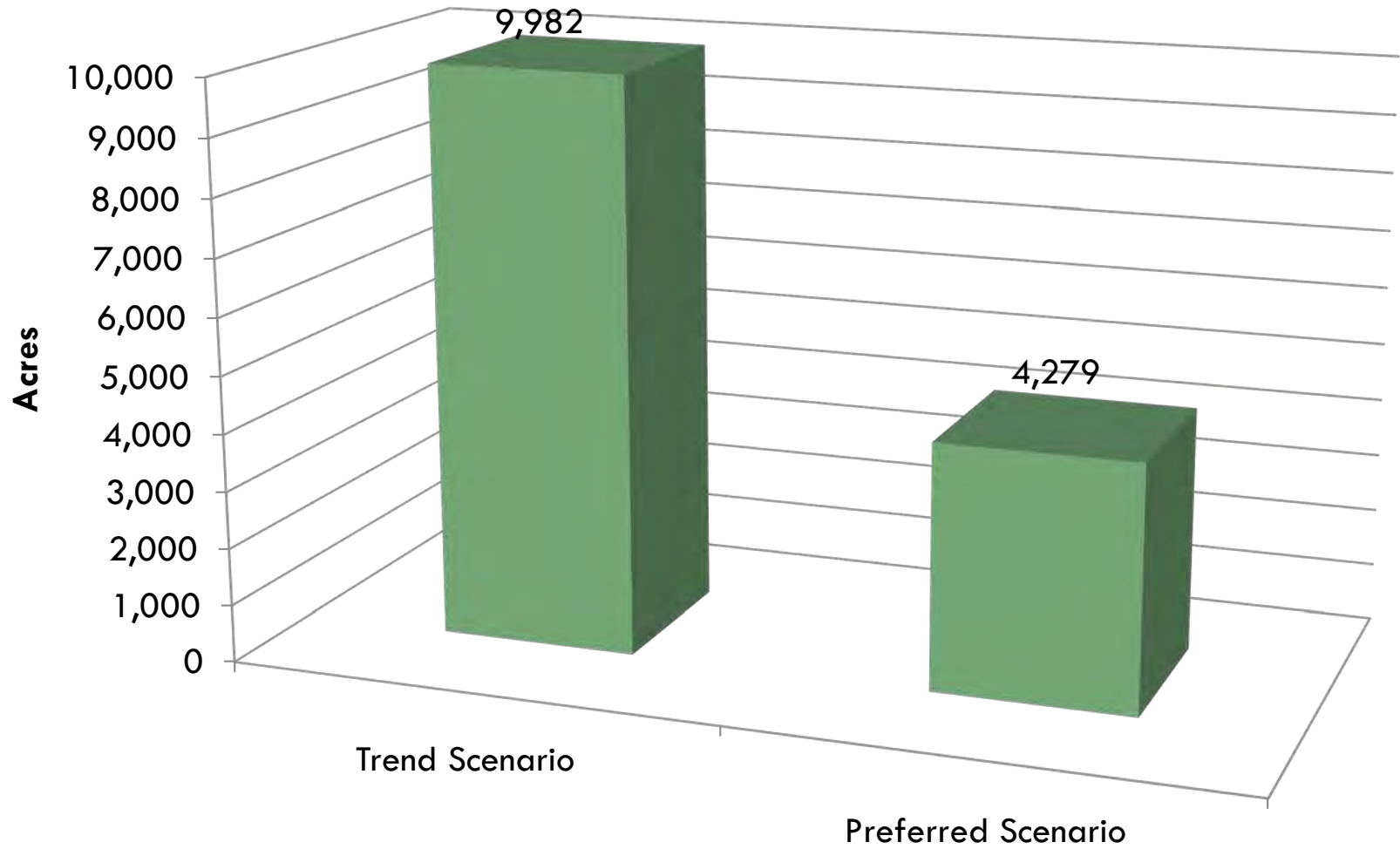




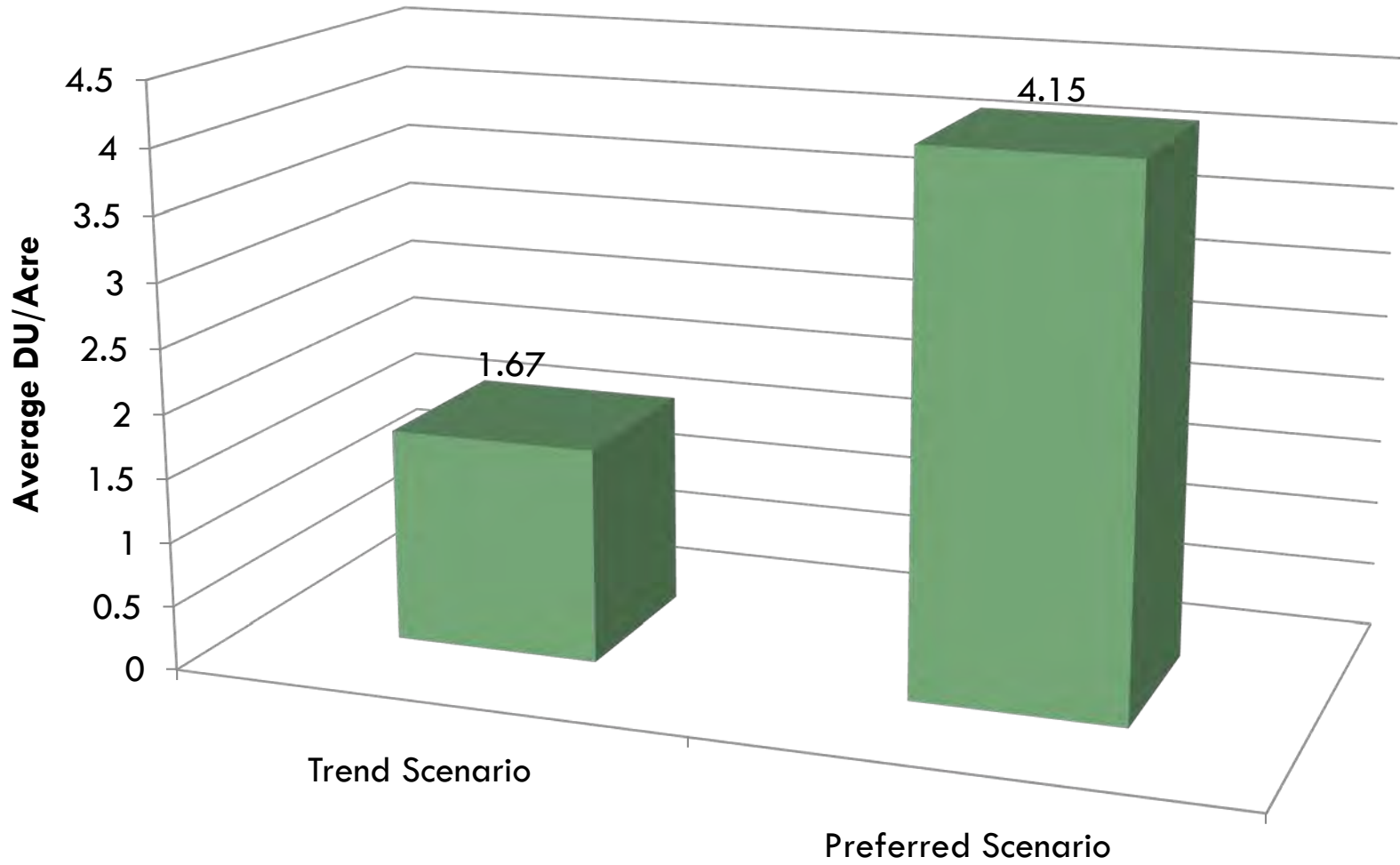
COMPARISON OF TREND VS PREFERRED

ENVIRONMENTAL QUALITY

Total Acreage Required

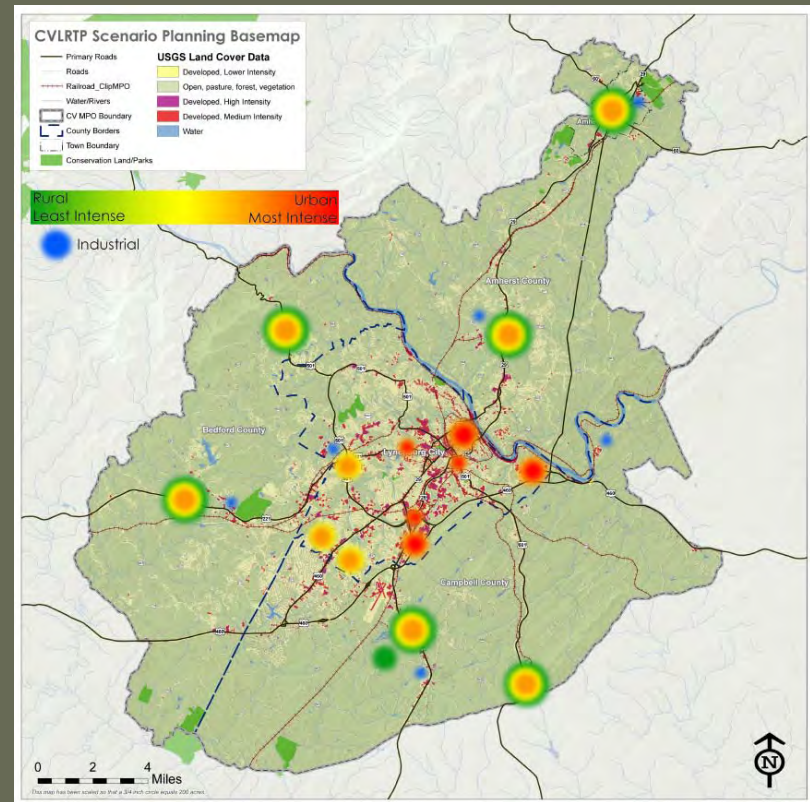


Residential Density



Proximity to Existing Water Lines

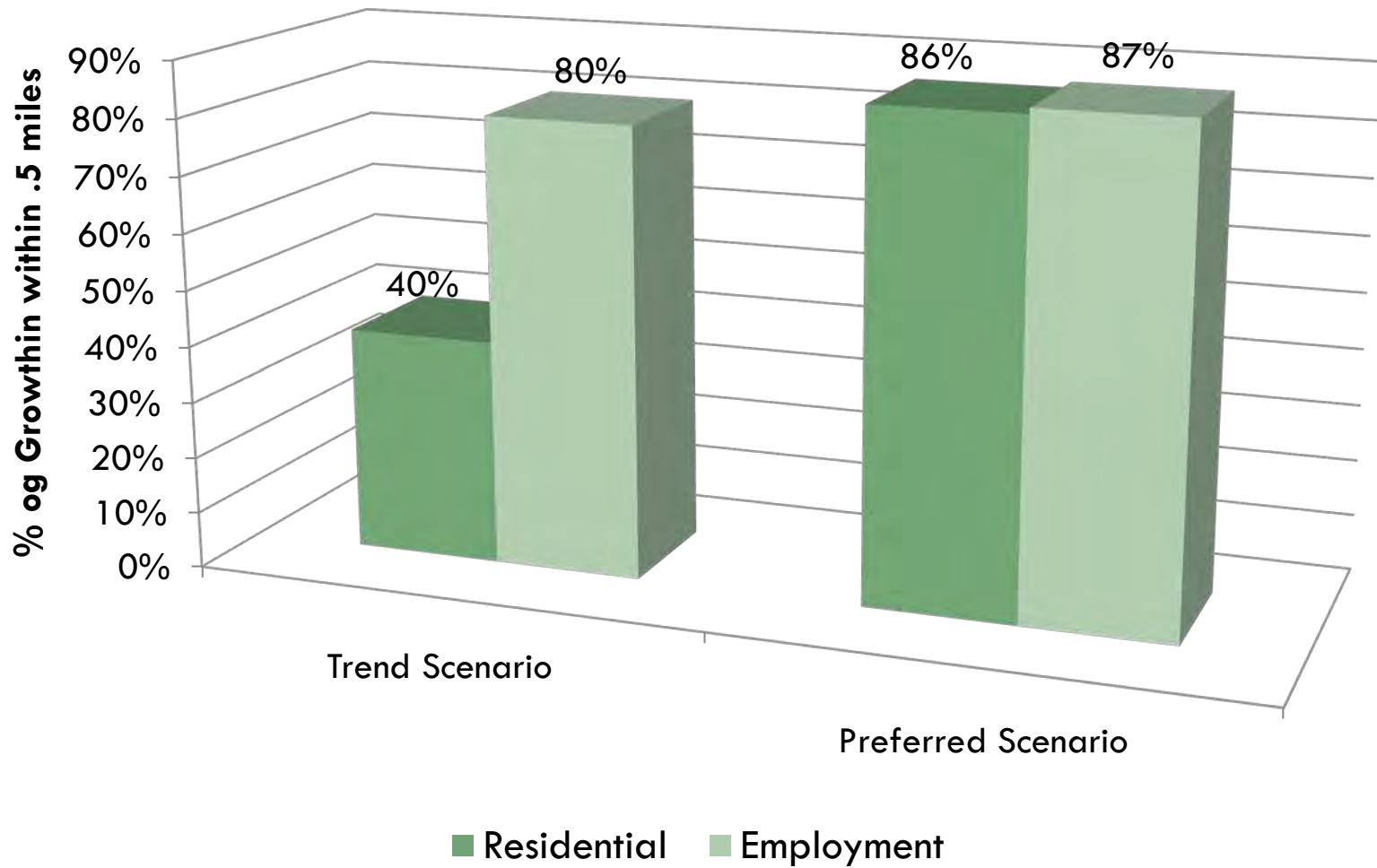




COMPARISON OF TREND VS PREFERRED

MOBILITY & ACCESSIBILITY

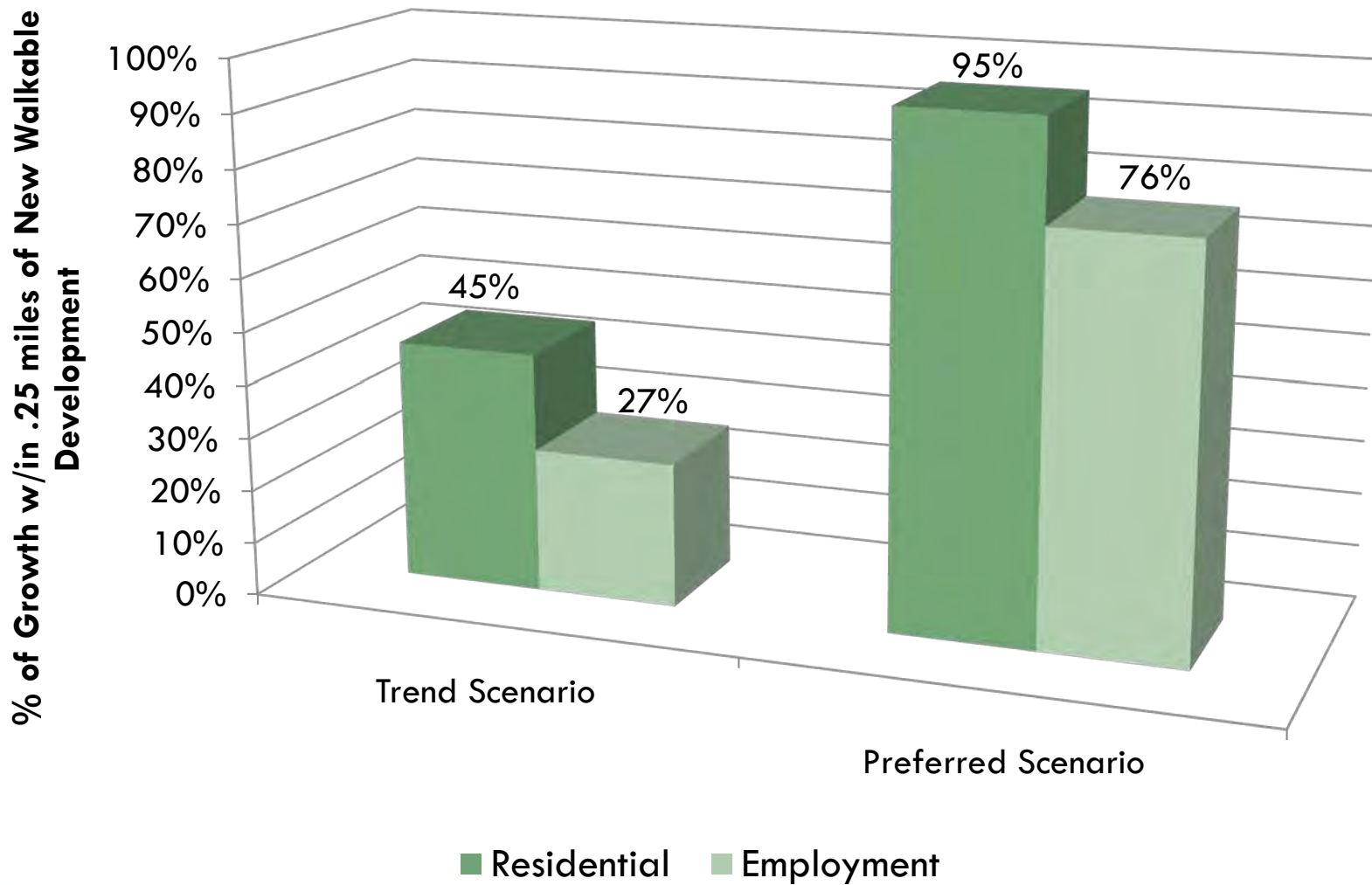
Proximity to Major Roadways (29, 60, 221, 460, 501)



