



## **PLANNING COMMISSION**

AGENDA for August 13<sup>th</sup> 2024

### AGENDA

#### **REGULAR MEETING**

**Call to Order by Chairman and Roll Call**

**Public Comment on Items Not on the Agenda**

**Review and Adoption of Minutes**

Delayed this month

**Old Business**

**New Business**

- 1) ROW abandonment – alley behind 740 W 4<sup>th</sup> Street
- 2) Zoning Map Amendment, Site Plan Review, and ROW abandonment - 4004 Catalpa Ave
- 3) Site Plan Review – 25 CJ Morrison Dr

**Report of Secretary**

**Adjournment**

**Members and Term Expirations**

Dennis Hawes, Chairman, 7/31/2024

Harold Kidd, 6/30/2026

Justin Wiseman, 8/31/2025

Marolyn Cash, 6/30/2028

Sarah Henson, 9/30/2027

Melvin Henson, City Council Representative,  
9/30/2027

Kristie Gibbons, 12/31/2024

Timothy Petrie, 12/31/2024

Jason Tyree, Ex Officio member

**Staff**

Tom Roberts, Director of Community Development

City Hall, 2039 Sycamore Avenue, Buena Vista VA 24416

(540) 261-8607 | [troberts@bvcity.org](mailto:troberts@bvcity.org) | [buenvistava.org/planning](http://buenvistava.org/planning)

**Meetings**

Members of the Buena Vista Planning Commission meet in Council Chambers, 2039 Sycamore Avenue, at 7:00 p.m. on the 2<sup>nd</sup> Tuesday of each month, unless otherwise announced. Meetings may be held and business conducted without a quorum, but no votes may be taken unless a quorum is present. A majority of members constitutes a quorum. A motion passes with a majority vote; a tie constitutes defeat of the motion.



## **PLANNING COMMISSION Staff Report**

Secretary's Report

8/13/2024

### **Updates on Miscellaneous Projects**

- City was awarded \$50,000 grant on behalf of VIA for commercial kitchen equipment from the VDACS AFID program
- City & School Board are jointly pursuing a school facilities study. Consultant selection is underway and they should start this fall.
- The City has kicked off a technical assistance program with the National Park Service to plan and design historical interpretive signage along the River Walk. In July City staff met with NPS staff and conducted a half-day site visit.

#### **Police Department Street Parking**

The Police Department has a very small parking lot. The City is considering constructing curb and gutter and angled street parking on the opposite (east) side of Ivy Avenue. There is enough width within the ROW to provide angled parking, not just parallel parking, which will increase the capacity. Some of this parking could be dedicated to customer/visitor parking, and some to Police vehicles. We have not determined how far down the block (south) the curb and gutter and parking would extend. This project is still in the planning stage.

#### **Glen Maury South**

The City has owned the soccer field south of 10<sup>th</sup> Street from Glen Maury Park for many years. Over the last ten years, the City has acquired additional parcels such that it basically owns from the last house on 10<sup>th</sup> Street northward to the park. This land is all in Rockbridge County. It is zoned Residential, which significantly limits the permitted recreational uses. There are no proposals at the moment for new facilities in this area, but it offers some possibilities for future development. Rather than go through rezoning or conditional use permit and site plan review processes with the County, the City has begun discussing a voluntary boundary adjustment with the County to transfer this land to the City. This proposal is in the planning stage, and has not been presented to the Board of Supervisors yet.

#### **Vista Links Drive – Adjacent Slivers of Land**

The creation of Vista Links Drive near the old Carter Farm Drive created several awkward slivers of land between the road and the property lines of several of the houses (141, 151, 171, and 201 Carter Farm Dr). These were initially part of the golf course that was sold, but then

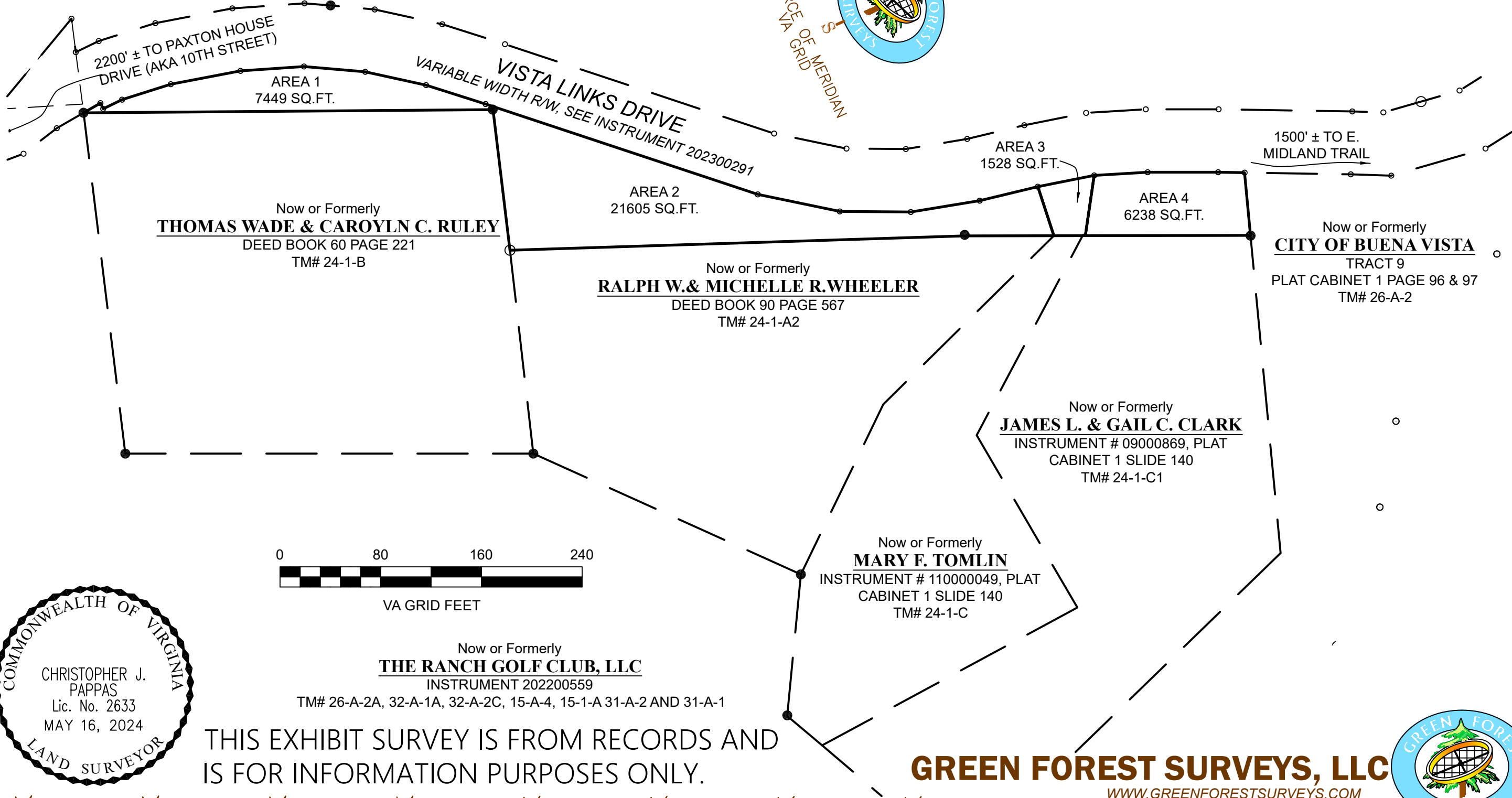
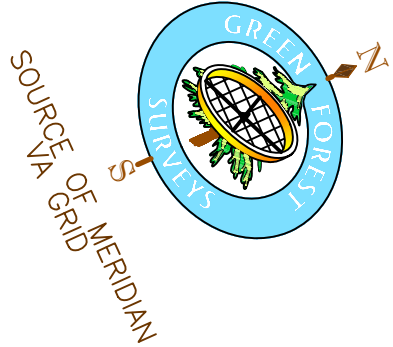
ultimately they were transferred back to the City along with the road right-of-way. At property owner request, the City is reviewing selling these small parcels to the adjacent owners. They would be merged with the adjacent parcels. The City will retain a 50' ROW for the road (the ROW along the rest of Vista Links Dr).

