

**LYNCHBURG CITY COUNCIL
PHYSICAL DEVELOPMENT COMMITTEE**

**Monday, September 12, 2016
8:00 a.m.**

Information Items

Recent/Pending Contract Awards: -No new contract awards.

Update on priority projects: -See attached report.

General Business

- | | |
|---|----------------|
| 1. Request to waive curb /gutter requirements-Lockwoode Drive | Lee Newland |
| 2. Rosedale Development | Bonnie Svrcek |
| 3. Update on Downtown | Maggie Cossman |
| 4. Notice of award of VDOT Grants | Lee Newland |
| 5. Roll Call | |

Pc: Bonnie Svrcek, City Manager
Margaret Schmitt, Interim Deputy City Manager
Council Members
Gaynelle Hart, Director of Public Works
News & Advance

Next Meeting: October 11, 2016

Lynchburg Capital Projects Greater Than \$1 Million(General Fund)

September 12, 2016

Projects of Interest	Status	Start Date	Notes
Timberlake / Logan's Lane Intersection	Design	December 2016	Proceeding with Design
Midtown Connector	Construction	August 2016	Punchlist work
Greenview Drive Phase 2	Construction	July 2017	Construction Underway
Kemper Street Bridge / Interchange	Construction	September 2016	* Open to Traffic
One Way Pairs @ 501/221	Preliminary	September 2016	Smart Scale Application Submittal
Main Street Bridge	Design	August 2017	Design Underway
Memorial - Park - Lakeside Intersection	Construction	October 2017	Construction Underway
Odd Fellows Road - P3	Construction	August 2018	Construction Underway
College Lake Dam	Preliminary	December 2016	* Getting Proposals from Engineer
Downtown Watermain Replacement & Streetscape	Construction	September 2017	* Construction Underway - Update in Meeting
Liberty Mountain Drive - Phase 1	Construction	October 2016	Construction Underway
Liberty Mountain Drive - Phase 2	Construction	April 2017	Construction Underway
City Stadium Renovations - Football / Soccer	Construction	October 2016	Construction Underway - 6-8 Weeks Behind Due to Wet Weather
City Stadium Field & Parking Improvements - Baseball	Design	August 2016	Design Underway - Construction to be complete by Baseball Season
Community Market Parking Deck	Design	October 2016	Replacement of Elevated Surface with Fill - Construction Beginning January 2017 and Ending May 2017
Wards Ferry Road Improvements @ Heritage	Design/ R/W	December 2016	* Acquiring Right of Way

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **September 12, 2016 PDC**

AGENDA ITEM #:

CONSENT:
ACTION: **X**

REGULAR: **X**
INFORMATION:

WORK SESSION:

CLOSED SESSION:
(Confidential)

ITEM TITLE: Request to Waive Curb and Gutter Requirement – Lockwood Drive

Strategic Pillar(s) Impacted:

<input type="checkbox"/> Arts & Culture	<input type="checkbox"/> Citizen Engagement & Social Capital	<input type="checkbox"/> Economic Development	<input checked="" type="checkbox"/> Healthy & Active Living
<input checked="" type="checkbox"/> Infrastructure	<input type="checkbox"/> Land Use	<input type="checkbox"/> Lifelong Learning	<input type="checkbox"/> Natural Resources
<input checked="" type="checkbox"/> Neighborhoods	<input type="checkbox"/> Safe Community	<input type="checkbox"/> Social Equity	<input checked="" type="checkbox"/> Transportation
			<input type="checkbox"/> Administrative

RECOMMENDATION: Approve the request to waive Curb and Gutter requirement for Lockwood Dr. and Wood Rd. due to neighborhood conditions.

SUMMARY: Bill Jamerson with Jamerson Real Estate has submitted a request to waive the required Curb and Gutter (C&G) in front of an eight (8) lot subdivision.

The current condition of Lockwood Dr. is an asphalt road with ditches to carry away the storm water. The rest of the roads in this area do not have C&G and the addition would concentrate the storm water flows.

Staff met onsite with Mr. Jamerson and reviewed the conditions and does concur with the request. The area is over 88% developed excluding this parcel which would present an extremely limited potential for other developments extending the C&G. The ditches are well maintained and street is a low volume road. The topography is also a challenge as the C&G and sidewalks would create an embankment in front of the proposed homes. While onsite, several walkers were noticed along the road and Mr. Jamerson is in agreement that sidewalks are necessary and will install these with the subdivision. They will be installed behind the ditches to get the pedestrians further from the edge of the road and will be ADA Accessible.