Proximity to Existing Transit Stop



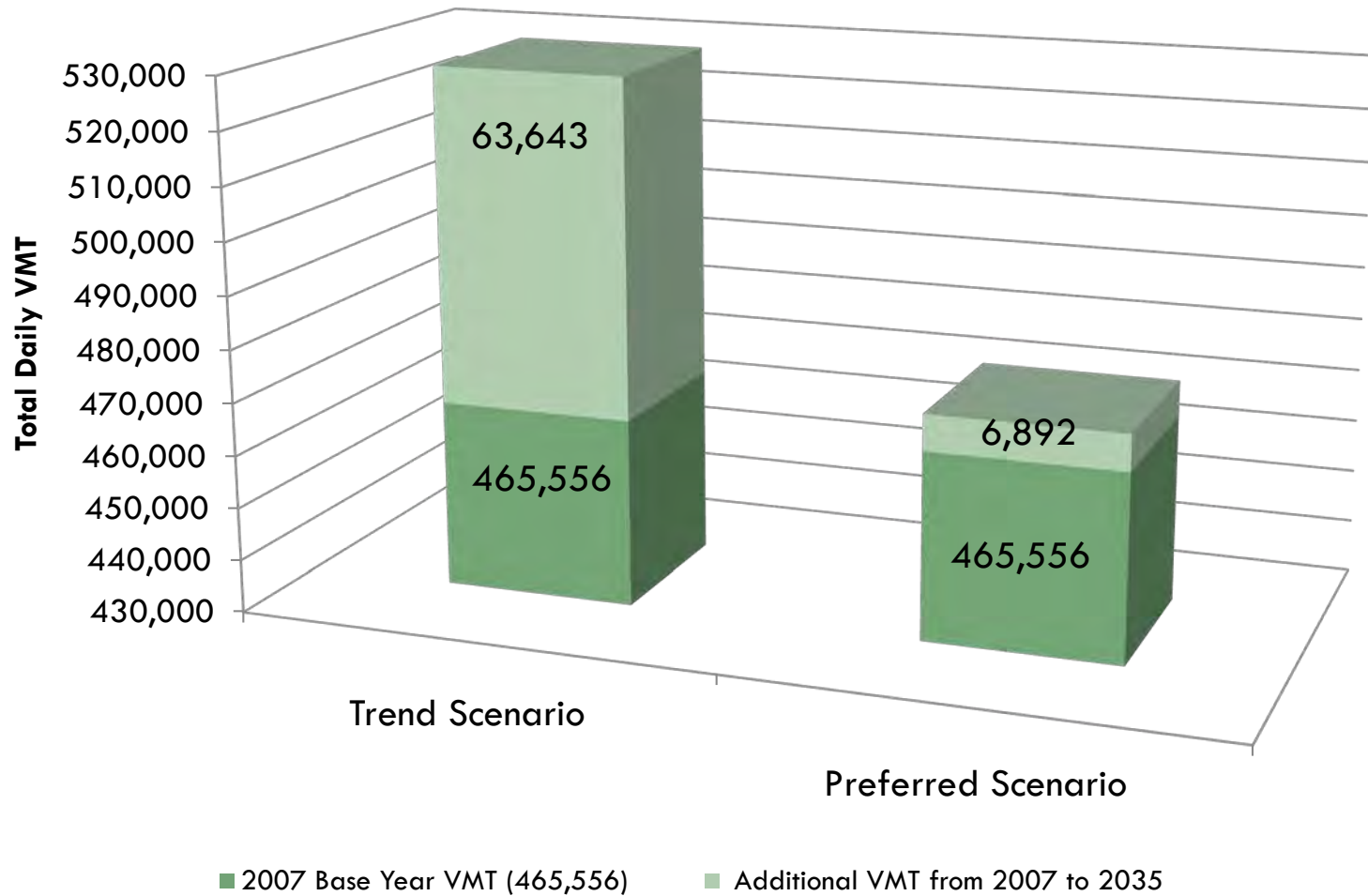
Enhanced Walkable Development



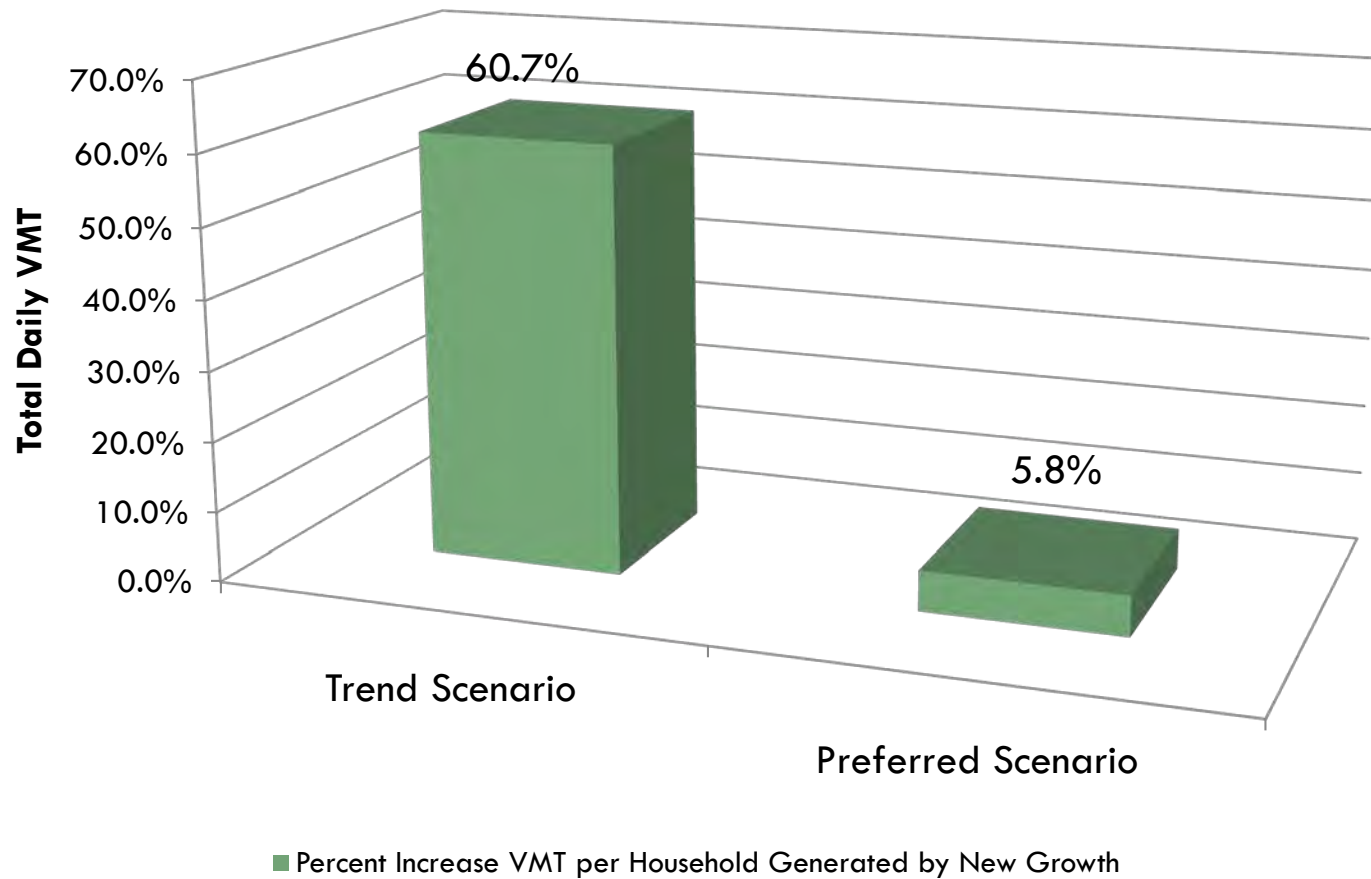
Proximity to Existing Major Employers



Daily Vehicle Miles Traveled Compared to 2007 Base Year



Percent Increase VMT per Household Generated by New Growth





YOU'RE INVITED!

Plan2035: Central Virginia Long Range Transportation Plan (LRTP)

Community Workshop 3: Discussion of draft LRTP, and how the region's future growth can unfold.



Wednesday June 2nd, 2010

Lynchburg City Hall, Second Floor Training Room

5:30 p.m. – 7:30 p.m.

The workshop, scheduled for June 2nd from 5:30 p.m. to 7:30 p.m. at the Second Floor Training room in the Lynchburg City Hall, is the third in a series of public meetings being conducted to shape the update to the region's long range transportation plan.

At the first event, themed *How and Where Will We Grow?*, a diverse group of residents and stakeholders had an opportunity to discuss how transportation investments can make the difference between a delightful place and a dismal one. Through hands-on exercises and informative dialogue, we envisioned together what "quality of life" means to the people of our region, and we brainstormed possibilities for coordinating future development with mobility and accessibility investments in order to achieve our shared views. These views helped the MPO develop and test three possible future scenarios that combine regional transportation improvements and land development patterns in ways that maximize mobility options while promoting desirable, well-functioning neighborhoods throughout the region. At the second workshop, themed *Where do we want to go?*, the three possible future scenarios were evaluated and an alternative scenario to the current trend for growth and mobility was identified.

In this upcoming third and final workshop, a comparison of the trend scenario and the alternative growth scenario will be presented and discussed. Also, the project funding projections, and resulting draft constrained and un-constrained project listings will be presented, and participants will discuss *How to consider the region's alternative growth scenario*.

Upon completion of this final workshop, the draft long range transportation plan will be finalized and a final public hearing and presentation to the MPO Policy Board will be held in July.

ALL ARE WELCOME! Please share this invitation with your colleagues, friends and neighbors. The more ideas and perspectives we consider, the better the plan will be. If you have questions or comments, please contact Bob White, Deputy Director, Region 2000 Local Government Council, staff to the Central Virginia Metropolitan Planning Organization, by phone at 434.845.3491 or by email at bwhite@region2000.org. More information can also be found at www.cvlrtp2035.info.

CENTRAL VIRGINIA LONG RANGE TRANSPORTATION PLAN 2035



Workshop #3 – “Alternative Perspective Scenario”,
How do we get there?

Central Virginia Long Range Transportation Plan 2035 – Workshop #3 - Agenda

- Status of where we are currently
- Projects and Funding Projections
 - Implications (constrained and unconstrained list)
- Scenario Planning – Why and how?
- Trend vs Alternative Perspective
 - How do they compare?
- Policy Guidance (How do we get there?)
 - Comprehensive Plan Audits
 - Types of Policy Recommendations, [**Group Exercise**] for example...
 - growth areas – villages
 - multimodal corridors
 - Infill and clustered development
 - Multimodal corridors



Plan Development Process



Schedule:

Focus Group Meetings

October 2009

Workshop #1

November 2009

How and where will we grow? Generating Scenarios

Planning Commissioners Seminar

February 2010

Reflecting Upon Possible Futures

Workshop #2

March 2010

Where Do We Want to Be? Evaluating Scenarios

MPO Briefing

April 2010

Workshop #3

June 2010

How Will We Get There?

Public Hearing and Adoption

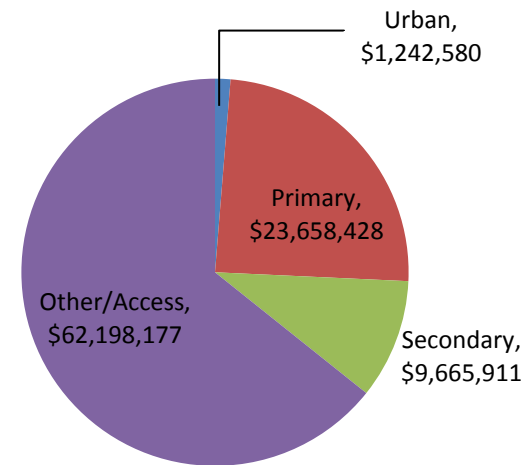
October 2010

Projections and Projects

Projected Revenue

- Projected revenues total \$96,765,296
 - (not including maintenance)
- Allocations determined in SYIP process
- Revenue projections across Virginia and the US are down, costs escalating

Projected Revenues



*Other/Access – Bridge, Safety, and Surface Transportation Project (STP) funding.

Estimated Costs

- Total project costs of SYIP projects over life of the LRTP = Total projected revenue
- Various existing funding sources will be used for different types of roadway improvement projects
- Some major projects only have preliminary engineering (PE) and right-of-way (ROW) costs included, construction costs are relegated to the Vision Plan
- Vision Plan includes all unfunded projects in LRTP (over \$350M!)

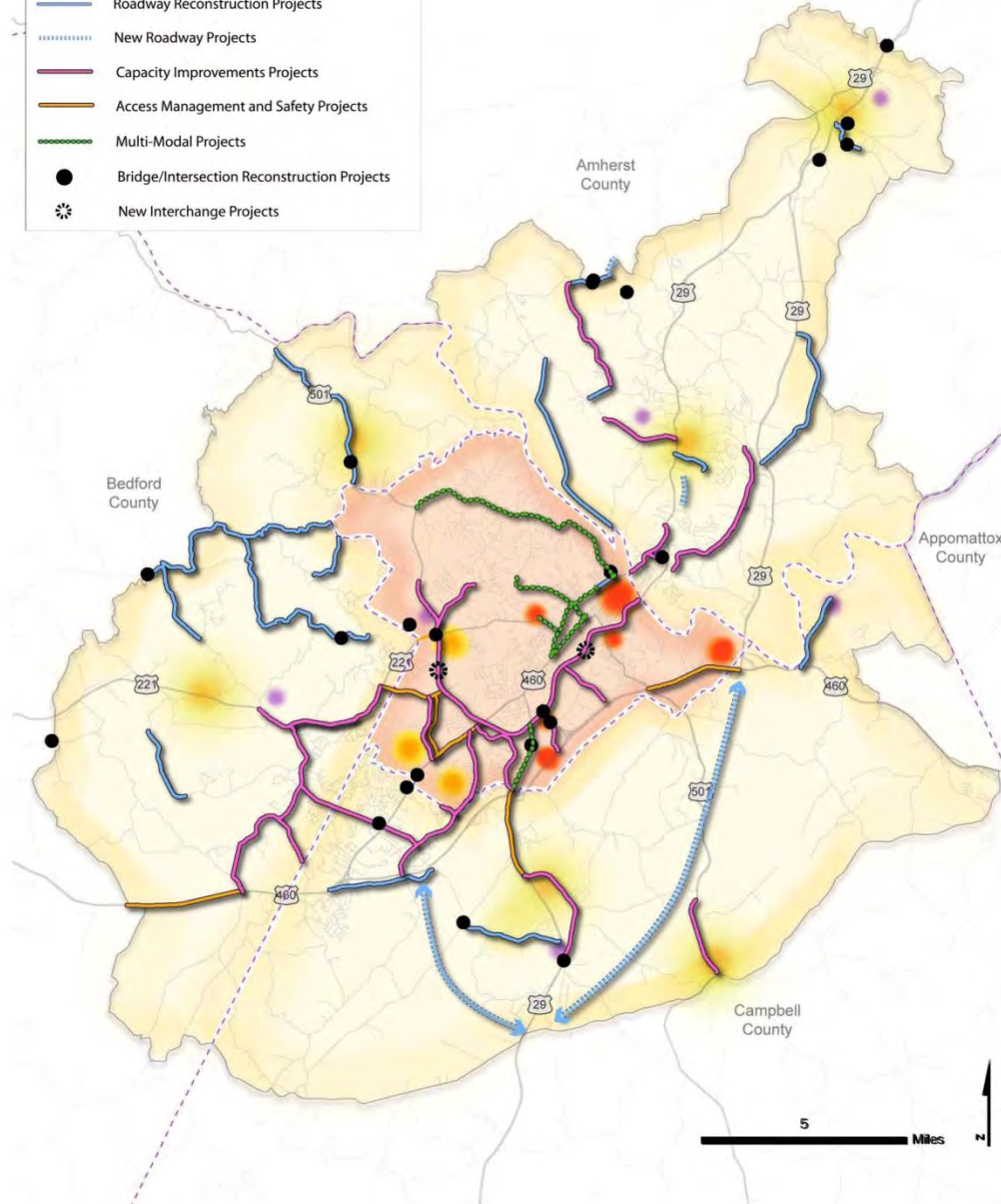
Key Points

- Revenues are down
 - Look to other funding sources
 - Concentrate on bang-for-buck projects
- Costs of projects already committed in SYIP equals total revenue through 2035
- Rest of projects (60+) make up the Vision Plan
 - Important to maintain list
 - Targeted funding opportunities