These slivers have minimal value to the City. Their only benefit would be if Vista Links Drive were significantly expanded, realigned, or if a wide pedestrian pathway were desired. The 50' ROW is enough to modestly widen the road and install a sidewalk. Selling these slivers to the adjacent landowners will reduce City maintenance costs (as the City mows these currently), increase taxes very slightly, and "tidy up" property boundaries. I think the benefits outweigh the possibility that the City might want a wider road sometime in the future.

EXHIBIT SURVEY FOR PROPERTIES ADJACENT TO  
**VISTA LINKS DRIVE**  
 CITY OF BUENA VISTA  
 ROCKBRIDGE COUNTY, VIRGINIA  
 GREEN FOREST JOB # GF02120  
 REVISION 1, MAY 16, 2024  
 SHEET 1 OF 2

Now or Formerly  
**THE RANCH GOLF CLUB, LLC**  
 INSTRUMENT 202200559

TM# 26-A-2A, 32-A-1A, 32-A-2C, 15-A-4, 15-1-A 31-A-2 AND 31-A-1



Now or Formerly  
**THOMAS WADE & CAROYLN C. RULEY**  
 DEED BOOK 60 PAGE 221  
 TM# 24-1-B

Now or Formerly  
**RALPH W. & MICHELLE R. WHEELER**  
 DEED BOOK 90 PAGE 567  
 TM# 24-1-A2

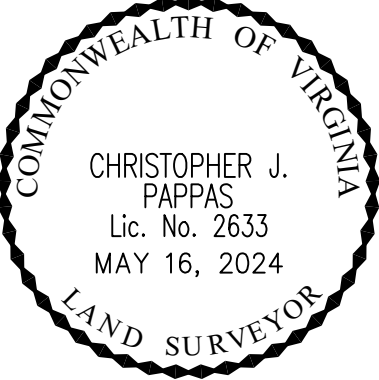
Now or Formerly  
**CITY OF BUENA VISTA**  
 TRACT 9  
 PLAT CABINET 1 PAGE 96 & 97  
 TM# 26-A-2

Now or Formerly  
**JAMES L. & GAIL C. CLARK**  
 INSTRUMENT # 09000869, PLAT  
 CABINET 1 SLIDE 140  
 TM# 24-1-C1

Now or Formerly  
**MARY F. TOMLIN**  
 INSTRUMENT # 110000049, PLAT  
 CABINET 1 SLIDE 140  
 TM# 24-1-C



Now or Formerly  
**THE RANCH GOLF CLUB, LLC**  
 INSTRUMENT 202200559  
 TM# 26-A-2A, 32-A-1A, 32-A-2C, 15-A-4, 15-1-A 31-A-2 AND 31-A-1



THIS EXHIBIT SURVEY IS FROM RECORDS AND IS FOR INFORMATION PURPOSES ONLY.

**GREEN FOREST SURVEYS, LLC**  
 WWW.GREENFORESTSURVEYS.COM  
 P.O. BOX 121, FAIRFIELD, VA 24435 (540) 261-1077







## **PLANNING COMMISSION Staff Report**

ROW Abandonment

740 W 4<sup>th</sup> St alley abandonment

8/7/2024

### **Synopsis**

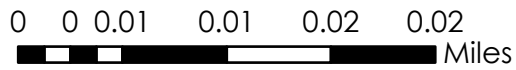
Applicant Dean Cash requests abandonment of 125' of alley behind his property.

#### **Summary:**

- Alley is undeveloped and on a wooded slope, so not likely to be opened
- Applicant owns both sides of alley, and alley is essentially part of his yard
- $125' \times 10' = 1250 \text{ sf} * \$0.75 = \$937.50$

### **Analysis**

Mr. Cash owns the land on both sides of the alley. This site is at the back edge of his property at the top of the hillside going down to the industrial park. This area will not be developed, based on its location as a buffer between a residential area and industrial area. Staff recommend approval.



# 740 W 4th St Alley

8/7/2024







**PLANNING COMMISSION Staff Report**

Zoning Map Amendment, Conditional Use Permit, Site Plan, ROW  
 Realignment  
 4004 Catalpa Ave  
 8/7/2024

**Synopsis**

Applicant Raymon Holguin proposes 12-unit apartment building in the 4000 block of Catalpa Avenue, with accessory laundromat open to the public.

**Site Information**

<b>Address/Tax Map:</b>	6-1-6-25-2, to be addressed 4004 Catalpa Ave	
<b>Existing zoning:</b>	R3 Residential Limited	
<b>Existing land use:</b>	Vacant/grass	
<b>Proposed zoning:</b>	R4 Medium Density Residential	
<b>Proposed land use:</b>	Apartments and laundromat	
<b>Surrounding zoning and land use:</b> R3 Residential Limited		
North and East: Hillside Mobile Home Park		
South and West: Single family detached residential		
<b>Size:</b>	Approximately 19,000 sf	
<b>Tentative Timeline</b>	Preliminary Commission Discussion	8/13/2024
	Planning Commission Public Hearing	9/10/2024
	City Council Public Hearing	10/3/2024
	City Council Adoption	10/17/2024

**Overview**

This project would construct twelve apartments and a laundromat on a vacant site at the corner of 40<sup>th</sup> St and Catalpa Avenue, where it transitions to Longhollow Rd. There are four land use approvals on which Planning Commission must weigh in:

- 1) Zoning Map Amendment – the current zoning (R3 Residential Limited) does not allow multifamily; staff propose R4 Medium Density Residential zone
- 2) Conditional Use Permit – required for the laundromat use in R4, and the current site plan proposes a reduction in the minimum setbacks for the R4 zone
- 3) Site Plan – required for multifamily and commercial development

- 4) Right of Way Realignment – the current site plan proposes realigning a portion of the alley along an existing road access that runs across the applicant’s property. The City would swap the platted alley for the right-of-way of the new alley alignment.