PRIOR ACTION(S): None

FISCAL IMPACT: None

CONTACT(S): Lee Newland, City Engineer, 455-3947
Maggie Cossman, City Transportation Engineer, 455-3935

ATTACHMENT(S): Letter of Request
Photos of area

REVIEWED BY:

Jamerson Real Estate
P. O. Box 395
Appomattox, VA 24522
434-352-8227

September 2, 2016

Mr. Lee Newland
Director of Engineering
City of Lynchburg

Dear Lee:

We are proposing the development of 8-100' frontage lots on Lockwood Dr. We plan to include side walk, but are requesting that you waiver the request for curb and gutter.

We are enclosing photographs of the existing street to support this request.

Thanks for your consideration.

Sincerely,



Bill Jamerson



DISCLAIMER: THIS MAP IS NEITHER A LEGALLY RECORDED MAP NOR A SURVEY AND IS NOT INTENDED TO BE USED AS SUCH. THE INFORMATION DISPLAYED IS A COMPILATION OF RECORDS, INFORMATION, AND DATA OBTAINED FROM VARIOUS SOURCES. THE CITY OF LYNCHBURG IS NOT RESPONSIBLE FOR ITS ACCURACY OR HOW CURRENT IT MAY BE.

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 1 inch = 400 feet 1:4,800 3 PRINTED ON
 September 7, 2016





INTERSECTION Lockwood @ Woods Road





SEVEN OAKS & hickwood







LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **September 13, 2016**

AGENDA ITEM #:

CONSENT:
ACTION: **X**

REGULAR:
INFORMATION:

WORK SESSION: **X**

CLOSED SESSION:
(Confidential)

ITEM TITLE: Rosedale Development (Golden Mile, LLC)

Strategic Pillar(s) Impacted:

<input type="checkbox"/> Arts & Culture	<input type="checkbox"/> Citizen Engagement & Social Capital	<input checked="" type="checkbox"/> Economic Development	<input type="checkbox"/> Healthy & Active Living
<input checked="" type="checkbox"/> Infrastructure	<input checked="" type="checkbox"/> Land Use	<input type="checkbox"/> Lifelong Learning	<input type="checkbox"/> Natural Resources
<input type="checkbox"/> Neighborhoods	<input type="checkbox"/> Safe Community	<input type="checkbox"/> Social Equity	<input checked="" type="checkbox"/> Transportation
			<input type="checkbox"/> Administrative

RECOMMENDATION: Support the staff recommendation as noted on the attached "Comparison of Rosedale Proposals".

SUMMARY: Golden Mile, LLC has requested the City assist with funding transportation improvements to Graves Mill Road, as well as the entrance and the internal "spine" road for the Rosedale development. Following the August 9, 2016 Finance Committee, staff was directed to negotiate further with Golden Mile, LLC to reach agreement that is more in alignment with City Council's criteria of September 29, 2014. Council's original conditions to consider road improvements were: 1) a time limit on the return period of 10 years; 2) connectivity to Breezewood Drive; and 3) participation by the City of no more than 50% of the cost of road improvements.

The City Manager and Golden Mile, LLC's representative met to discuss a compromise. Compromise was made on the term of the reimbursement from the 10 years identified by City Council and the 20 years proposed by Golden Mile, LLC. The compromise reimbursement period is proposed to be 15 years as noted on the attached "Comparison of Proposals".

City staff met with representatives of Golden Mile, LLC to review a draft Smart Scale application as promised at the August 9, 2016 Finance Committee meeting. The City Manager and Golden Mile, LLC's representative also discussed the possibility of supporting a Smart Scale application to Virginia Department of Transportation [VDOT] for only the Graves Mill Road improvements. City staff does not support such an application as the improvements, including those to Graves Mill Road, are not identified on any transportation improvement priority list.

Golden Mile, LLC offered two alternate proposals on September 2, 2016. Details of each of these proposals are outlined on the attached "Comparison of Proposals".

The two major points of disagreement between staff's recommendation and Golden Mile, LLC's September 2, 2016 Proposal #2 are:

1. Level of participation by the City in reimbursement for improvements to Graves Mill Road, entrance, and "spine" road within the Rosedale complex. City staff recommends no more than 50% of only the cost of physical road construction activities. Golden Mile, LLC proposes 100% of all costs as identified in the State Code Tax Increment Financing definition for capital costs; and,
2. Connectivity to Breezewood Drive: City requirement for Golden Mile, LLC to acquire dedicated right-of-way through the "Skinner Tract" for future connection to Breezewood Drive. Golden Mile, LLC has only provided a non-binding agreement with the owners of the "Skinner Tract" for an easement for a road or roadway up to 100 feet wide from the Rosedale property to Breezewood Drive.