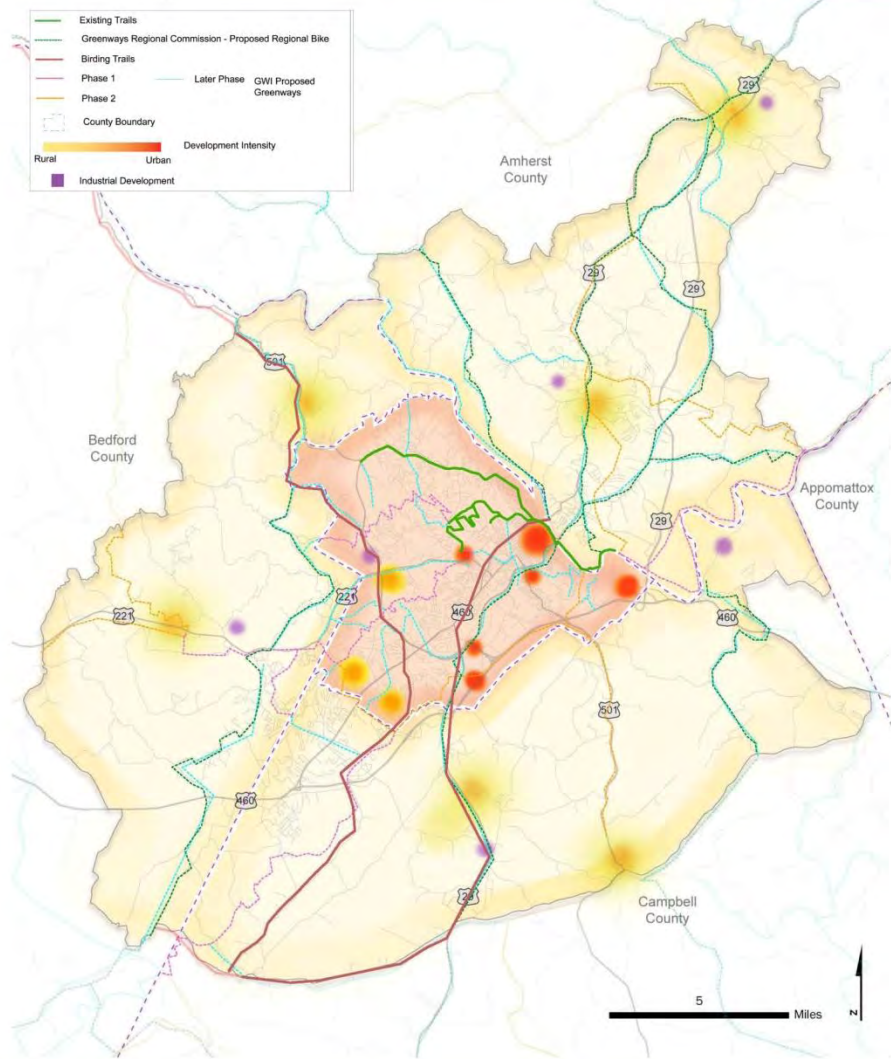
Central Virginia Plan 2035 Projects



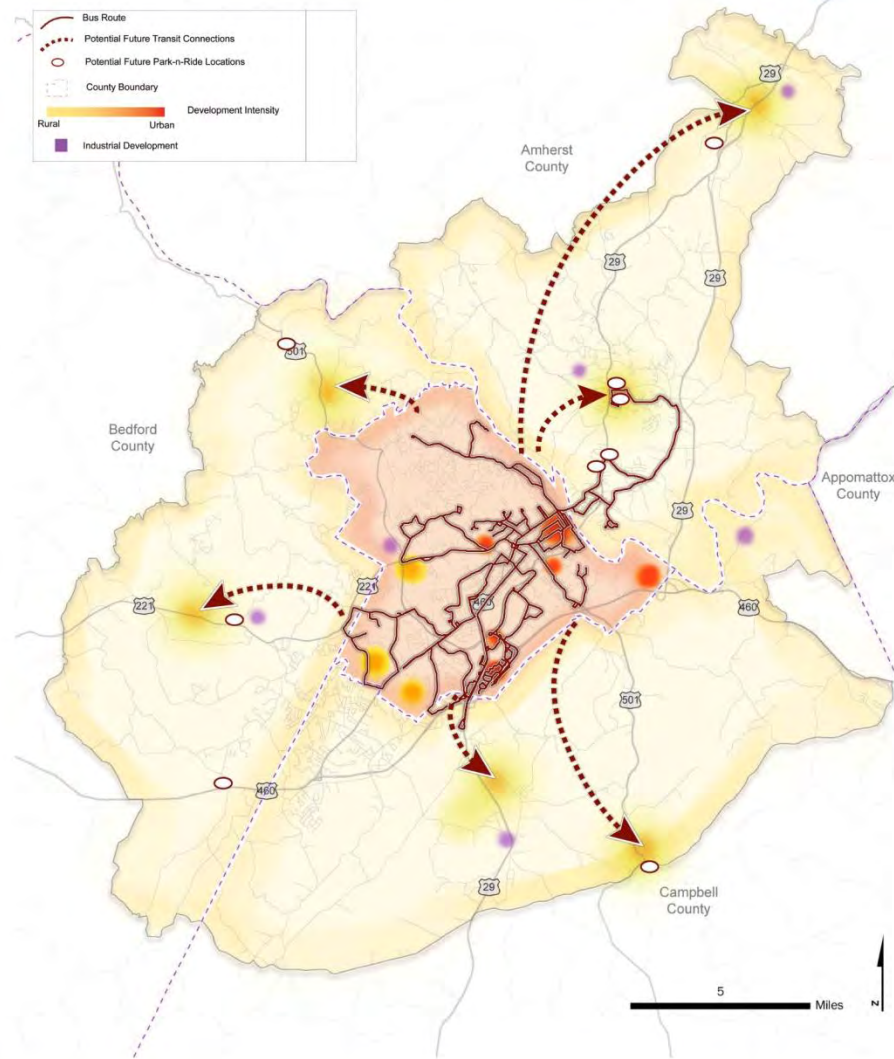
- Roadway Reconstruction Projects
- - - - - New Roadway Projects
- Capacity Improvements Projects
- Access Management and Safety Projects
- - - - - Multi-Modal Projects
- Bridge/Intersection Reconstruction Projects
- ✱ New Interchange Projects



Central Virginia Plan 2035 - Bicycle and Pedestrian



Central Virginia Plan 2035 - Transit



ie

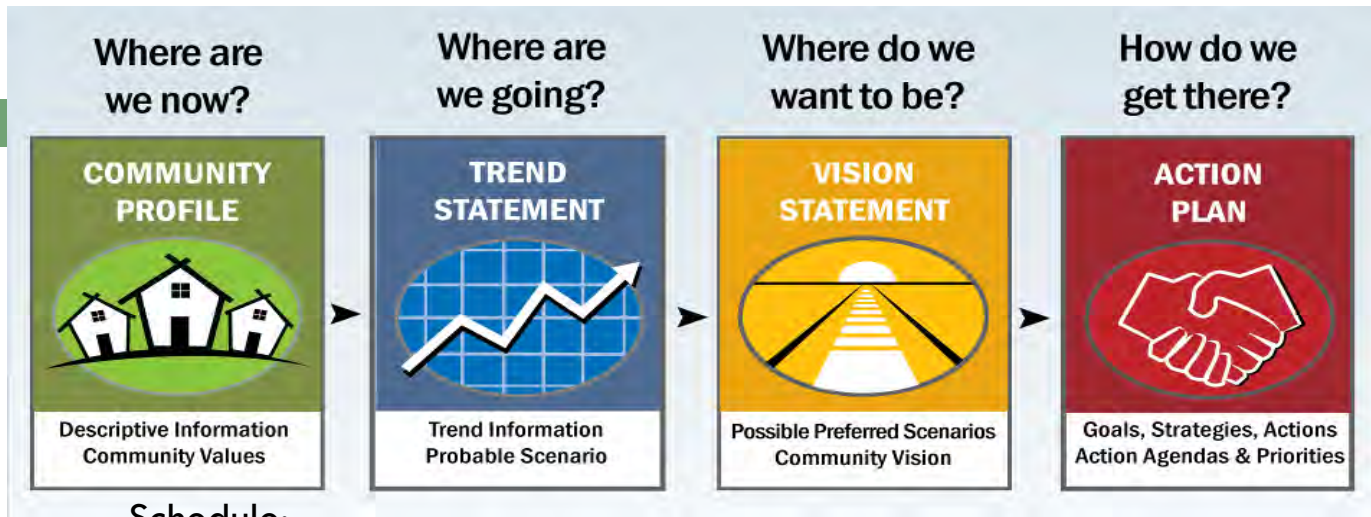


Scenario Planning

Scenario Planning

- The transportation funding crisis is upon us!
- Hence the reason for scenario planning – On the national level it has been acknowledged that we can't keep building more pavement to support the sprawling development patterns.
- Where are we with this process?

Plan Development Process



Schedule:

Focus Group Meetings

October 2009

Workshop #1

November 2009

How and where will we grow? Generating Scenarios

Planning Commissioners Seminar

February 2010

Reflecting Upon Possible Futures

Workshop #2

March 2010

Where Do We Want to Be? Evaluating Scenarios

MPO Briefing

April 2010

Workshop #3

June 2010

How Will We Get There?

Public Hearing

October 2010

A quick review of the process.....



Where are we now?

Guiding Principles

In the year 2035, Central Virginia will be a place where.....

- Our people enjoy a strong **sense of community**.
- Our businesses **thrive and prosper**.
- Our **natural beauty** flourishes.
- Our region is **accessible to businesses** and visitors from around the world.
- Our communities are **accessible to people** of all ages and abilities.

Community Elements

The Building Blocks of Regional Development Patterns

- Density

- Balance of built & open space

- Diversity

- Mix of activities

- Design

- Layout of streets, buildings, & landscape

- Destination

- Location & accessibility



The Land Use-Transportation Link

The Way We Organize Our Community Elements Affects --

How Far We Travel

How Long It Takes

How Much It Costs

Our Travel Options



Downtown Mixed Use



Downtown Mixed Use Enhancement Opportunities



Opportunity to attract residential growth within walking distance of commercial & civic activities and transit services

Suburban Town Center



Suburban Town Center Enhancement Opportunities



Opportunity to attract commercial & civic activities near homes; and add landscaping to define pathways and enhance the public realm

Village Center



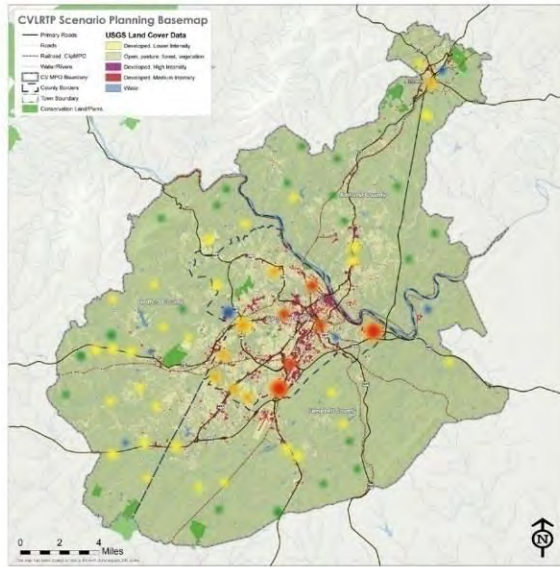
Village Center Enhancement Opportunities



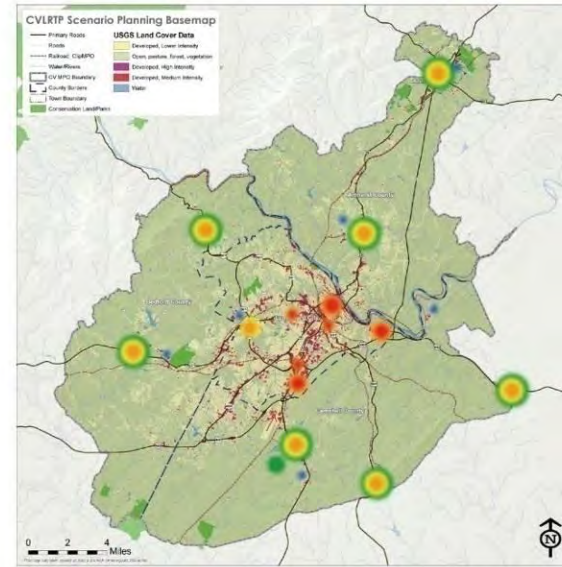
Opportunity to attract residential growth within walking distance of commercial/civic activities

Central Virginia LRTP | Scenarios

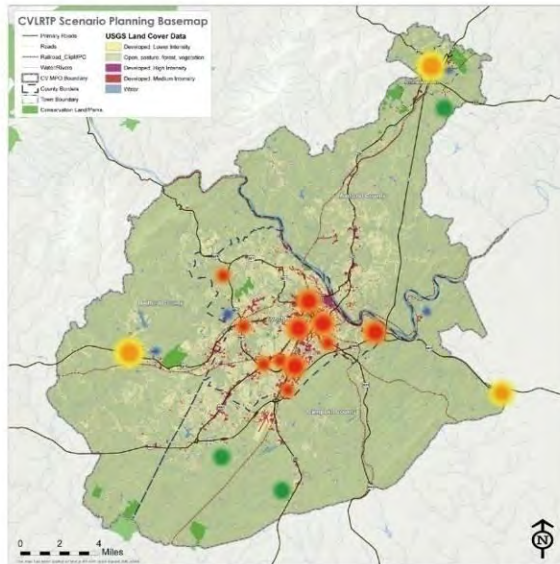
Urban Enhanced Suburban/Village Suburban Rural



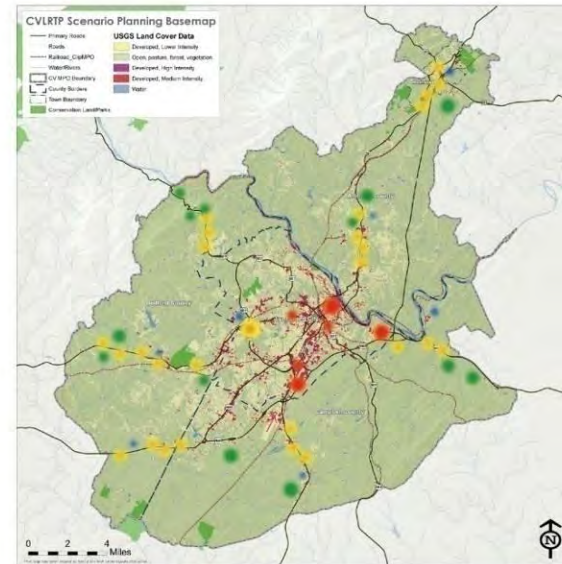
Trend Scenario



Scenario A - Villages



Scenario B - Urban Core



Scenario C - Corridors



Trend Scenario

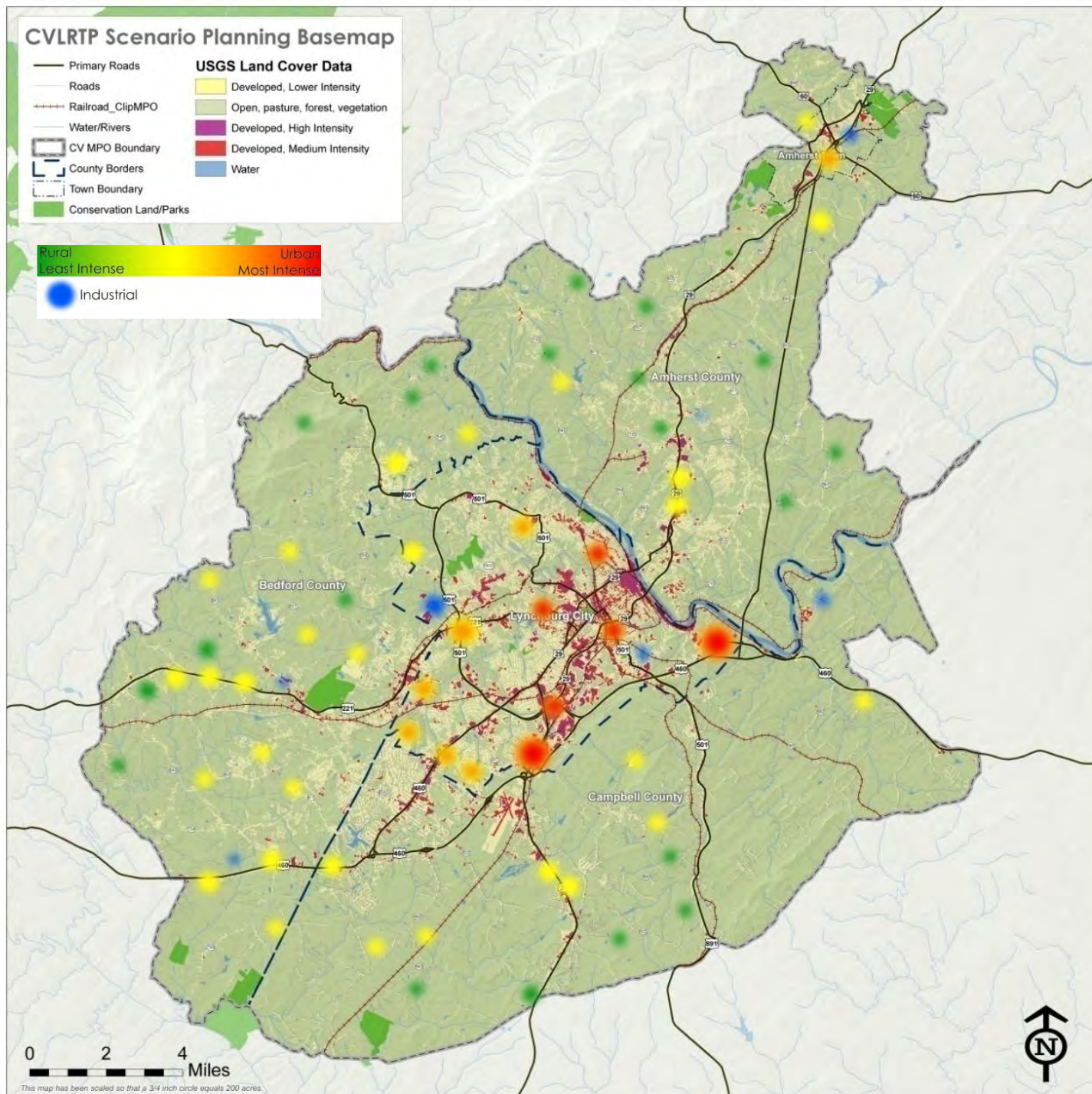
Characterized by:

- Separation of residences, jobs, and services
- Minimal ability to serve with transit
- Minimal mobility choices (primarily single occupancy vehicle)

Growth Orientation:

(Residential = 36% inside Lynchburg / 64% outside)

(Employment = 54% inside Lynchburg / 46% outside)



Alternative Perspective Scenario

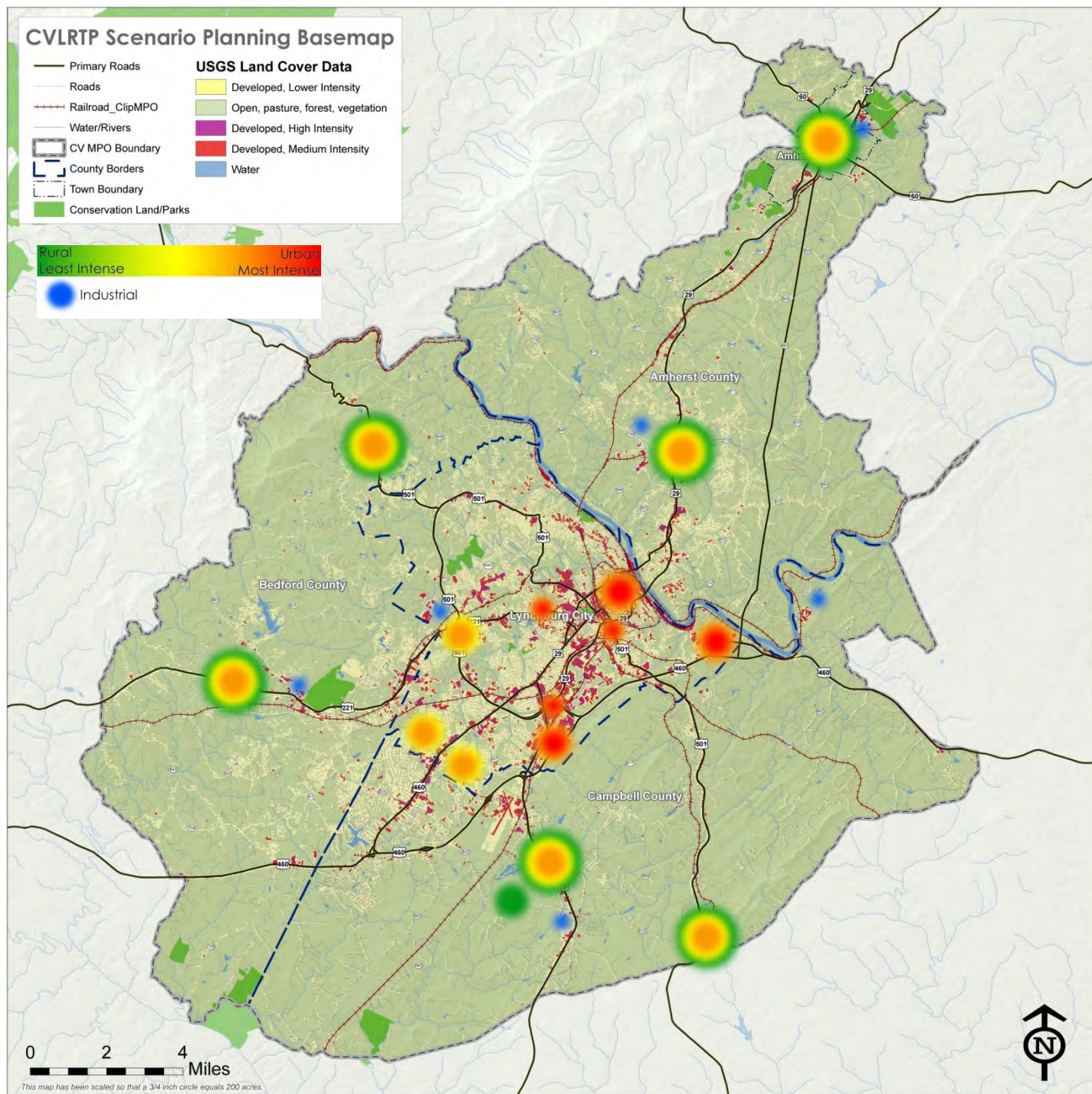
Characterized by:

- Better proximity of housing, jobs, and services
- Strong ability to serve with transit. More mobility choices
- More housing type choices
- Less land consumed by future development

Growth Orientation:

(Residential = 40% inside Lynchburg / 60% outside)

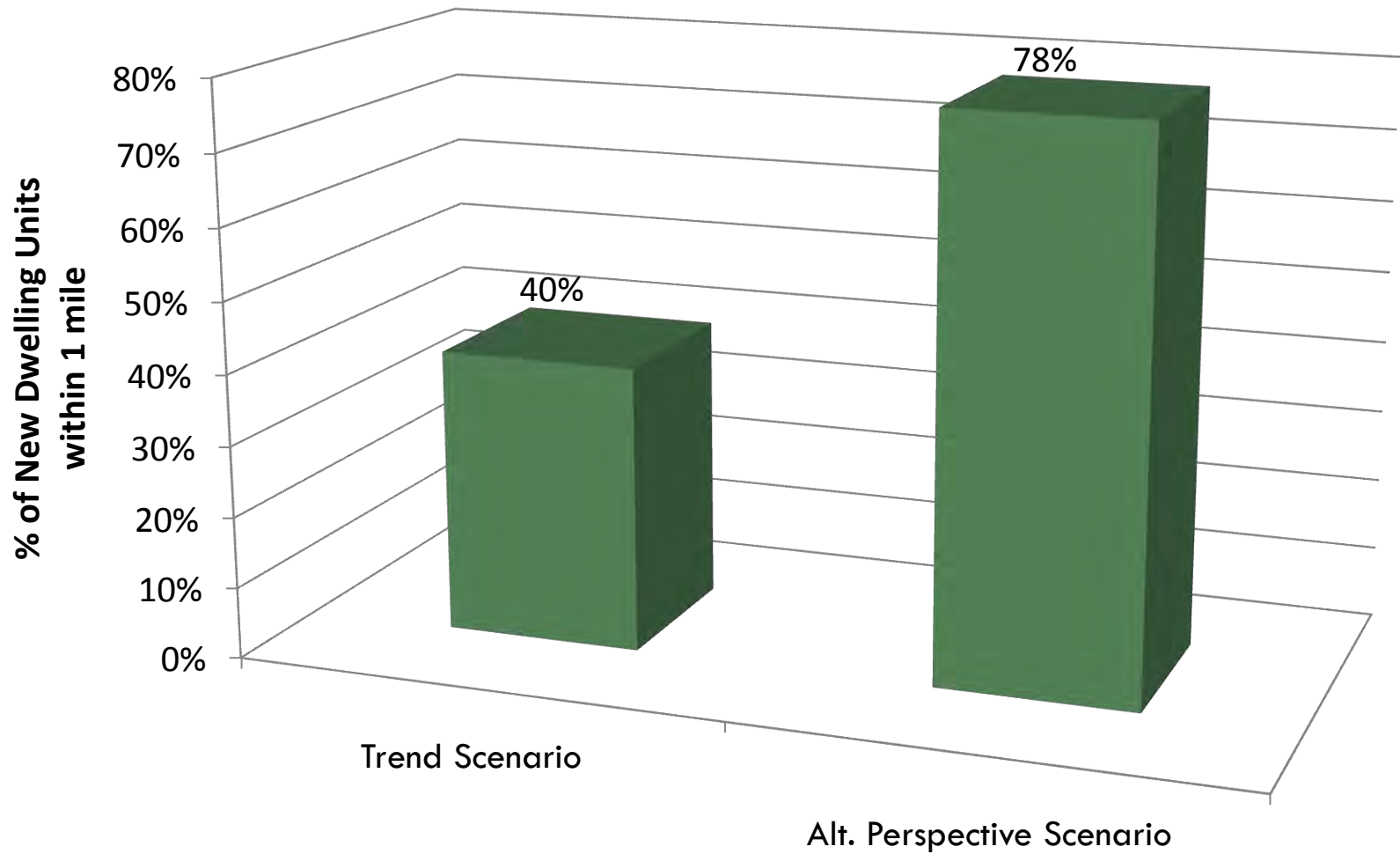
(Employment = 40% inside Lynchburg / 60% outside)



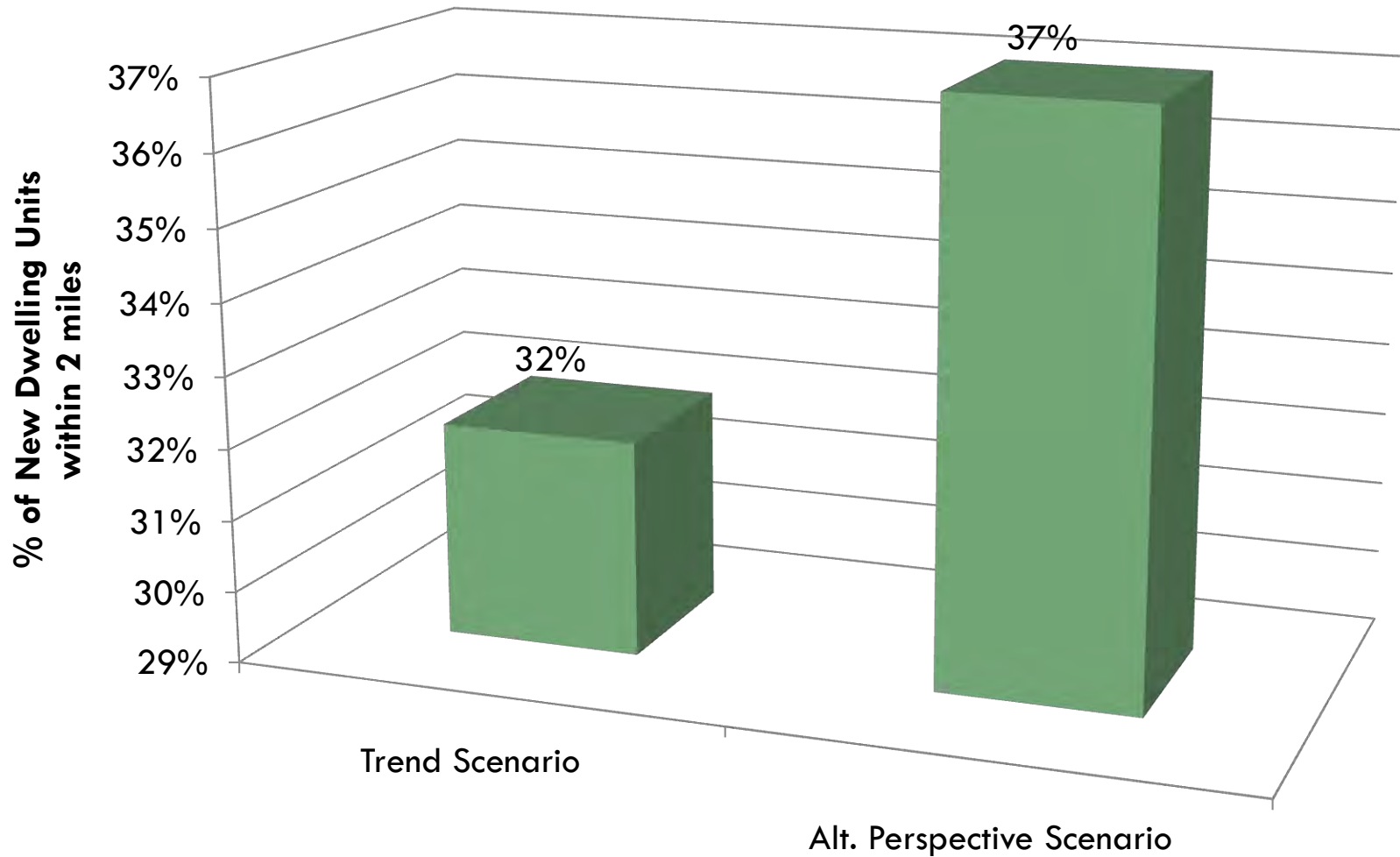
Scenario Evaluation Criteria Related to Vision & Values	Community Vision & Values				
	Sense of Community	Local Prosperity	Natural Environment	Regional Accessibility	Community Accessibility
Community Development					
Proximity to Existing Public Schools - Residential	✓				✓
Proximity to Existing Parks - Residential					
Employment Mix	✓	✓		✓	✓
Housing Mix	✓	✓	✓		
Proximity to Existing Centers	✓	✓	✓	✓	✓
Mobility & Accessibility					
Proximity to Major Roads		✓		✓	✓
Access to Existing Transit Stop		✓		✓	✓
Enhanced Walkable Development	✓		✓		✓
Proximity to Existing Major Employers		✓		✓	✓
Total Vehicle Miles Traveled			✓	✓	✓
Pct. Increase VMT per household generated by new growth	✓	✓			✓
Environmental Quality					
Total Acres Required	✓	✓	✓	✓	✓
Residential Density	✓	✓	✓		✓
Proximity to Existing Water Lines		✓		✓	✓
Pct. Increase VMT per household generated by new growth	✓	✓			✓