Following, or concurrent with, the zoning approval process, the site will be subject to Erosion & Sediment Control and Storm Water Management permitting.

This staff report reflects the preliminary site plan. Many details, such as the exact location of the laundry building, the grading plan for the site, parking entrances, etc. have not been finalized.

*Use (Zoning Map Amendment & Conditional Use Considerations)*

The current zoning, R3 Residential Limited, would only allow construction of two single-family homes on this site by right; the applicant proposes 12 apartments in a three-story building, as well as a detached laundromat building open to the public. There is a clearly-documented need for new housing units in the City, supported by the forthcoming housing study as well as robust market demand for new housing units. Additionally, apartment-type units would help the diversity of unit types in the City, as almost all new units in the last few years have been either detached single-family homes or attached single-family homes (townhouses).

This location is well-suited to multifamily housing. As a general principle, multifamily is better suited close to main corridors and denser development to facilitate efficient and safer use of road infrastructure. Proximity to corridors is more convenient for residents. This site is also adjacent to an existing manufactured home park, which functions more like multifamily housing because of its density. (Note that the Hillside MHP is also zoned R3 and is a pre-existing non-conforming use.)

For these same reasons, it is well-suited to neighborhood commercial use such as a laundromat. The intent statement of R4 reads,

*The R-4 District is established to accommodate a range of residential densities including multifamily buildings, as well as limited institutional, office, and commercial uses that support such residential development. R4 is primarily residential and is intended for lower intensity of pedestrian and vehicular use than the Mixed Use or Mixed Business districts.*

The laundromat clearly supports the residential development on site, and likely would support residents in the manufactured home park, as some of them may not have washer/dryer facilities in their home. Currently, the closest laundromat is located at 18<sup>th</sup> Street and Magnolia Avenue. The proposed site would be walking distance to many residents in the neighborhood.

*Site Planning Considerations*

As noted earlier, site design is still preliminary but the general idea is presented in the attached exhibit.

- The proposed apartments will be 960 sf each, well above the minimum for apartments (960 would be the minimum for a single family home or duplex.) Breakdown of bedrooms TBD.

- Setbacks – In R4, minimum front setbacks are 30’; side setbacks are 15’; and rear setbacks are 25’. The current plan proposes a 15’ rear setback and 10’ side setback. Dimensional regulations can be modified by conditional use permit. Staff believe that the proposed reduced setbacks are sufficient. Many of the manufactured homes along 40<sup>th</sup> St have a setback of 10’ or perhaps less, and the buildings will still be surrounded by landscaping and grass buffers.
- The laundromat location may need to change. As currently sited, it may impede sight distances for vehicles turning at the alley entrance and/or E 40<sup>th</sup> Street and/or in the roadway of Longhollow/Catalpa. Additionally, the laundromat is shown on top of the existing platted alley, which may have underground utilities that cannot be built on top of. However, the configuration of the parking and buildings can be adjusted.
- Water and sewer readily available to site. Exact connection locations not determined yet.
- Landscaping/screening – site landscaping to be determined, but propose a privacy fence on rear (east) side of property to screen the manufactured home park.
- Parking - The current plan shows 20 spaces.
  - Apartments: 12 units x 1.5 parking spaces per unit = 18 spaces required for apartments.
  - Laundromat: 1 space for each 200 sf of retail space @ 875 sf = 4 spaces required.
  - Because residential parking spaces can be considered full-time use, they can’t be shared with another use, as one might share spaces between a church and restaurant.
  - Two additional spaces can likely be added to the site as design is finalized.
  - Perpendicular street parking is proposed for E 40<sup>th</sup> Street. The traffic volume on 40<sup>th</sup> St is low and the street is short, making this parking arrangement an option. However, signage indicating vehicles are backing out may be necessary going east on 40<sup>th</sup> St.
- Pedestrian access – Sidewalk exists on Catalpa Avenue, beginning at the north end of the site and continuing south on Catalpa Ave all the way to 29<sup>th</sup> Street. Residents could easily walk straight down Catalpa to reach the gas station and other businesses, or continue further to Beech to reach Hardees, Dollar Tree, Family Dollar, etc. Sidewalk is provided around the building as well.
- Storm water runoff – because the buildings and parking consume the majority of the site, storm water management will likely require underground storage structures.

### *Alley Realignment*

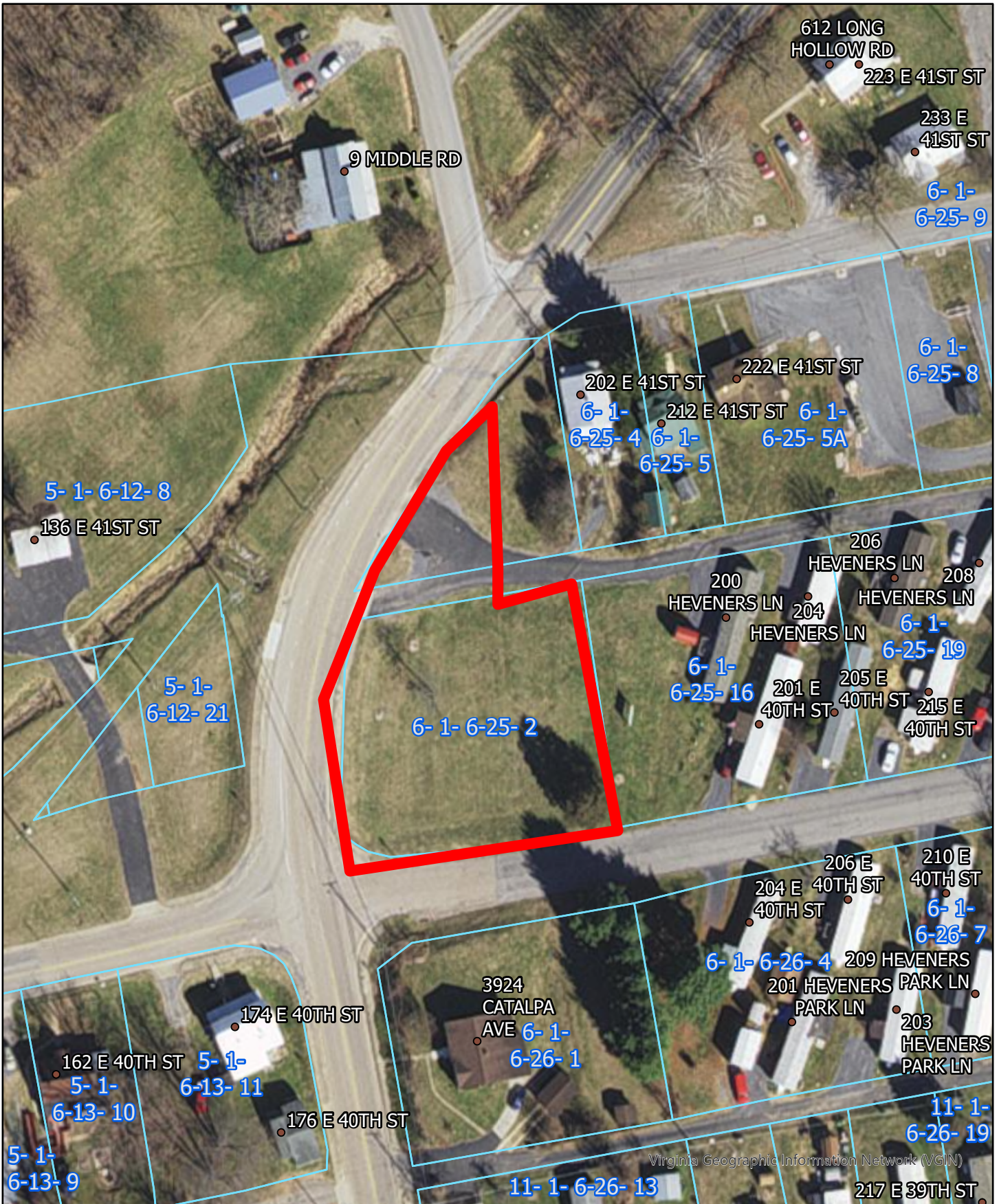
Currently, as seen on the aerial imagery, the alley on the north side of the site branches as it reaches Catalpa Avenue. The southern branch is the platted alley which is a City ROW. The northern branch appears to have been an informal cut-through that was later paved. Paving and creating a concrete apron in the sidewalk/curb and gutter made the shortcut seem more official, but in fact it is located on private property and is not a public ROW. However, this informal shortcut provides a wider and somewhat safer entrance than the actual alley entrance. Therefore, staff propose to swap a portion of the platted alley for this shortcut, effectively realigning the public alley. Any utilities in the alley would remain, but the property