The application deadline for Smart Scale funding is September 30, 2016

PRIOR ACTION(S): See attached historical timeline through August 9, 2016
Finance Committee, August 9, 2016; Physical Development Committee, September 12, 2016

FISCAL IMPACT: To be determined.

CONTACT(S): Bonnie Svrcek, City Manager 455-3990

ATTACHMENT(S): Comparison of Rosedale Proposals
E-mail and Letter from Jim Richards, Attorney for Golden Mile, LLC dated September 2, 2016
Key Elements for Revised Performance Agreement – August 4, 2016
Rosedale Project Historical Timeline through August 9, 2016

REVIEWED BY: bms

Comparison of Rosedale Proposals

Council Criteria September 29, 2014	Staff Recommendation September 12, 2016	Golden Mile, LLC June 21, 2016 Proposal	Golden Mile, LLC September 2, 2016 Proposal #1	Golden Mile, LLC September 2, 2016 Proposal #2
1. No reference to City support for a HB 2 (renamed Smart Scale) application to VDOT for road improvements.	1. City will not support a Smart Scale application for any component of Graves Mill Road, entrance or "spine" road improvement for Golden Mile, LLC. None of these improvements are on any transportation priority list.	1. Proposes City support for a VDOT Smart Scale grant application for all road improvements (Graves Mill Road, entrance and "spine" road).	1. Proposes City support for a Smart Scale application to VDOT for \$2.5 million for 100% of Graves Mill Road and entrance improvements.	1. Proposes no City support for a Smart Scale request from VDOT.
2. Participation by the City of no more than 50% of the cost of road improvements.	2. Participation by the City of no more than 50% of the cost of road improvements. Reimburse for physical construction activities only, including but not limited to clearing, grubbing, grading, erosion control, drainage, curb and gutter, stone base, asphalt pavement, milling, seeding and landscaping, traffic control measures, traffic signal, signage, pavement markings, water and sewer mains, construction administration and inspections and a portion of the regional stormwater detention facility within existing and/or proposed right-of-ways and easements. Staff does not support using the definition included in the State Code regarding Tax Increment Financing, which includes such things as financing costs and attorney fees.	2. Participation by the City of 100% of all road improvement costs according to State Code Tax Increment Financing Definition, including Graves Mill Road improvements and internal "spine" road improvements.	2. Participation by the City of 75% of the costs of the "spine" road based on State Code Tax Increment Financing Definition.	2. Participation by the City of 100% of all road improvement costs according to State Code Tax Increment Financing Definition, including Graves Mill Road improvements and internal "spine" road improvements
	Terms: City keeps 20% of first one-half of reimbursement and 40% of second-half of total reimbursement.1/	Terms: City keeps 20% of first one-half of reimbursement and 40% of second-half of total reimbursement.1/	Terms: City keeps 50% of new tax revenues. 1/	Terms: City keeps 20% of first one-half of reimbursement and 40% of second-half of total reimbursement. 1/
3. Connectivity to Breezewood Drive	3. Require developer to acquire dedicated right-of-way through the "Skinner Tract" for future connection to Breezewood Drive. A non-binding agreement is not consistent with City Council's criteria.	3. No connectivity to Breezewood Drive. Developer has provided a non-binding agreement with the owners of the "Skinner Tract" for an easement for a road or roadway up to 100 feet wide from the Rosedale property to Breezewood Drive.	3. No connectivity to Breezewood Drive. Developer has provided a non-binding agreement with the owners of the "Skinner Tract" for an easement for a road or roadway up to 100 feet wide from the Rosedale property to Breezewood Drive.	3. No connectivity to Breezewood Drive. Developer has provided a non-binding agreement with the owners of the "Skinner Tract" for an easement for a road or roadway up to 100 feet wide from the Rosedale property to Breezewood Drive.
4. City will only participate in reimbursement from revenues for a period of 10 years. 1/	4. City will participate in reimbursement from identified tax revenues 1/ over a 15-year period or until Graves Mill Road, entrance and "spine" road improvements are paid for, whichever comes first.	4. Reimbursement period from the City for 20 years or full reimbursement of road, whichever comes first. 1/	4. Reimbursement period from the City for 15 years or full reimbursement of road, whichever comes first. 1/	4. Reimbursement period from the City for 15 years or full reimbursement of road, whichever comes first. 1/

1/Per June 13, 2016 meeting between City and Golden Mile, LLC, tax revenues to be used for reimbursement are Real Estate, Business and Professional Licenses, Machinery and Tools, Business Personal Property, Meals, City share of sales tax for commercial development only.