Comparison of Trend Vs New Perspective Community Development

Proximity to Existing Public Schools - Residential

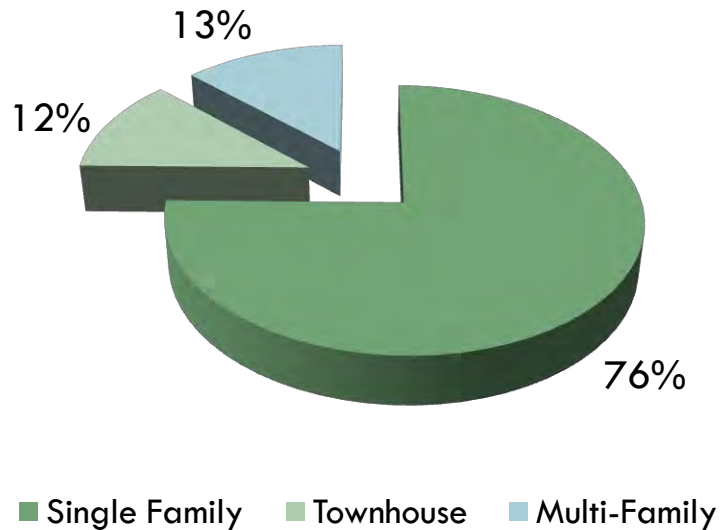


Proximity to Existing Parks - Residential

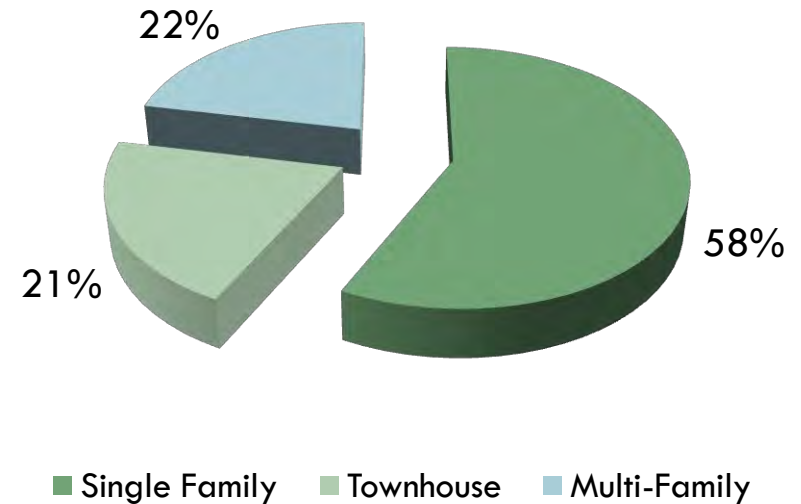


Housing Mix

Trend Scenario

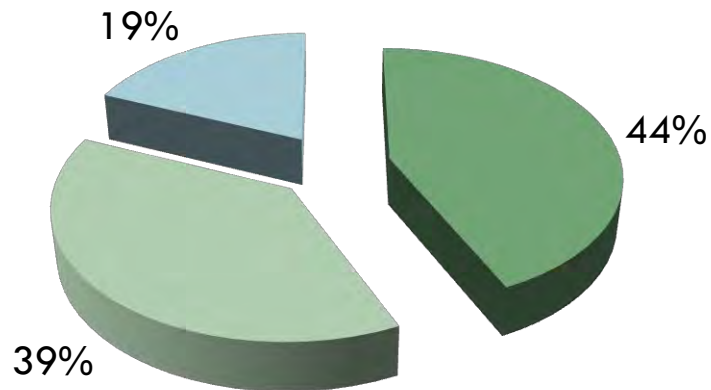


Alt. Perspective Scenario



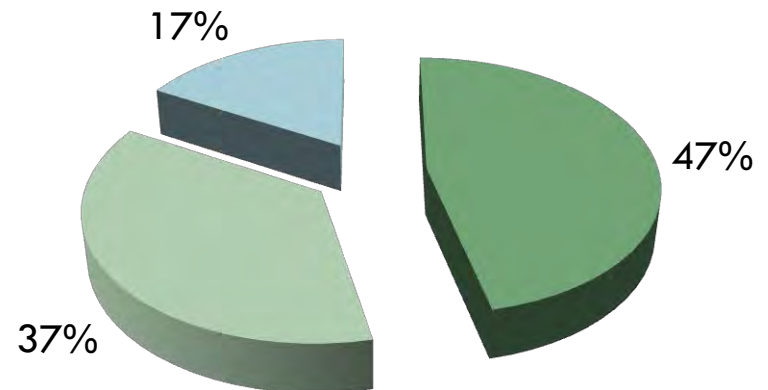
Employment Mix

Trend Scenario



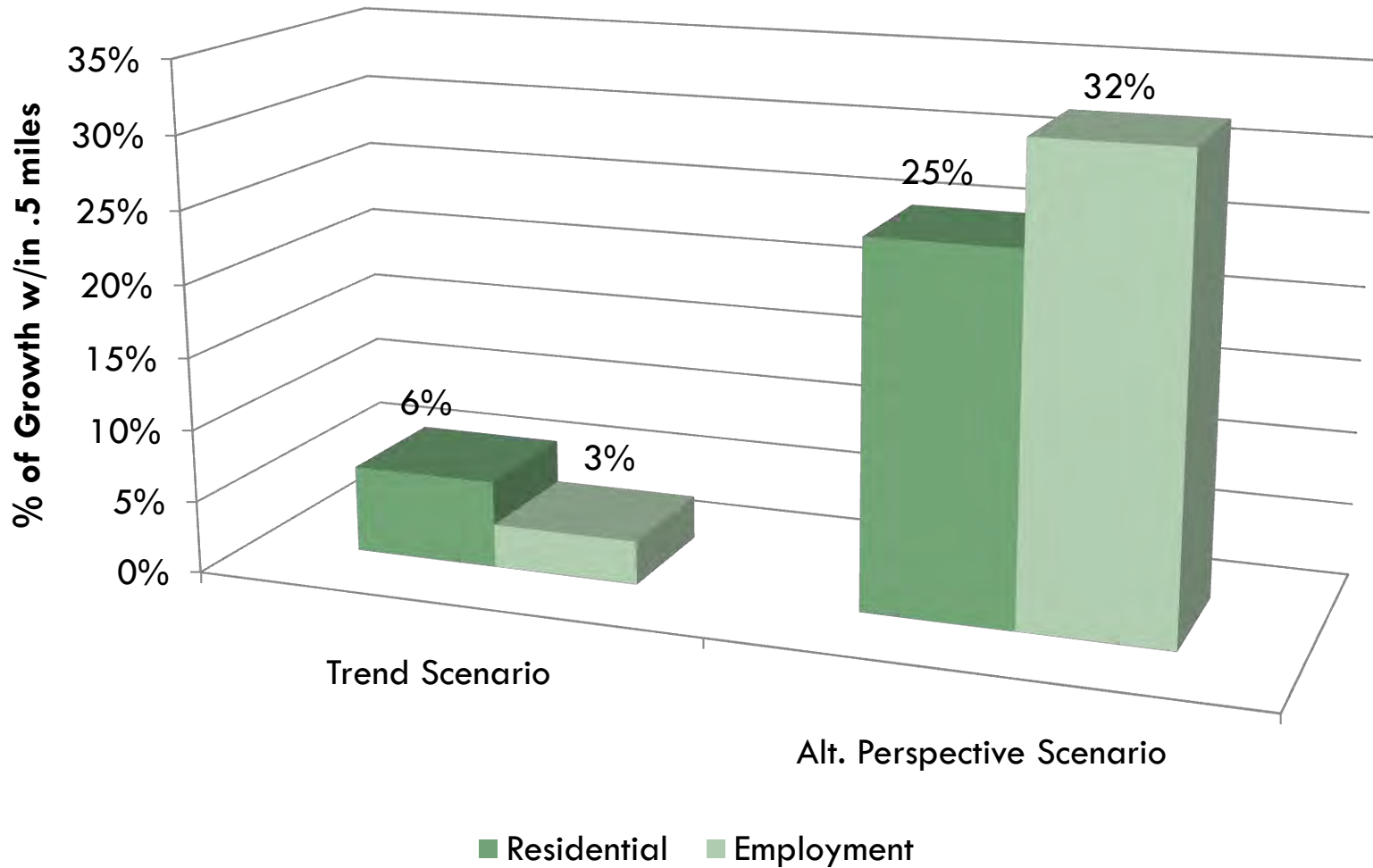
■ Commercial ■ Service ■ Industry

Alt. Perspective Scenario



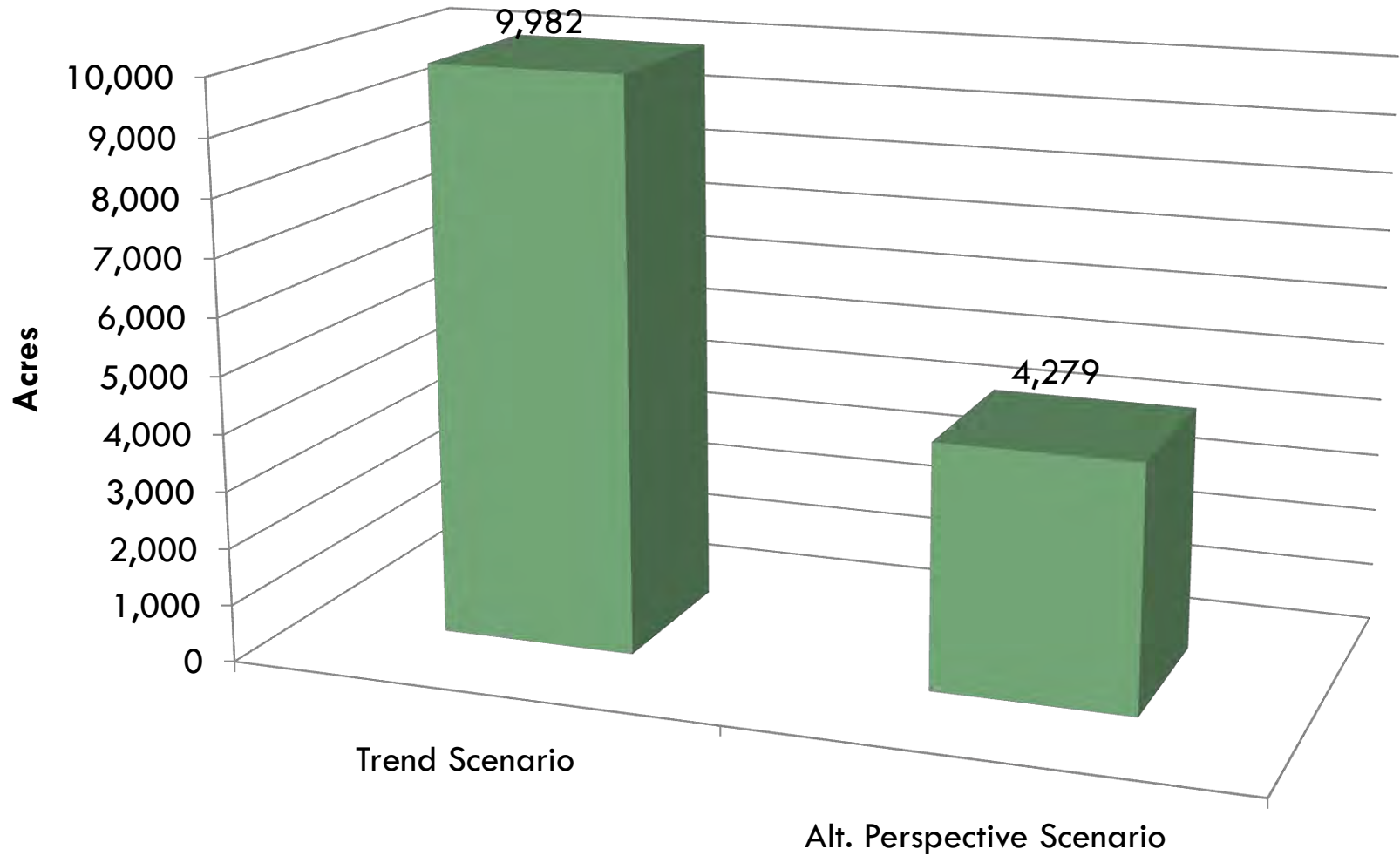
■ Commercial ■ Service ■ Industry

Proximity to Existing Centers (Downtown, Amherst Town, Rustburg, Wyndhurst)