itself would be consolidated and the former alley could be used more effectively as parking or open space.

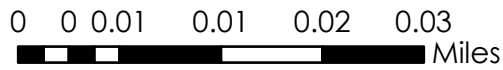
Although the exact square footages of the current and realigned alley have not been calculated, staff propose a direct swap with no exchange of money, even if the areas are not equal.

### **Recommendation**

Key details of the site plan need to be finalized, but staff are supportive of the proposed uses and overall project. By the September Planning Commission meeting, the site plan will be finalized and ready for the Planning Commission Public Hearing and vote on recommendation.



Virginia Geographic Information Network (VGIN)



# 4004 Catalpa Ave Site

8/7/2024

**FIELD SURVEY FOR  
MAYS GROCERY, INC.  
BLOCK 25, SECTION 6, LOTS 14 and 15  
and PORTION of LOTS 2 and 13  
TM# 6-1-6-25-2,13,14,15  
BUENA VISTA, VIRGINIA  
GREEN FOREST JOB # GF01044A  
REVISED OCTOBER 24, 2013  
SHEET 1 OF 1**

**PARCEL 'C'**

CURVE	ARC LENGTH	RADIUS	DELTA ANGLE	CHORD BEARING	CHORD LENGTH
C1	15.07'	288.31'	2°59'42"	N 21°18'05" E	15.07'

LINE	BEARING	DISTANCE
L2	S 11°01'09" E	12.73'
L3	S 78°58'51" W	8.06'

NOTE: OWNERSHIP OF PARCEL 'C'  
OF +/- 52 SQ. FT. IS UNKNOWN

PARCEL "B"  
1,909 SQ.FT.

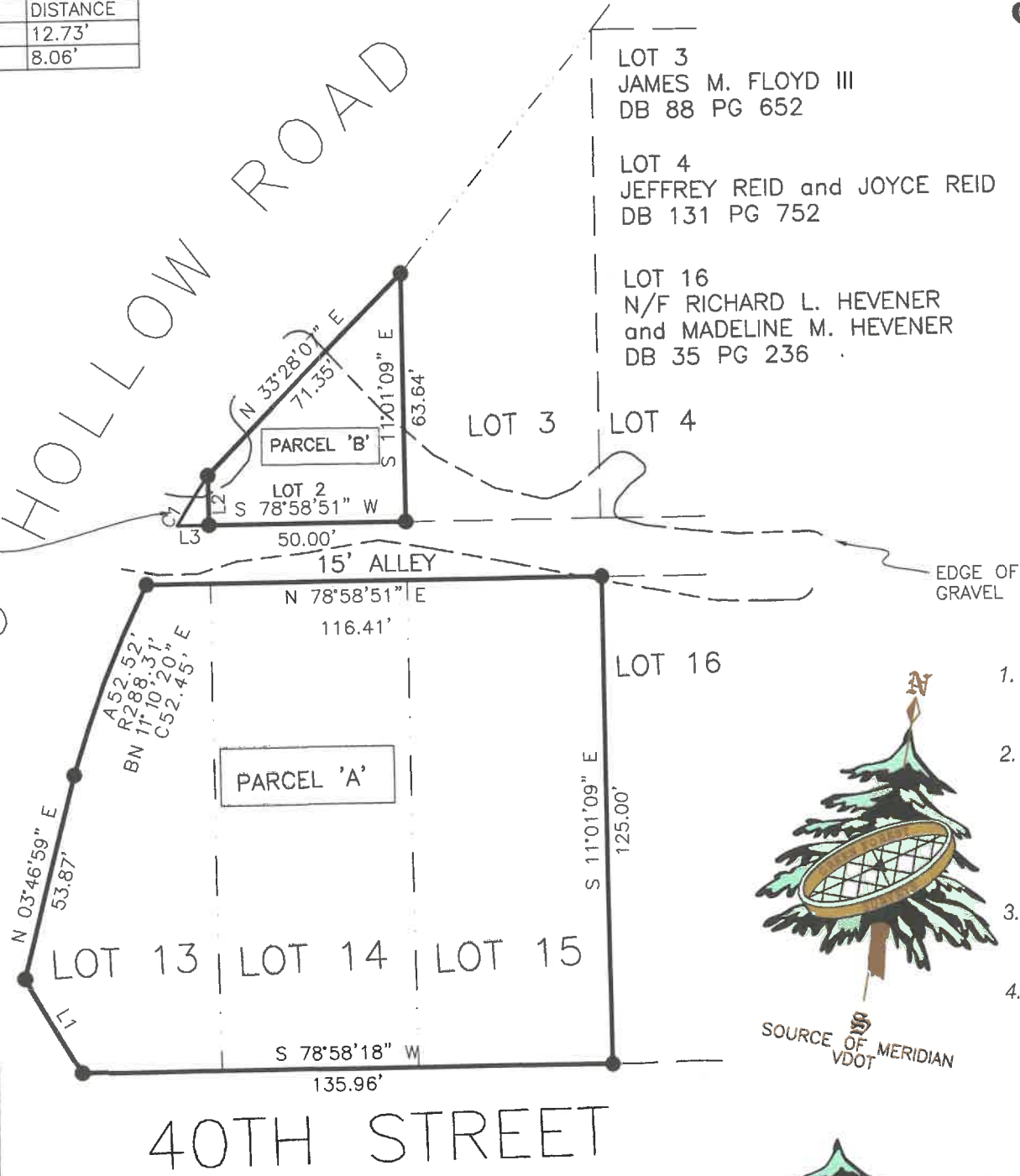
PARCEL 'C'

**PARCEL 'A'**

LINE	BEARING	DISTANCE
L1	N 40°55'56" W	28.12'

PARCEL "A"  
17,113 SQ.FT.