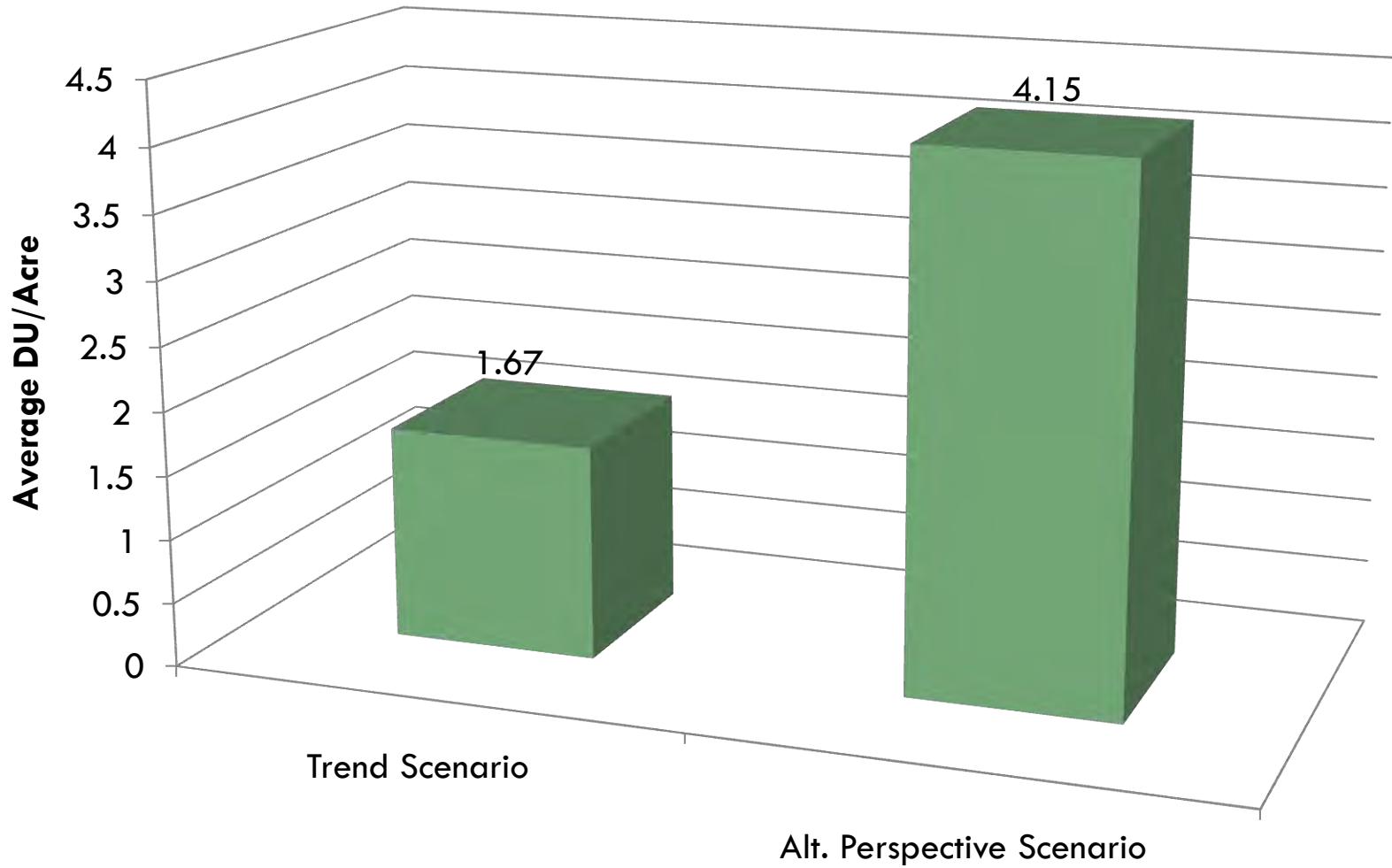


Comparison of Trend vs Alternative Perspective Environmental Quality

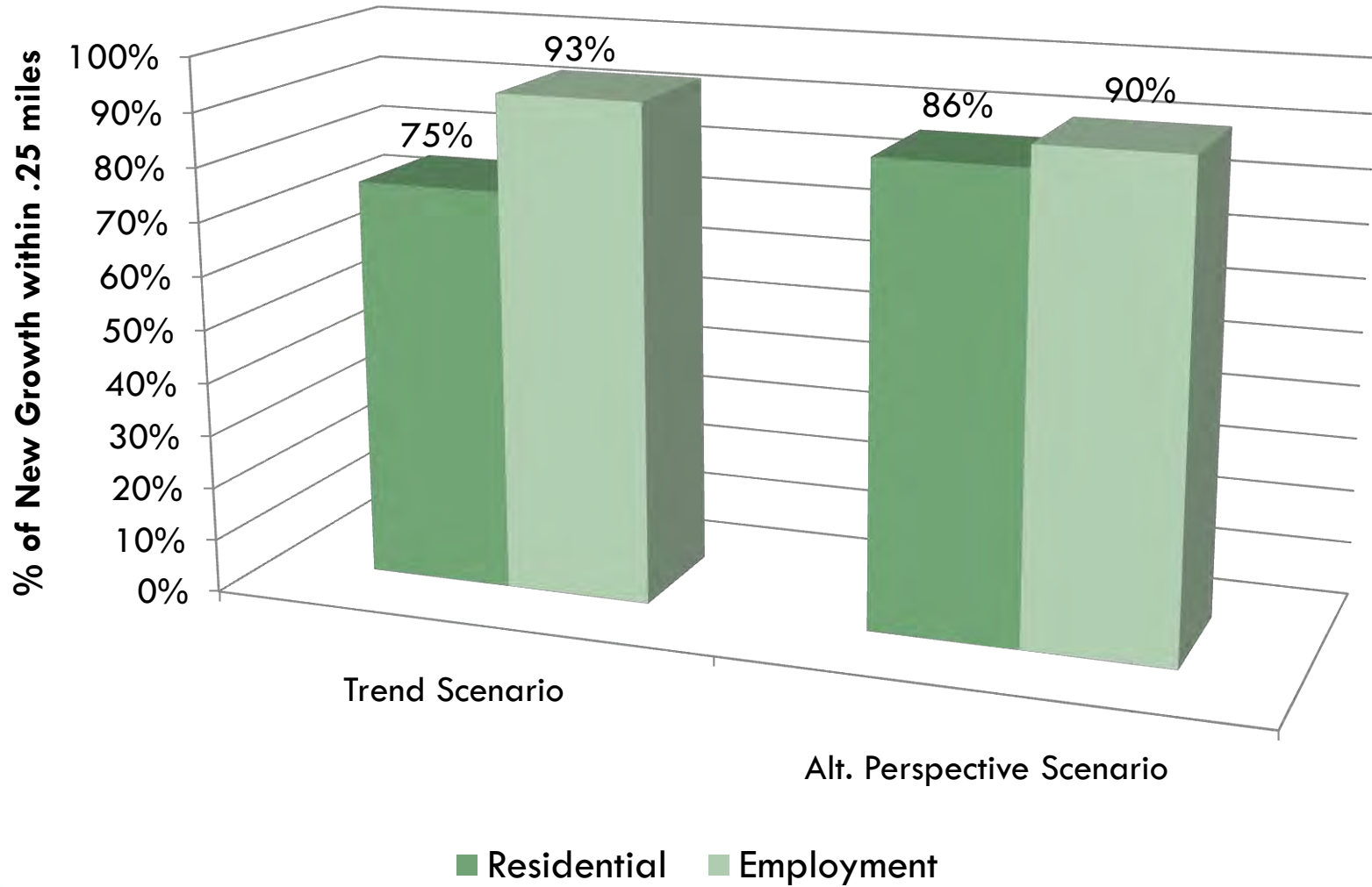
Total Acreage Required



Residential Density



Proximity to Existing Water Lines



Comparison of Trend vs Preferred Mobility & Accessibility

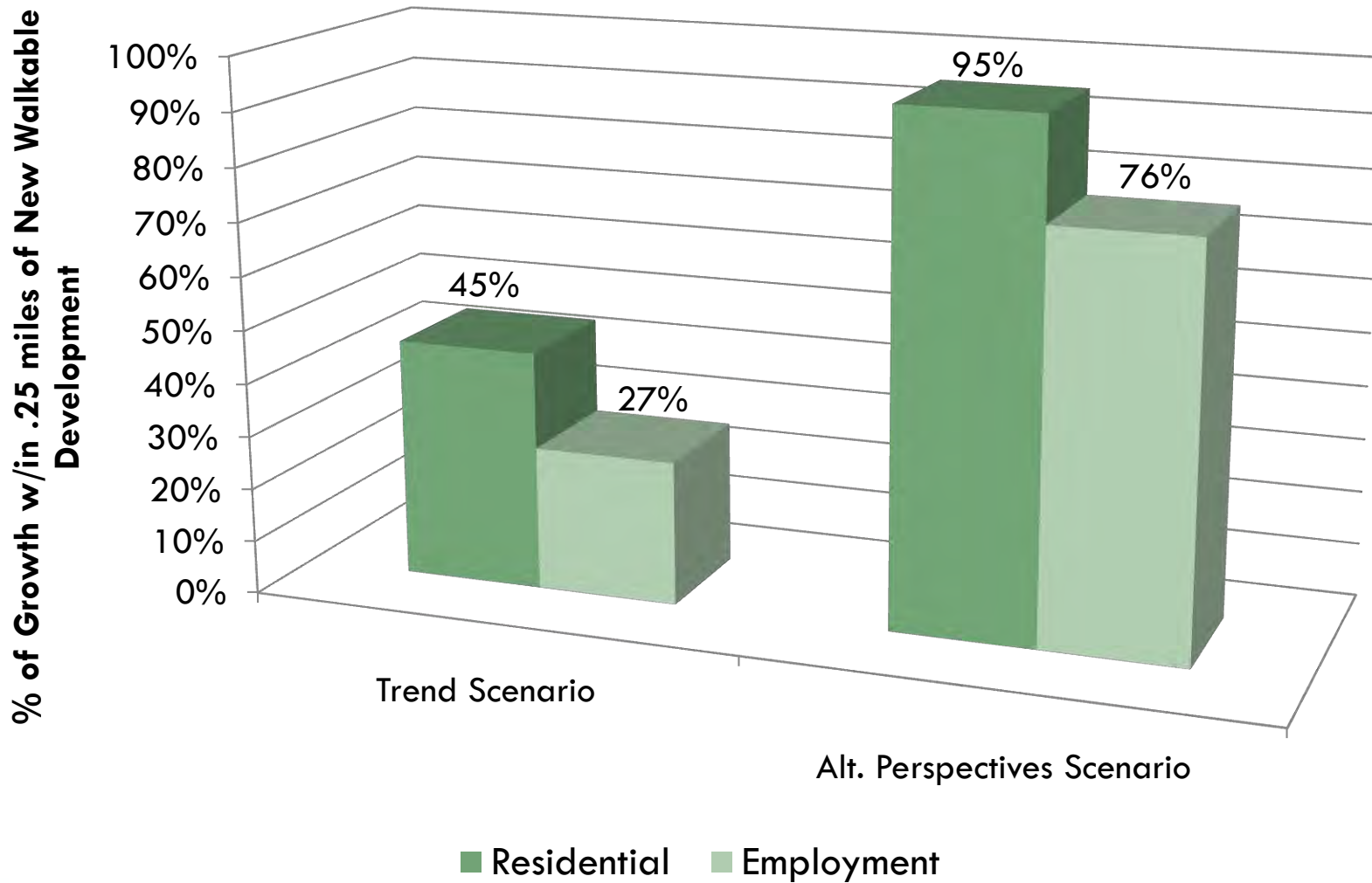
Proximity to Major Roadways (29, 60, 221, 460, 501)



Proximity to Existing Transit Stop



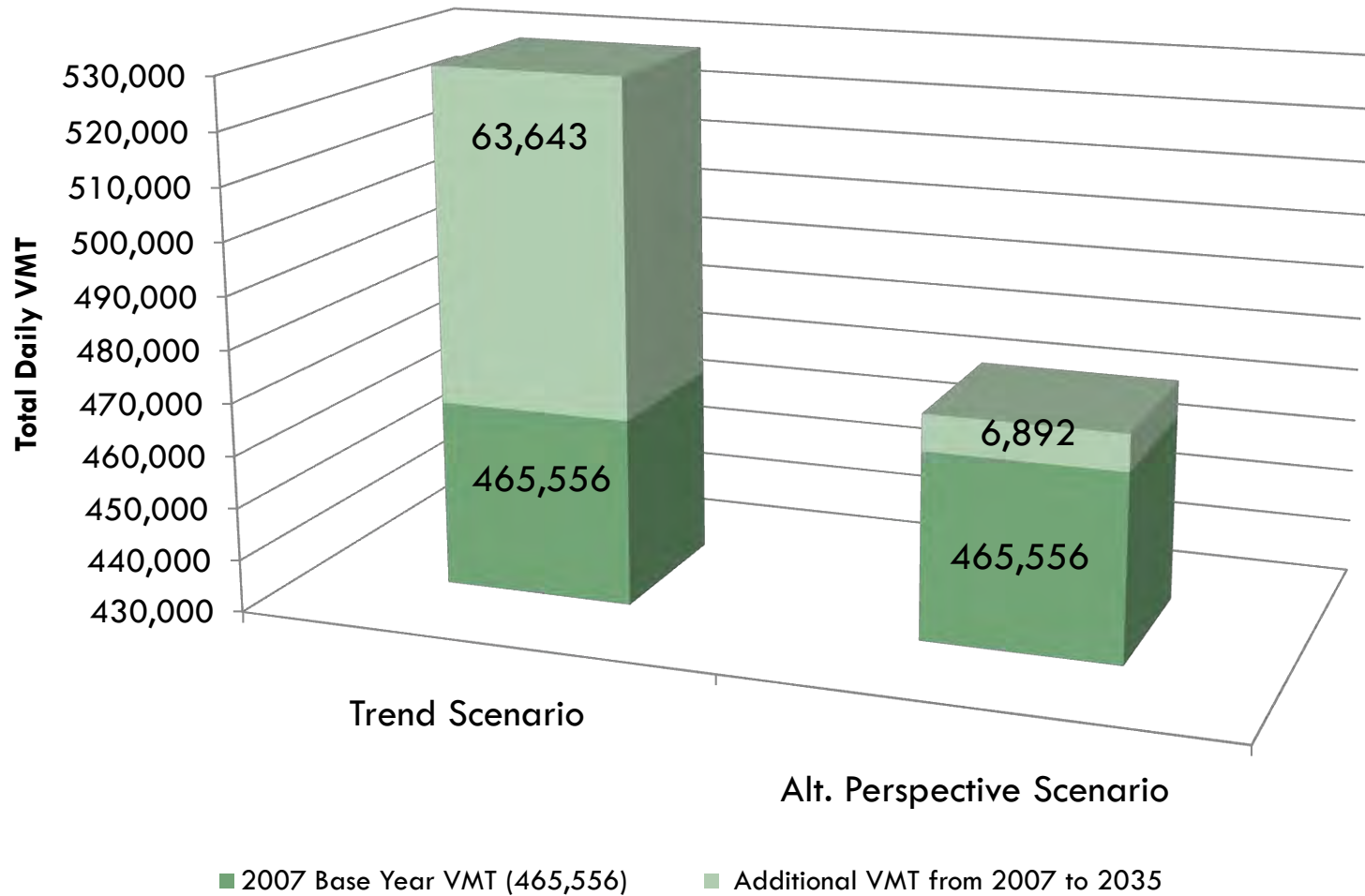
Enhanced Walkable Development



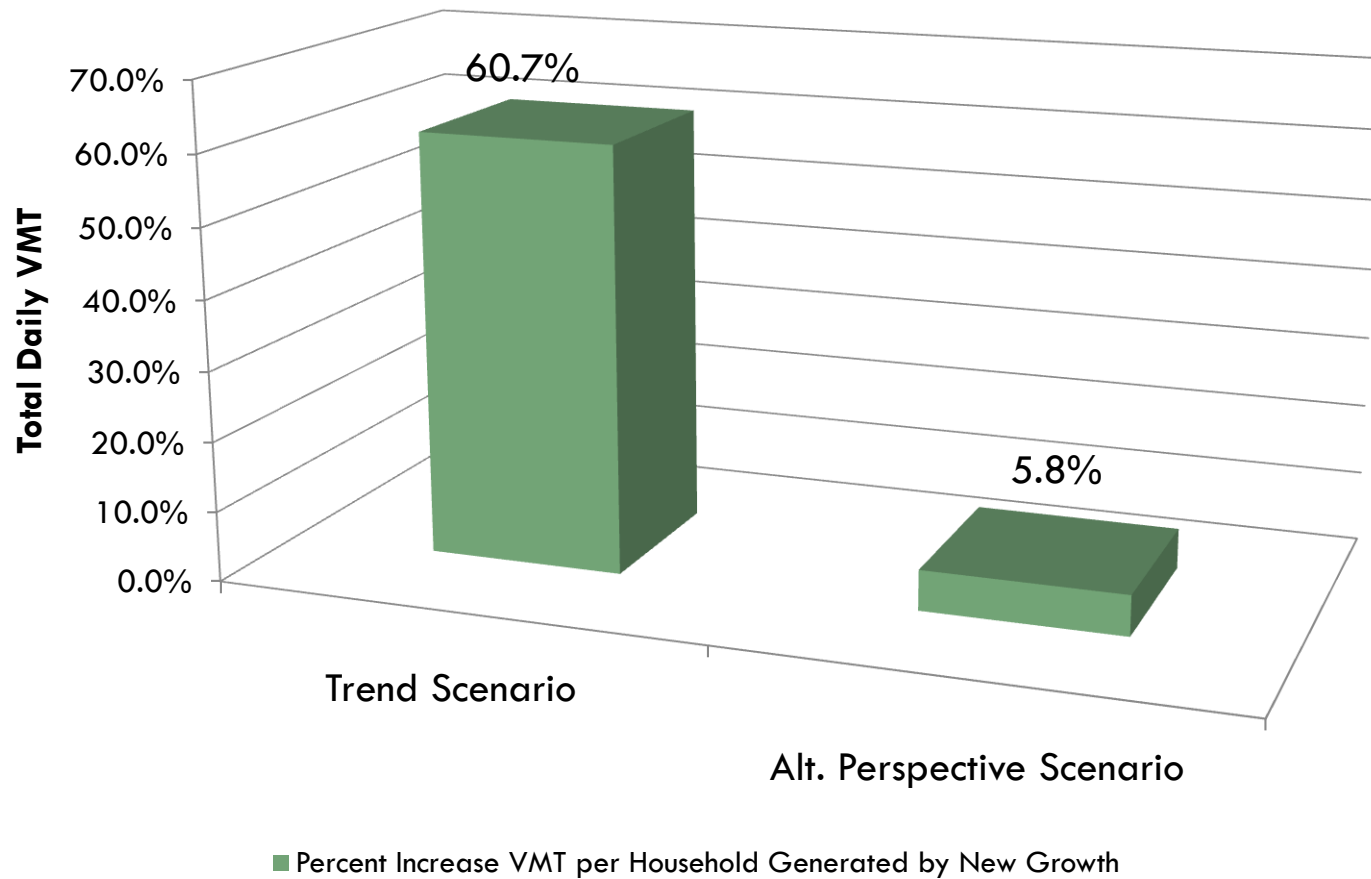
Proximity to Existing Major Employers



Daily Vehicle Miles Traveled Compared to 2007 Base Year



Percent Increase VMT per Household Generated by New Growth



2035 Roadway Network

2035 Loaded Network				Alt Perspective	
Trend Scenario					
	AM Peak Period				
v/c	Volume/Capacity	Lane Miles	% of Total	Lane Miles	% of Total
< 0.9	Approaching Capacity	1,013	83%	1,006	83%
0.9 to 1.1	At Capacity	102	8%	87	7%
>= 1.1	Over Capacity	102	8%	123	10%
		1,217.897		1,216.614	
PM Peak Period					
v/c	Volume/Capacity	Lane Miles	% of Total	Lane Miles	% of Total
< 0.9	Approaching Capacity	1,038	85%	1,054	87%
0.9 to 1.1	At Capacity	100	8%	78	6%
>= 1.1	Over Capacity	80	7%	84	7%
		1,217.896		1,216.614	

With this modeling tool, it appears that the peak hours are equally congested.

However, daily VMT is much decreased.

With full consideration of transit and other strategies – we would expect a reduction in congested lane miles for the alternative scenario!

Trend Scenario					
v/c	Volume/Capacity	Facility Type	Length	Cost Per Mile	Total Cost
			28.75		\$190,167,970
>= 1.1	Over Capacity	Freeway	8.38	\$13,700,000	\$114,806,000
>= 1.1	Over Capacity	Arterial	20.37	\$3,700,000	\$75,361,970
Alt Perspectives					
v/c	Volume/Capacity	Facility Type	Length	Cost Per Mile	Total Cost
			28.23		\$190,947,300
>= 1.1	Over Capacity	Freeway	8.65	\$13,700,000	\$118,505,000
>= 1.1	Over Capacity	Arterial	19.58	\$3,700,000	\$72,442,300
Note: Length does not include the number of lanes					
Note: Facility Type excludes Collector and Local					
Capacity Improvement Costs					
Trend Scenario					\$190,167,970
Preferred Concept					\$190,947,300

Policy Guidance

LRTP Update

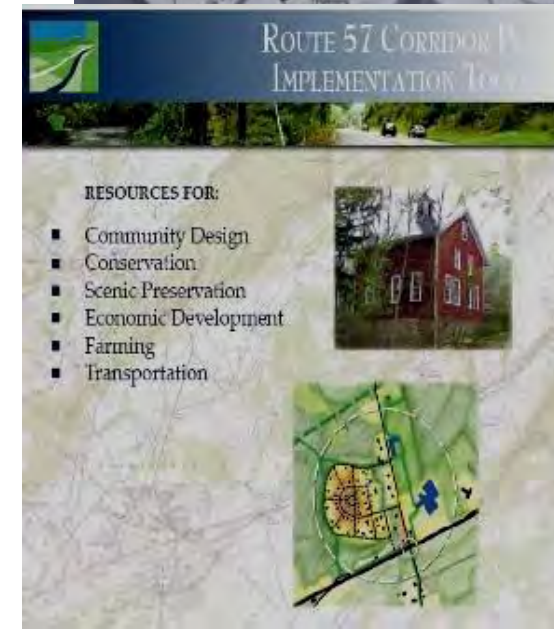
- Policy Guidance
 - Comp plan audit
 - Types of policy recommendations
 - focused growth areas/villages
 - preserving green space
 - improved place types
 - multimodal corridors
 - maximized transit opportunities
- Next iteration of comprehensive plans can consider

How Will We Get There?

Plan Recommendations

Workshop Exercise – Let's hear from you.

- Goals
- Transportation investments
- Local policies
- Community investments





Central Virginia Long Range Transportation Plan 2035 Update Summary of Workshop #3 – Where Do We Want to Be and How Will We Get There June 2, 2010

Meeting Date, Time and Attendance

The third of three workshops for the project was held at Lynchburg City Hall on June 2, 2010 at 6:30 PM. Fourteen attendees participated in the work session. Of the participants, attendees were present from all of the jurisdictions of the MPO. Agencies, localities, and organizations represented included the Virginia Department of Transportation (VDOT), Greater Lynchburg Transit Company (GLTC), Region 2000, Amherst County, Bedford County, Campbell County, and the City of Lynchburg.

Workshop Objective

As part of the update to the region's long range transportation plan, the study team has been conducting a scenario planning process to identify an alternative future scenario that could support a more efficient, multi-modal transportation system. Based on public input and technical analysis conducted in the winter and spring of 2010, the study team developed a proposed "Alternative Perspective" scenario and a list of proposed transportation investments to address these aims. The objectives of the third workshop were to provide participants with opportunities to do the following:

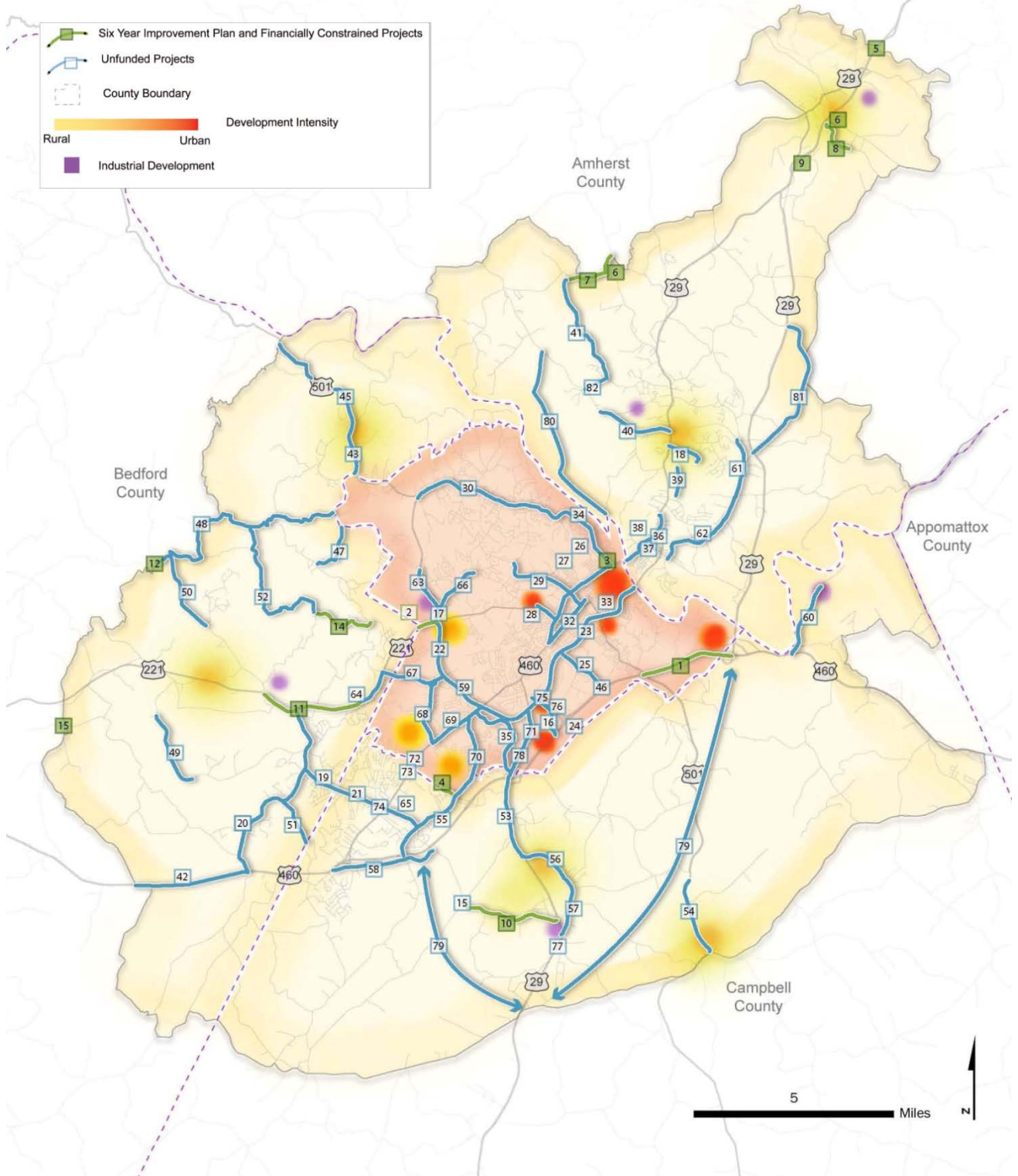
- View and discuss proposed transportation investments for all modes (funded and unfunded) that are anticipated to be necessary in order to accommodate the level of travel demand that would be generated by future development under existing local land use plans and policies
- View and discuss the "Alternative Perspective" development scenario that depicts the impacts of land use planning and policy strategies that could help lessen the rate of traffic growth, increase opportunities for transit and pedestrian travel, and support community-wide values and goals for economic development, environmental presentation, and community quality of life.
- Provide the planning team with opinions, ideas and suggested "next steps" regarding transportation investment priorities and policy strategies to advance the concepts in the "Alternative Perspective" scenario.

Workshop Presentation and Discussion

The workshop commenced with an overview of the planning process and a description of the "Alternative Perspectives" scenario as well as proposed future transportation investments. A complete copy of the presentation is available from the project website (www.cvlrtp2035.info). At each table and around the room, participants viewed maps of proposed transportation improvements and the proposed "alternative perspectives" scenario, as shown below:



Central Virginia Plan 2035 Projects



Central Virginia Plan 2035 Projects



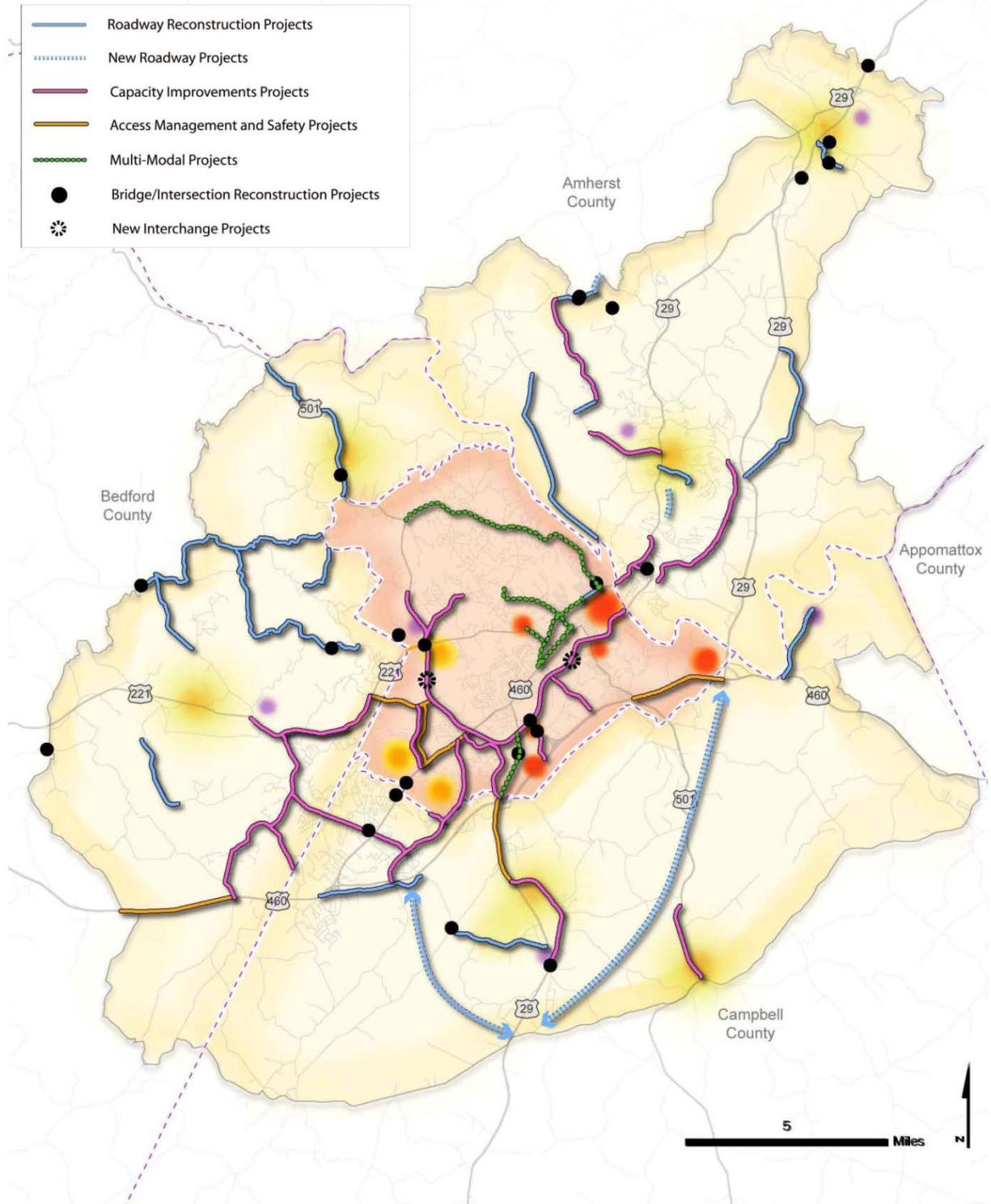
PLAN ID	JURISDICTION	LOCATION	DESCRIPTION
Six Year Improvement Plan and Financially Constrained Projects			
1	Lynchburg	Rt 460 / 29 (Richmond Highway) -- From Rt 501 (Campbell Avenue) to Rt 29 (Monacan Parkway)	Safety / Traffic Operations / TSM (Primary) UPC 94632 & 64773
2	Lynchburg	Rt 221 (Lakeside Dr) - Intersection Improvements	Urban Construction Initiative Project
3	Lynchburg	Route 501 Business (Rivermont Ave) Rehab Bridge over Blackwater Creek	Bridge rehab; fully funded
4	Lynchburg	Midtown Connector - Rte 29 Bus. to W. Memorial/5th	Reconstruct 2 lane C&G with flush medium
5	Lynchburg	Greenview Drive (Hemitage Road to 22 MS Leesville Road	Widen to 4 lanes
6	Anneke	Rt 29 -- NBI Bridge Replacement & Approaches over Buffalo River	Bridge replacement
7	Anneke	Route 60 Replace Bridge over Rutledge Creek	Bridge Replacement
8	Anneke	River Walk Trail Extension - Anneke County Greenway - Rt 1005 and Park Entrance to 6,000' downstream	New construction
9	Anneke	Rt 652 Reconstruction & Bridge over Graham Creek (Rte 1401 to Rte 675)	Bridge replacement & roadway reconstruction (CN-Complete)
10	Campbell	Rt 659 Union Hill Road) -- bridge & approaches over Rutledge Creek (west of Norfolk Southern railroad crossing to Rt 1406)	Bridge replacement & Roadway reconstruction
11	Campbell	Rt 622 (Lynchburg Road) -- Reconstruction/Realignment and new bridge over Flat Creek (Rt 683 to Rt 29)	Reconstruct roadway
12	Bedford	Rte 221 (Forest Road) E. of Rte 663 to West of N&S RR Bridge	Improve to 4 lanes with center turn lane
13	Bedford	Route 644 (Coffee Road) Bridge & approaches over Elk Creek -- Rte 663 S. to Rte 663 N.	Bridge and approach
14	Bedford	Route 668 (Goode Road) Approaches & Bridge over N&S RR	Bridge and approach
15	MPO-Wide	Lynchburg District Design Build Culvert Rehabilitation	AKRA Funding for Bridge Culvert Rehabilitation
16	MPO-Wide	River Walk Trail Extension - Anneke County Greenway - Rt 1005 and Park Entrance to 6,000' downstream	New construction
17	MPO-Wide	Safety / Traffic Operations/Transportation System Management (CH)	Safety & Safety Match, STP & Bond Match
18	MPO-Wide	Rail Crossing Safety (CH)	
19	MPO-Wide	Bridge Rehabilitation/Replacement/Reconstruction (CH)	Bridge & BRCS, Bond Match
20	MPO-Wide	Transportation Enhancements/Bypass/Bike & Pedestrian/Other Non-traditional Transportation Projects (CH)	
21	MPO-Wide	Federal Lands Highway (CH)	
22	MPO-Wide	Recreational Trails (DCR)	
23	MPO-Wide	General System Maintenance - Preventative Maintenance and System Preservation, Traffic & Safety Operations, and Preventative Maintenance Urban, Primary, and Secondary Systems	
24	MPO-Wide	For Bridges	
Unconstrained Projects			
25	Anneke	Rt 652 (Cedar Gate Road) -- Rt 657 to Rt 675	Roadway reconstruction
26	Bedford	Rt 621 (Cantabrigia Road) -- Rt 662 to Rt 660	Reconstruct roadway and replace bridge over Ivy Creek; PE in Right-of-Way, and access to construction
27	Campbell	Rt 622 (Lynchburg Road) -- at Flat Creek (Bridge Replacement)	
28	Lynchburg	Rt 501 (Candler Mountain Road) -- Woodall Road to Mayflower Drive	Increase roadway capacity and replace bridges over NS RR
29	Lynchburg	Rt 501 (Lynchburg Expressway) Intersection Improvements at Rt 221 (Lakeside Drive)	
30	Anneke	Rt 682 (Woody's Lake Road) -- Rt 29 Business to Dead End	Reconstruct Roadway
31	Bedford	Rt 622 (Waterlick Road) -- Rt 811 to Campbell County Line	Widen to four lanes (PE & RW only)
32	Bedford	Rt 811 (Thomas Jefferson Road) -- Rt 460 to Rt 221	Widen to four lanes (PE only)
33	Campbell	Rt 622 (Waterlick Road) -- Bedford County Line to Rt 1520 (Rainbow Forest)	Widen to four lanes
34	MPO-Wide	Safety / Traffic Operations/Transportation System Management (CH)	
35	MPO-Wide	Transportation Enhancements/Bypass/Bike & Pedestrian/Other Non-traditional Transportation Projects (CH)	
36	MPO-Wide	Rail Crossing Safety (CH)	
37	Lynchburg	Rt 501 (Lynchburg Expressway) New Interchange between Rt 221 (Lakeside Drive) and Old Graves Mill Road	New Interchange
38	Lynchburg	Rt 460 Interchange at Odd Fellows Road Extension	New grade-separated interchange
39	Lynchburg	Rt 670 (Old Candler Mountain Road) - Mayflower Drive to Rt 460	Widen to 4 lanes
40	Lynchburg	Odd Fellows Road - Lynchburg Expressway to End	Widen to 4 lanes
41	Lynchburg	5th Street (Rt 163) - Langhorne Road to Main Street	Improvements for multi-modal corridor
42	Lynchburg	Memorial Avenue - Fort Avenue to Langhorne Road	Improvements for multi-modal corridor
43	Lynchburg	Cadley Avenue - Lakeside Drive to Memorial Ave	Improvements for multi-modal corridor
44	Lynchburg	Langhorne Road (Rt 501 Business) - Fort Avenue to Cranville Drive	Improvements for multi-modal corridor
45	Lynchburg	Rt 501 Business (Boonboro Rd) - Lynchburg Expressway (Rt 501) to Langhorne Road	Improvements for multi-modal corridor
46	Lynchburg	Rt 460 Business (Fort Avenue) - Memorial Avenue to 12th Street	Improvements for multi-modal corridor
47	Lynchburg	Fort Avenue - 12th Street to Park Avenue	Improvements for multi-modal corridor
48	Lynchburg	Rivermont Avenue - Langhorne Road to Timberlake Road	Improvements for multi-modal corridor
49	Anneke	Wards Ferry Road - Wards Road to Timberlake Road	Widen to 3 to 4 lanes with bike lane
50	Anneke	Rt 29 to Rt 163	Reconstruct interchange to allow all movements
51	Anneke	Rt 310 (Colony Road) - Rt 163 to Rt 1034	Widen to 4 lanes
52	Anneke	Rt 163 (South Anneke Highway) - Rt 685 (River Rd) to Interchange at Rt 29 Expressway (29 Business)	Widen to 4 lanes with bike lane
53	Anneke	Connector Road running parallel to and east of Rt 29 - Rt 29 Business to Lakeview Drive	Construct new 2-lane connector road running parallel to Rt 29
54	Anneke	Rt 130 (Eliot Rd) - NS railroad track to Rt 29 Business	Widen to 4 lanes
55	Anneke	Rt 675 (Winesap Road) - Rt 652 to Rt 795	Widen pavement to 22 feet
56	Bedford	Rt 460 - Study Area Boundary (Goode Rd) to Rt 811	Construct paved shoulder land and implement access management recommendations
57	Bedford	Rt 501 (Boonboro Rd) at Rt 647	Relocate intersection, construct turn lane
58	Bedford	Rt 501 (Boonboro Rd) at Judith Creek Road	Bridge replacement
59	Bedford	Rt 501 (Boonboro Rd) Lynchburg Corporate Limits to Study Area Boundary	Reconstruct portions, as climbing lanes (spot locations)
60	Bedford	Rt 811 (Thomas Jefferson Road) -- Rt 460 to Rt 221	Widen to four lanes (funding for construction)
61	Bedford	Rt 659 (Hawkins Mill Road) - Rt 660 to Lynchburg Corporate Limits	Reconstruct 2 lane roadway
62	Bedford	Rt 644 (Coffee Road) - Rt 665 North to Lynchburg Corporate Limits	Reconstruct 2 lane roadway
63	Bedford	Rt 622 (Everett Road) - Kempsville Parkway to NS railroad tracks	Reconstruct 2 lane roadway
64	Bedford	Rt 663 (Perrowville Road) - Rt 1431 to Rt 644	Reconstruct 2 lane roadway
65	Bedford	Rt 623 (Turkey Foot Road) - Rt 811 to Campbell County Corporate Limits	Widen pavement to 24 feet
66	Bedford	Rt 621 (Cantabrigia Road) - Rt 644 (Coffee Road) to Route 647	Reconstruct 2 lane roadway
67	Campbell	Rt 29 (Wards Road) - South of 685 to Lynchburg City Corporate Limits	Access management, traffic operations and safety improvements
68	Campbell	Rt 501 (Campbell Highway) - Rt 24 to Rt 680 (Suburban Road)	Widen to 4 lanes
69	Campbell	Rt 682 (Leesville Rd) - Lynchburg City Corporate Limits Rt 460	Widen to 4 lanes
70	Campbell	Rt 738 (English Tavern Road) - Rt 680 (Suburban Road) to Rt 29 (north intersection)	Widen to 4 lanes
71	Campbell	Rt 738 (English Tavern Road) - Rt 29 (south intersection) to Rt 680 (Suburban Road)	Widen to 4 lanes
72	Campbell	Rt 681 (Sunburst Road) Rt 460 to Rt 622	Reconstruct 2-lane roadway
73	Lynchburg/Campbell	Route 29 (Wards Road) and Route 29/460 Bypass roadway improvements associated with development of South East Quadrant of the Route 29 & Route 29/460 Interchange	Private Funding - Developer, Regionally Significant Project
74	Lynchburg	Lynchburg Expressway (Graves Mill Rd to Kemper Street)	Ramp and Capacity Improvements
75	Campbell	At Athens Rd Rt 726 (from US 460 - Richmond Hwy)	Upgrade existing 2-lane road
76	Anneke	Dixie Airport Rd Rt 677 (Amelton Rd Rt 699 to Galts Mill Rd Rt 622)	Capacity improvement
77	Anneke	New Wright Shop Rd Rt 622 (Colony Rd Rt 210 to Dixie Airport Rd Rt 677)	Capacity improvement
78	Lynchburg	US 501 - Lynchburg Expressway (US 231 - Lakeside Dr to Wigginton Rd Rt 620)	Capacity improvement
79	Bedford	US 221 - Forest Rd (Graves Mill Rd Rt 126 to Thomas Jefferson Rd Rt 811)	Capacity improvement
80	Campbell	Waterlick Rd Rt 622 (US 460 Bus - Timberlake Rd to Leesville Rd Rt 682)	Capacity improvement
81	Lynchburg	Old Forest Rd (US 501 to Link Rd)	Capacity improvement
82	Lynchburg	Graves Mill Rd Rt 1425 (US 221 - Forest Rd to Lynchburg Expressway)	Access management improvements
83	Lynchburg	Old Graves Mill Rd (US 460 - Timberlake Rd to Graves Mill Rd Rt 1425)	Access management and safety improvements
84	Lynchburg	US 460 - Timberlake Dr (Old Graves Mill Rd to Lynchburg Expressway)	TSM, access management improvements, and potential widening
85	Lynchburg	Leesville Rd Rt 682 (Greenview Dr Rt 678 to US 460 - Timberlake Rd)	Widen to 3 lanes
86	Lynchburg	Wards Rd Rt 29 (US 460 - Richmond Hwy to Lynchburg Expressway)	Widen to 3 lanes
87	MPO-Wide	Safety / Traffic Operations/Transportation System Management (CH)	
88	MPO-Wide	Transportation Enhancements/Bypass/Bike & Pedestrian/Other Non-traditional Transportation Projects (CH)	
89	MPO-Wide	Rail Crossing Safety (CH)	
90	MPO-Wide	General System Maintenance - Preventative Maintenance, Safety and Operations, and System Preservation	
91	MPO-Wide	Bridge Rehabilitation/Replacement/Reconstruction (CH)	
92	MPO-Wide	Federal Lands Highway (CH)	
93	Lynchburg	Timberlake Rd (Rte 460) & Laxton Rd (Rte 1520)/Lowes	Includes bridge construction projects bridge or drainage structure rehabilitation, reconstruction or replacement when said work is on or adjacent to the same alignment
94	Lynchburg	Timberlake Rd (Rte 460) & Greenview Dr (Rte 739)/Harden's	Includes projects funded and/or administered by the Federal Lands Highway Division
95	Lynchburg	Timberlake Rd (Rte 460) & Waterlick Rd (Rte 622)	Congestion relief
96	Lynchburg	Candler Mountain Rd (Rte 128) & Ridge Field Mill/Murray Pl	Congestion relief; safety
97	Lynchburg	Candler Mountain Rd (US Rte 501) & May Flower Dr (Rte 128)/Candler Mountain Rd (Rte 670)	Congestion relief; safety
98	Campbell	Wards Rd (Rte 163) & Calahan Rd (Rte 685)/Commercial Entrance	Congestion relief
99	Lynchburg	Wards Rd (US 29) & Atlanta Ave	Safety
100	Campbell	Rte. 29	Western & Eastern Alignment
101	Anneke	River Road (Rt 685)	Reconstruct 2-lane roadway
102	Anneke	Isaak Walton Rd (Rt 663)	Reconstruct 2-lane roadway
103	Anneke	Winbridge Road (Rt 795)	Reconstruct 2-lane roadway
104	MPO-Wide	Recreational Trails (DCR)	Includes projects funded and advanced as part of the recreational trails program through the Department of Conservation and Recreation