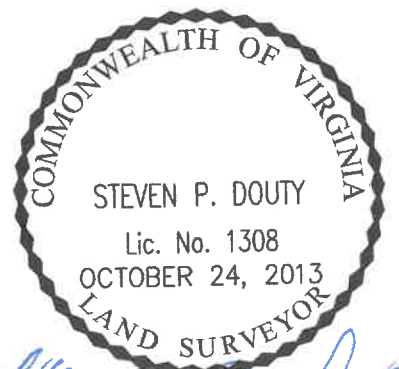
LONG HOLLOW ROAD  
CATALPA AVENUE



SOURCE OF DESCRIPTION

N/F MAYS GROCERY, INC.  
LOTS 2,13,14 and 15  
ORIGINALLY CONVEYED  
DB 85 PG 804  
PORTION OF LOTS 2 and 13  
CONVEYED TO COMMONWEALTH  
DB 90 PG 404

1. THIS PLAT WAS PREPARED WITHOUT BENEFIT OF A TITLE REPORT AND DOES NOT THEREFORE NECESSARILY INDICATE ALL ENCUMBRANCES ON THE PROPERTY.
2. A PORTION OF THIS PROPERTY LIES WITHIN OR ADJACENT TO THE TRAVELLED WAYS OF LONG HOLLOW ROAD, 40TH STREET, AND A PUBLIC ALLEY, AND IS SUBJECT TO ALL PUBLIC OR DEEDED RIGHTS NORMALLY ASSOCIATED WITH A ROAD, AND OTHER RIGHTS OR RESTRICTIONS REVEALED BY A TITLE REPORT.
3. THE EDGE OF GRAVEL LINE SHOWS THE APPROXIMATE BOUNDARY OF A GRAVELLED WAY PRESENTLY USED BY THE PUBLIC..
4. THIS PROPERTY LIES IN FLOOD ZONE "X" ("AREA DETERMINED TO BE OUTSIDE 500-YEAR FLOODPLAIN") AS SHOWN ON THE FLOOD INSURANCE MAP (FIRM) FOR ROCKBRIDGE COUNTY, VIRGINIA AND INCORPORATED AREAS. MAP NUMBER 511630290C; EFFECTIVE DATE: APRIL 6, 2000



*Steven P. Douty*

**GREEN FOREST SURVEYS**

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BUENA VISTA, VA 24416  
(540) 261-1077

GF01064A	1	24 OCT 2013	LOTS 2,13,14,15	1 OF 1
JOB NO.	REV	REV. DATE	NAME	SHEET



Looking north from 40th St at site; MHP to right



Looking from Catalpa Ave north; site is on right



Looking from alley shortcut southwest



Looking from 40th St intersection north at Catalpa Ave/Longhollow Rd



Looking from 40th St north at site



Looking south across alley at site





## PLANNING COMMISSION Staff Report

Site Plan Review

25 CJ Morrison Drive – Rockbridge Area Department of Social Services Office

8/8/2024

### Synopsis

Site plan review for new government office building to be located at CJ Morrison Dr.

### Site Information

<b>Address/Tax Map:</b>	14-A---1A and 1B, to be addressed 25 CJ Morrison Drive	
<b>Existing zoning:</b>	Mixed Business – Hilltop (MXB-HT)	
<b>Existing land use:</b>	Vacant	
<b>Staff Recommendation:</b>	Approve with comments	
<b>Tentative Timeline</b>	Planning Commission Review	8/13/2024

### Overview

Rockbridge County, Lexington, and Buena Vista jointly purchased this site adjacent to the TAP/Head Start building in the Food Lion shopping center for the construction of a regional Social Services office. Currently, the office is located in downtown Lexington. Civic offices are a by right use in the MXB-HT zone, so only site plan review is required; however, the MXB-HT zone includes design requirements not found in most of the City’s other zones.

In addition to the office building and its associated parking lot, the project also includes construction of a new road to connect Dogwood Drive (the road between TAP/Head Start and Bolling Grose & Lotts) to Baner Lane (the road at the 911 Center).

The localities are presenting the site plan at this time because it is important to keep the project on schedule for use of allocated state funding.

### Site Plan Considerations

The building will be one story facing CJ Morrison Drive, with a parking lot wrapping around three sides of the building. To the south, a level space is set aside for potential future construction of another building, and to the east is a storm water management pond.

The MXB-HT design requirements (found in section 618.55) are intended to foster high-quality urban and architectural design. They envision development that is denser and more like downtown than a strip shopping center or detached large office building surrounded by parking, although they allow those building types. General site plan and district-specific requirements staff believe will be satisfied:

- Architectural requirements (618.55 1-10) will be reviewed by staff once architectural designs are complete; however, none of the requirements about scale, height, orientation, ornamentation, adjacency, fenestration, materials, are expected to be issues.
- Lot size and setback requirements (618.55.05-1) are met.
- Parking lot
  - Per 618.55.05-2.a.2 and 3 indicate that parking lots should be on the interior, side, or rear of lots. This is echoed in 618.57.01. This proposal locates some of the parking lot in front of the building. Staff believe the proposed layout is appropriate given the context of this building with Food Lion, TAP/Head Start, and the Buena Vista Pentecostal Holiness Church site. The intent of placing parking lots on the side, rear, or interior is that *“Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding neighborhoods.”* This site does not do that because this is not a pedestrian route or a heavily pedestrian area, although it needs to accommodate pedestrians.
  - The number of parking spaces provided, 139, is quite sufficient.
- The sign location or details have not been proposed, but staff will ensure it meets the sign standards found in 618.60.
- Water and sewer are located in CJ Morrison Drive and no issues with connecting are anticipated.
- The project is required to obtain Erosion & Sediment Control and Storm Water Management permits.

Below are specific recommendations from staff to address site planning requirements:

- 1) Reconfigure parking spaces and/or islands and/or light poles to provide tree canopy over the parking lot.
  - a. Shade trees on parking lots improve user comfort, appearance, urban heat island effect, and storm water absorption. Section 618.58.01.C.2 states, *“no parking space shall be less than 60 feet from the base of a canopy tree.”*
  - b. There are multiple ways to achieve this with minimal reduction in the number of spaces or expansion of the parking lot. For instance, the light poles could be relocated from the islands at the end of the central rows, allowing trees to be planted in those islands. Light poles could be placed either on the perimeter of the lot or on posts in the middle of the asphalt (for example as in the existing Food Lion parking lot) without sacrificing spaces.
    - i. Another option could be to insert an island in the middle of the central row.
    - ii. Another option could be to set spaces at angle instead of perpendicular, opening space down the middle of the central row for a linear planting strip.
    - iii. Another option could be to place a rain garden/planted bio swale BMP in the middle of the center.
  - c. Staff is open to different options.