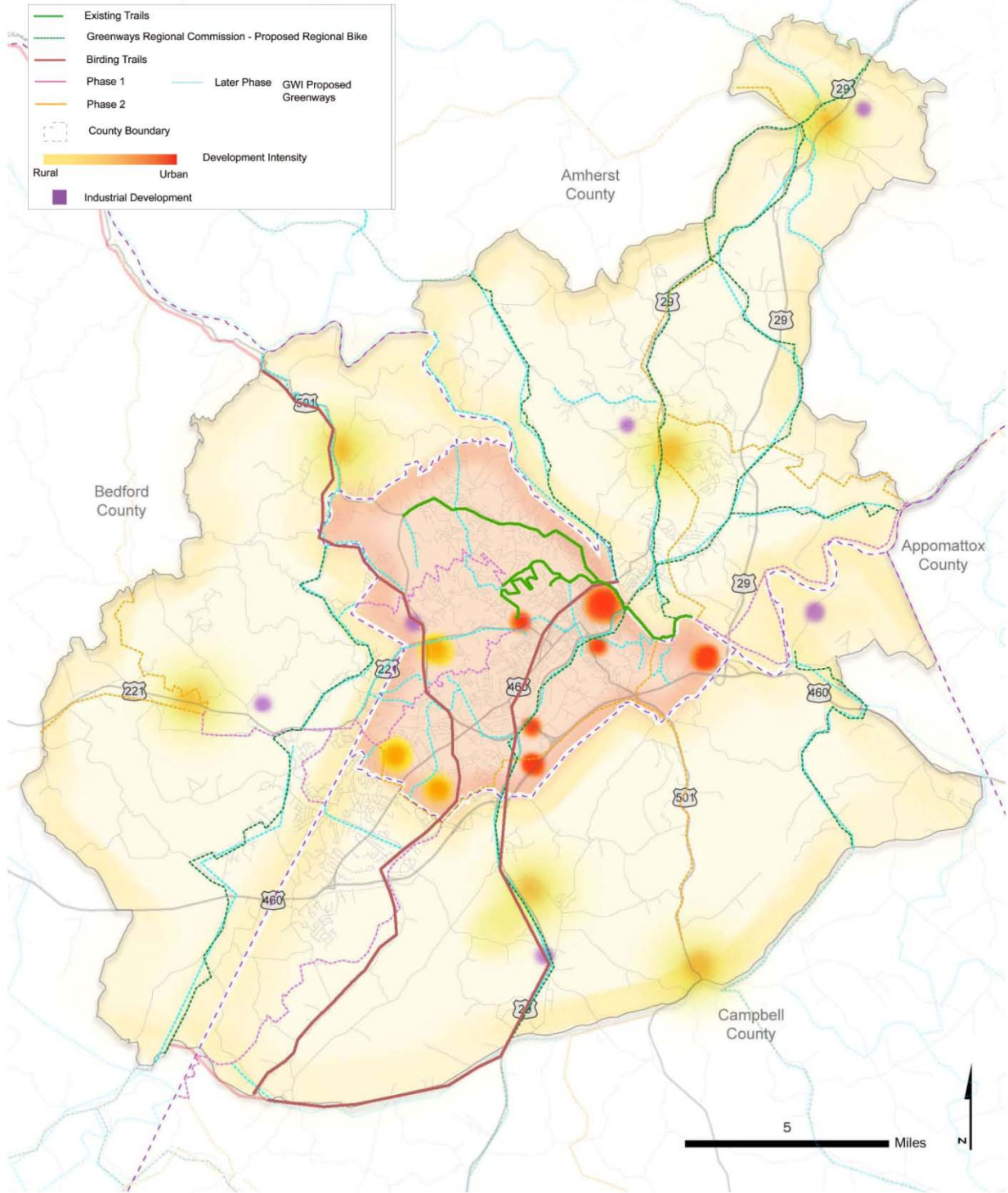
Central Virginia Plan 2035 Projects



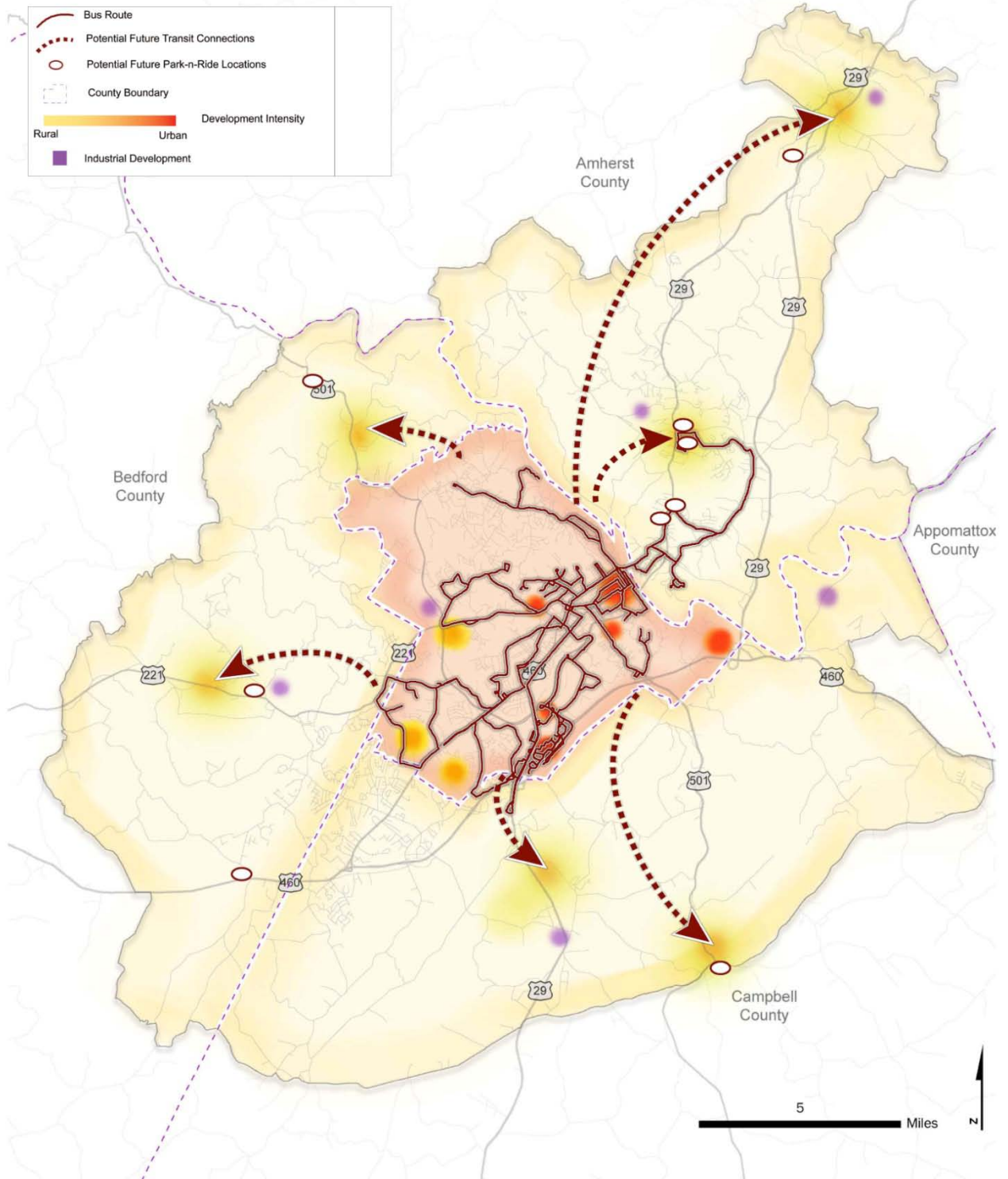
- Roadway Reconstruction Projects
- - - - - New Roadway Projects
- Capacity Improvements Projects
- Access Management and Safety Projects
- - - - - Multi-Modal Projects
- Bridge/Intersection Reconstruction Projects
- ✱ New Interchange Projects



Central Virginia Plan 2035 - Bicycle and Pedestrian



Central Virginia Plan 2035 - Transit



After the presentation, the study team engaged the full group of workshop participants in a discussion of potential changes to land use and transportation policies that could effect desired changes in the region's growth patterns, consistent with the "Alternative Perspective" scenario. Using a list of questions regarding planning tools and methods as a reference, which is provided at the end of this summary, the group developed the following ideas and comments regarding land use planning and policy recommendations that could support the LRTP vision and goals:

Key Issues/ Suggestions

- Overall concern - important to preserve corridor mobility on major roadways; new VDOT standards and tools can help localities improve access management & connectivity
- Supportive economic development strategies
 - Encourage location of new jobs to existing and emerging centers - Old Forest Road area, etc.
 - Encourage services within villages & town centers – note that they need an adequate number of "rooftops"
 - Allow local services in subdivisions
 - Visually buffer larger businesses & industrial parks from households so they can be closer together
 - Designate enterprise zones in desired centers; Urban Dev. Areas process includes incentives for designated areas
 - Engage large employers - how can this plan help them with their top priority, which is workforce development?
 - Tax Incentives
 - Historic preservation exemptions
 - Green space/conservation exemptions
 - TIF districts
 - Bedford City program
 - Emerging strategies like parking benefit districts (meters raise \$\$ for downtown streetscape & pedestrian improvements)
 - Educate major employers about rideshare incentives like carpool/transit pre-tax accounts as an employee benefit/ recruitment & retention strategy
- Use comprehensive plans more effectively
 - How can we be more accountable about implementing our comp plans?
 - How can the state help us enforce local comprehensive/development plans?
 - City has been implementing its plan in pieces
 - Looking at overhaul of zoning tools
 - Can we put in place some sort of progress reports?
 - Tracking location of new buildings
 - See Lynchburg's planning commission's annual report as a guide
- Find ways to make the transportation plan and land use policies important to local elected officials
 - Literally get this on their agenda
 - Talk individually to decision makers – even without formal endorsement, they need to be on board with the plan
- Get this topic into the general public conversation
 - Educate people about strategies like TDRs; make those concepts more "household words" like recycling.



- Push more interest in buses; promote ideas that make transit more efficient/convenient
- Connect transportation topics to environmental impacts and the economic development opportunities
- Include as many visuals as we can of desired outcomes
- Develop an action plan and evaluation matrix for what steps can be taken in five years, between now and the next LRTP

Next Steps – Presentation and public review of the draft plan

At the conclusion of the workshop, the study team explained that Renaissance Planning Group, in conjunction with the MPO, will refine the suggested supportive policies in the weeks to follow and will present those ideas at the MPO Board's July meeting. The study team will develop a complete draft long range transportation plan over the summer and present the final plan at the MPO Board's fall meeting. The draft plan will be released in August for a formal public hearing period in early fall prior to MPO adoption.



Appendix A: Discussion Questions/ Reference List of Potential Planning and Policy Tools

What types of Comprehensive Plan tools would support the Alternative Perspective, and should they be considered in the next plan update process?

- a. Designation of one or more mixed-use centers
- b. Increased densities and/or mixed-use requirements in designated redevelopment areas
- c. Designation of one or more mixed-use, multimodal corridors
- d. Designation of rural preservation areas
- e. Adoption of Goals, Objectives, and Policies supportive of the Alternative Perspective
- f. Changing transportation Level Of Service standards to relax requirements for roadways and/or defining new standards for transit, pedestrian, or bicycle quality of service
- g. Other

Key elements of the “Alternative Perspectives Scenario” include compact development, multiple transportation modes, walkable neighborhoods, growth directed toward centers and corridors, and preserved rural areas. Besides the Comprehensive Plan, the primary tool for shaping development patterns is the Zoning Ordinance. What tools should be considered to support the Alternative Perspectives Scenario?

- a. Requiring a mix of uses in core areas or near transit service
- b. Substantially increasing allowable residential densities and/or commercial intensities in core areas or near transit service
- c. Reducing parking requirements near bus or rail transit service, or in redevelopment areas that feature multimodal options
- d. Adjusting parcel development standards in existing districts to increase walkability (i.e., setbacks, building orientation, parking configuration, etc.)
- e. Creating a new overlay zone for a core area or transit station area
- f. Cluster Subdivision/Zoning
- g. Large Lot/Agricultural Zoning
- h. Other

What are some other programs or policies would support the Alternative Perspective?

- a. Design guidelines or standards that create pedestrian-friendly areas
- b. New or amended CDA/Service Districts for the purpose of encouraging infill development
- c. Complete Streets policy for your jurisdiction or for one or more key roadways
- d. Land acquisition/land banking of key parcels to facilitate transit-oriented/higher density development
- e. Transfer of development rights program to direct development and increased intensity to targeted areas while preserving the existing character of other areas
- f. Housing policies that integrate diverse residential opportunities within a project or area (i.e., workforce/affordable housing, mixed income, new product types, smaller lot sizes, units above commercial space, etc.)
- g. Changes to the Capital Improvements Program to include projects that enable or facilitate compact, mixed-use redevelopment
- h. Adoption of standards to implement the Safe Streets to School program
- i. Agricultural and Forestal Districts
- j. Conservation Easements