- 2) Staff will review the landscape planting plan. In addition to the trees discussed above, there need to be some shrubs and trees along the perimeter, specifically:
  - a. The northern property line is screened by cedar trees for most of its length. Even though many of these are located below power lines, they seem to be effectively trimmed. These should be retained as much as possible, which might involve tweaking the LOD, depending on which side of the property line they are on. These trees are sufficient buffer to meet requirements but could be reinforced with a row of shrubs if desired.
  - b. The 50' or so of the northern property line closest to CJ Morrison Drive does not have the mature cedar screen. This location is directly under power lines. A selection of appropriate shrubs should be planted here to provide some screening from the TAP/Head Start building.
  - c. The southern end of the property frontage on CJ Morrison Drive is screened by an existing patch of cedar trees, which mostly lie in the street ROW and appear outside the LOD. These should be retained as much as possible.
  - d. The remaining frontage on CJ Morrison Drive should have a landscaping strip with low growing shrubs and/or grasses and/or perennials to dress up the entrance but retain visibility from the street up to the parking lot.
  - e. The area surrounding the SWM pond should have tree plantings where possible.
  - f. The building should have foundation plantings, ideally including trees where appropriate.
  - g. Plants should be native unless there is a compelling reason.
- 3) Add curb and gutter along the CJ Morrison Drive frontage south to the tree line. The road edge is currently a gravel shoulder that is periodically used by tractor trailers and other vehicles for parking, and the plans do not call for any changes. Shoulder and ditch is the wrong road section where there is frequent on-street parking because vehicles usually go over the edge of pavement. The opposite side of the street has curb and gutter. Curb & gutter will significantly improve the appearance of the frontage and the function of the street.
- 4) Pedestrian accommodations. This shopping center was designed in the 1990's and does not offer pedestrian accommodations. With increased vehicular traffic due to the RADSS building and the BVPHC site, and the on-street parallel parking, the roadway is not a safe place for pedestrians. The future pedestrian connection eastward via Dogwood Dr/Baner Ln, as well as the presence of RADSS and BVPHC, will increase pedestrian traffic above current levels.
  - a. There appears to be sidewalk running along the north side of the building and the north side of the parking lot. This should be extended (at ADA grade and with a curb cut) to connect to CJ Morrison Drive. This is a logical and convenient way for pedestrians to walk from Food Lion or from the around the corner on Dogwood Drive to get to RADSS.
  - b. I don't think there is a compelling argument for sidewalk along the CJ Morrison Drive frontage. There is not sidewalk next to the TAP side to connect to, nor is there sidewalk going on the BVPHC site. There may be pedestrians walking up CJ Morrison Drive, but they would not use very much of such a sidewalk to get to

the RADSS building – they would use the connecting pathway that leads straight to the building.

### **Connection Road**

Early in the planning for this facility, the opportunity for connecting through the northern part of the site was identified with two basic goals:

- A) Pedestrian connection. Currently there is no safe way for pedestrians to travel from the east side of the river to the Food Lion shopping center. The forthcoming transportation small area plan has identified several potential pedestrian routes, one of which is an off-road route starting at Vista Links Dr and Rt 60 and bearing south through the brush, then up next to the 911 center and through to Dogwood Drive next to TAP/Head Start.
- B) Vehicular connection for the 911 center. The current entrance for the 911 center, Baner Lane off of Rt 60, is unsafe for multiple reasons. It is steep; narrow; has poor sight distances because of the steep bank; and has no left turn lane on Rt 60. Connecting westward to CJ Morrison Drive would allow public safety vehicles to enter and exit onto Rt 60 at a safer intersection (CJ Morrison and Rt 60), which has left and right entrance turn lanes and better visibility. Vehicles could even cut through the parking lot to Forge Rd if necessary.

The site plan proposes a 20' wide street with shoulder and ditch section (not curb & gutter) and a sidewalk/pedestrian path on the south side connecting from the end of the existing pavement on Dogwood Drive next to TAP/Head Start to the end of the existing pavement of Baner Ln behind the 911 center. Some of this alignment on the Baner Lane side is already graded for a road. The surface material of the pedestrian path is not yet determined (concrete vs. asphalt vs. rock dust).

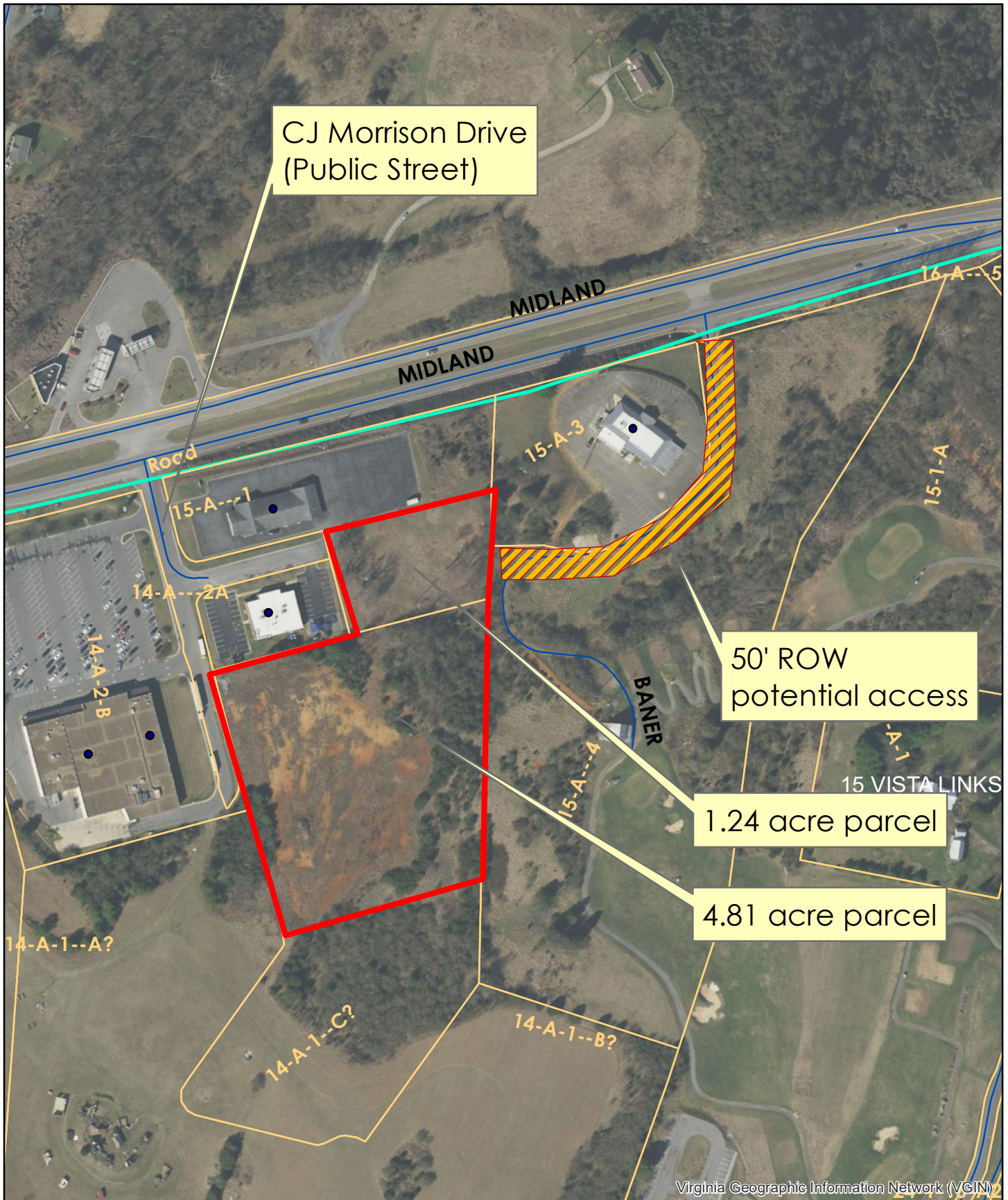
This staff report refers to the street between TAP/Head Start and Bolling Grose & Lots as Dogwood Drive because it is labeled such on the 1990's plats when this area was developed. Dogwood Drive is currently a private street that is explicitly intended to be dedicated to the City as a public street.

The new connecting road would be exclusively for accessing the 911 center and would not be open to the public use. There would be signage close to the rear entrance of Bolling Grose & Lotts to indicate "authorized vehicles only" or something similar. Additionally, the Baner Lane entrance would also be marked with signage to prohibit public use as a cut-through. This restriction is because the Baner Ln entrance is not safe for general use, and because the 911 center has important security concerns.

Staff recommend that the Dogwood Drive name be extinguished and Baner Lane be used to refer to the whole length from CJ Morrison Drive to Rt 60. This opens the opportunity for mail service the other side, closer to CJ Morrison, if the Post Office agrees.

The entire RADSS facility and the majority of the Baner Ln connection are located on two parcels recently purchased by the three localities specifically for the RADSS facility. The remainder of the Baner Ln connection is on the 911 center parcel, which is owned by Rockbridge County. However, the Baner Ln connection will require a SWM facility, and the only

practical location of this pond is on part of an adjacent City-owned parcel. This is one of the golf course outlying parcels. Staff have reviewed this carefully, and believe that there will be minimal impact to located the SWM pond here, except that space is left for future construction of an access road from Baner Ln going south. As seen on the clip of the outlying parcel survey, the City-owned parcel stretches southward along the east edge of the RADSS property and separating it from the golf course. Although this southern arm of the parcel is not very large, it could have some development potential in the future. A driveway from Baner Ln is by far the easiest way to access this property. The only other ways to reach this arm of the parcel is cutting across the golf course or from the RADSS parking lot.



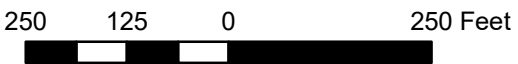
CJ Morrison Drive  
(Public Street)

50' ROW  
potential access

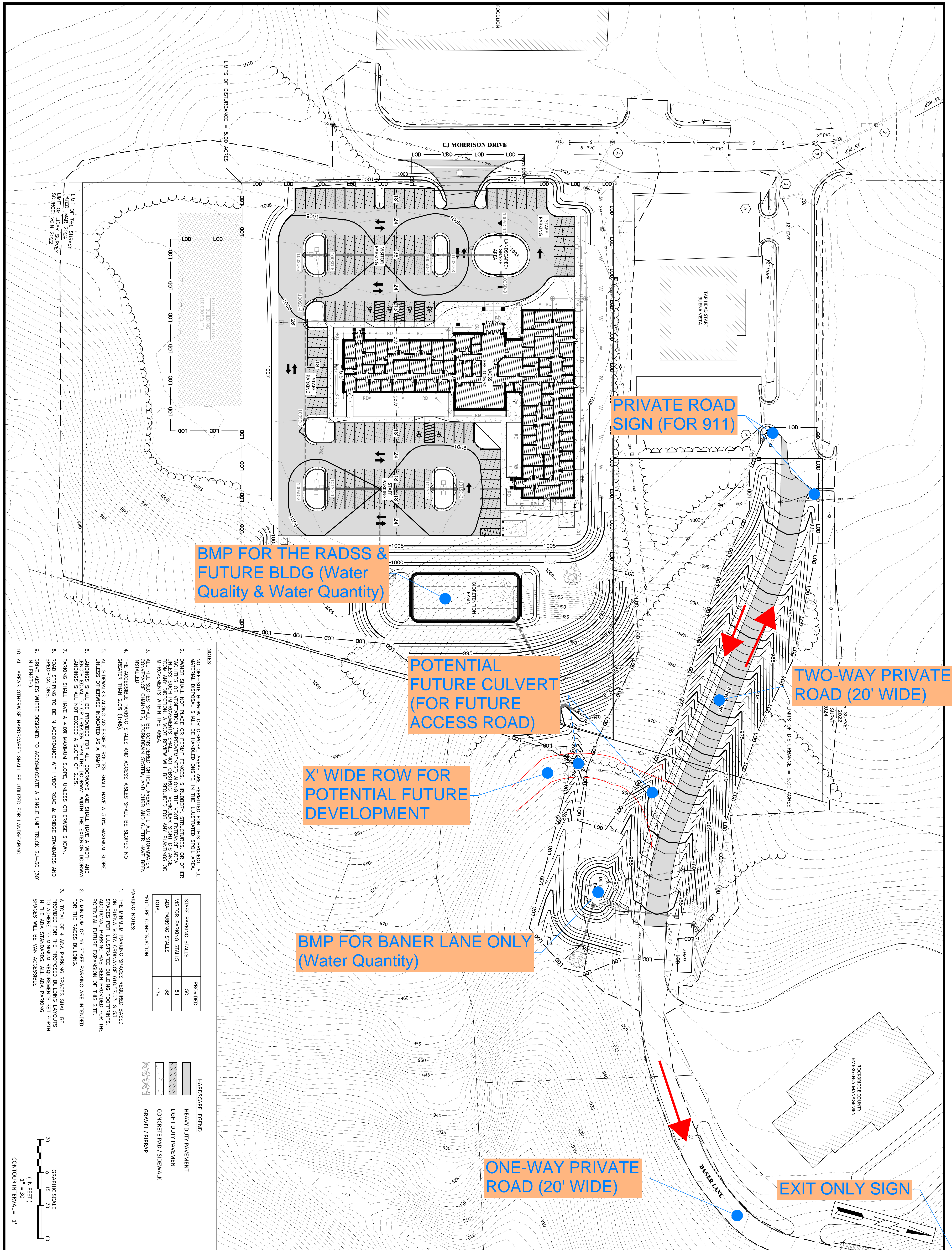
1.24 acre parcel

4.81 acre parcel

Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination.



# Mountain View Site



**BMP FOR THE RADSS & FUTURE BLDG (Water Quality & Water Quantity)**

**PRIVATE ROAD SIGN (FOR 911)**

**POTENTIAL FUTURE CULVERT (FOR FUTURE ACCESS ROAD)**

**TWO-WAY PRIVATE ROAD (20' WIDE)**

**X' WIDE ROW FOR POTENTIAL FUTURE DEVELOPMENT**

**BMP FOR BANER LANE ONLY (Water Quantity)**

**ONE-WAY PRIVATE ROAD (20' WIDE)**

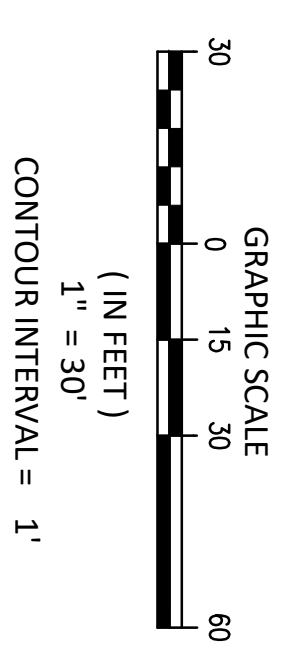
**EXIT ONLY SIGN**

- NOTES:**
- NO OFF-SITE BORROW OR DISPOSAL AREAS ARE PERMITTED FOR THIS PROJECT. ALL MATERIAL DISPOSAL SHALL BE HANDLED ON-SITE, IN THE ILLUSTRATED SPILL AREA.
  - OWNER SHALL NOT PLACE OR PERMIT FENCES, SHREDBERY, STRUCTURES, OR OTHER FACILITIES OR VEGETATION ("IMPROVEMENTS") ALONG THE VDOT ENTRANCE AREA UNLESS SUCH IMPROVEMENTS SHALL NOT OBSTRUCT VEHICULAR SIGHT DISTANCE FROM ANY DIRECTION. A VDOT REVIEW WILL BE REQUIRED FOR ANY PLANTINGS OR IMPROVEMENTS WITHIN THE ROAD.
  - ALL FILL SLOPES SHALL BE CONSIDERED CRITICAL AREAS UNTIL ALL STORMWATER CONVEYANCE CHANNELS, STORMWATER SYSTEM, AND CURB AND GUTTER HAVE BEEN INSTALLED.
  - THE ACCESSIBLE PARKING STALLS AND ACCESS AISLES SHALL BE SLOPED NO GREATER THAN 2.0% (1:48).
  - ALL SIDEWALKS ALONG ACCESSIBLE ROUTES SHALL HAVE A 5.0% MAXIMUM SLOPE. LANDINGS SHALL BE PROVIDED FOR ALL DOORWAYS AND SHALL HAVE A WIDTH AND LENGTH EQUAL TO OR GREATER THAN THE DOORWAY WIDTH. THE EXTERIOR DOORWAY LANDINGS SHALL NOT EXCEED A SLOPE OF 2.0%.
  - PARKING SHALL HAVE A 4.0% MAXIMUM SLOPE, UNLESS OTHERWISE SHOWN.
  - ROAD STRIPING TO BE IN ACCORDANCE WITH VDOT ROAD & BRIDGE STANDARDS AND SPECIFICATIONS.
  - DRIVE AISLES WHERE DESIGNED TO ACCOMMODATE A SINGLE UNIT TRUCK SU-30 (30' IN LENGTH).
  - ALL AREAS OTHERWISE HARDCAPED SHALL BE UTILIZED FOR LANDSCAPING.

	PROVIDED
STAFF PARKING STALLS	50
VISITOR PARKING STALLS	51
ADA PARKING STALLS	38
TOTAL	139

**HARDSCAPE LEGEND**

[Pattern]	HEAVY DUTY PAVEMENT
[Pattern]	LIGHT DUTY PAVEMENT
[Pattern]	CONCRETE PAD / SIDEWALK
[Pattern]	GRAVEL / RIPRAP



No.	Date	Purpose of Document Issue

ROCKBRIDGE AREA DEPARTMENT OF SOCIAL SERVICES  
 BUENA VISTA, VIRGINIA  
**OVERALL SITE & GRADING PLAN**

**PRELIMINARY**

THOMPSON & LITTON  
 SHEET NO. **C300**  
 PROJECT NO. **17686**  
 DATE: 07/23/2024  
 DRAWN: MAM  
 CHECKED: MAM

911 CENTER

PROJ. SITE & BMP

PROPOSED BANER LANE BMP & NEW PROPERTY BOUNDARY (PROPOSED BY THE CITY)

N/F  
CITY OF BUENA VISTA  
DEED BOOK 171, PAGE 69  
TAX MAP# 15-A-5 & 6

N/F  
LOMAX FUNERAL HOME, INC.  
DEED BOOK 75, PAGE 69  
TAX MAP# 15-A-3  
TAX MAP# 15-A-2

N/F  
GEORGE D. HUGER, JR. &  
SUSAN ANN HUGER  
DEED BOOK 103, PAGE 287  
TAX MAP# 15-1-A1  
3.000 ACRES

N/F  
HILLTOP DEVELOPERS  
DEED BOOK 60, PAGE 451  
TAX MAP# 14-A-1

N/F  
JOSEPH C. CAMPBELL &  
CORNELIA B. CAMPBELL  
DEED BOOK 294, PAGE 281  
TAX MAP# 89B-2-4

N/F  
RALPH W. WHEEL  
& MICHELLE R. W.  
DEED BOOK 90, PA  
TAX MAP# 24-1

N/F  
THOMAS WADE RULEY  
& CAROLYN C. RULEY  
DEED BOOK 60, PAGE 221  
TAX MAP# 24-1-B

THE PUB  
FACILITIES  
CITY OF B  
TAX MAP#  
3

N/F  
CITY OF BUEN  
DEED BOOK 109,  
TAX MAP# 32

N/F  
THE PUBLIC RECREATIONAL  
FACILITIES AUTHORITY OF TH  
CITY OF BUENA VISTA, VIRGIN  
DEED BOOK 134, PAGE 17;  
TAX MAP# 32-A-2C

DEERHAVEN SUBDIVISION  
PLAT BOOK 8, PAGE 78

RICHARD S  
WILL BOOK  
TAX MA

N/F  
HAMILTON  
DEED BOOK 71, PAGE 301  
TAX MAP# 31-1-4 & 4A

N/F  
BUCHANAN  
DEED BOOK 72, PAGE 882  
TAX MAP# 38-A-1

N/F  
GREEN HILL  
CEMETERY

N/F  
GREEN HILL  
CEMETERY

LEGEND	
—————	SURVEYED LINES
- - - - -	DEED LINES
- x - x -	FENCE
○	UTILITY POLE
(F)	FOUND
N/F	NOW OR FORMERLY
R/W	RIGHT OF WAY



From site looking west toward Food Lion



Standing in Dogwood Dr looking east toward future alignment of Baner Ln connection to 911 center



Looking south from CJ Morrison Dr toward future site entrance



Looking east from bend in CJ Morrison Dr toward southwest corner of site