From: Jim Richards <Jrrichards@pldrlaw.com>
Sent: Friday, September 02, 2016 11:43 AM
To: Dolan, MaryJane; Foster, Joan F; Helgeson, Jeff - External; Nelson, Randy; Perrow, Turner; Tweedy, Treney; Wilder, Sterling A; Svrcek, Bonnie M
Cc: John Falcone
Subject: Rosedale Development
Attachments: DOC090216-001.pdf

Dear Madame Mayor, Madame Vice Mayor, Members of Council, and Ms. Svrcek:

Attached please find a letter to all of you regarding the above referenced project. The letter includes proposals currently in front of the City Manager, but of which we believe you all need to be aware given the constraints of time if we are to push for a September 13th resolution, which has been our goal.

We look forward to working with both City Council and the City Manager's office toward a mutually beneficial arrangement.

Very truly yours,
Jim Richards



James R. Richards
Petty, Livingston, Dawson & Richards
P. O. Box 1080
Lynchburg, Virginia 24505
Office: (434)846-2768
Fax: (434)847-0141
Direct: (434)455-5932

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To ensure compliance with requirements imposed by the IRS, please be advised that any tax advice contained in this communication (including any attachments) was not intended or written by the practitioner to be used, and cannot be used, for the purposes of (1) avoiding penalties under the Internal Revenue Code or (2) promoting, marketing, or recommending to another party any transaction or matter addressed herein.

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**PETTY
LIVINGSTON
DAWSON
&
RICHARDS**

Individual & Corporate Counsel

JAMES R. RICHARDS
jrrichards@pldrllaw.com
TEL. 434-846-2768
FAX 434-847-0141
DIRECT 434-455-5932

www.pldrllaw.com

September 2, 2016

Mailing Address:
P.O. Box 1080
Lynchburg, VA 24505

Street Address:
725 Church Street
Suite 1200
Lynchburg, VA 24504

Ms. Mary Jane Dolan
Member of City Council
611 Heritage Drive
Lynchburg, VA 24503

Ms. Joan F. Foster, Mayor
Member of City Council
300 Woodland Avenue
Lynchburg, VA 24503

Mr. Jeff S. Helgeson
Member of City Council
100 Warren Avenue
Lynchburg, VA 24501

J. Randolph Nelson, Esquire
Member of City Council
1626 Morrison Drive
Lynchburg, VA 24503

Mr. Edgar J. T. Perrow, Jr.
Member of City Council
3620 Manton Drive
Lynchburg, VA 24503

Ms. Treney Tweedy, Vice Mayor
Member of City Council
7123 Richland Drive
Lynchburg, VA 24502

Mr. Sterling A. Wilder
Member of City Council
1418 Harrison Street
Lynchburg, VA 24504

Ms. Bonnie Svrccek
City Manager
City of Lynchburg
900 Church Street
Lynchburg, Virginia 24504

Re: Rosedale Development

Dear Madame Mayor, Madame Vice Mayor, Members of Council, and Ms. Svrccek:

The undersigned represents Golden Mile, LLC, the owner and developer of the above referenced project. I and other representatives of the owner have been in discussion with various City officials regarding the Rosedale Project for many months. Our efforts have been focused on trying to secure an agreement with the City to fund certain road improvements, both on Graves Mill Road and within the project property, in order to allow the development of the property as a mixed use project. After much discussion and negotiation with the former and current City Managers and City staff, our firm appeared on behalf of our client before the Finance Committee of City Council. Out of that meeting it was determined that the owner representatives and the City staff continue negotiations within a framework set by the committee. In order to drive the negotiation forward, my clients have asked me to communicate with you our ideas to bring this matter to a prompt conclusion. It is our hope that we can come to some agreement prior to the September 13, 2016 City Council meeting. To that end I have also been asked to request a meeting with the City Manager at her earliest convenience next week in order try to work out a recommendation to Council that would allow my client to proceed with development of the property.

We are encouraged that City staff and City Council have been willing to spend time and energy on this project. However, there is a level of discouragement on our part with the approach that has been taken to this negotiation, so far.

My client is offering to build the city a road at an estimated cost of about \$6 million. It is a road that the City will own; it is not a private road my client will retain. The road will allow development of this property and a resulting increase in tax revenue to the City. All we are asking is that City Council agree to have the City return some of its revenue as compensation for the road, but if, and only if, and only to the extent that, the development yields increased tax revenue to the City. My client is willing to accept the entire risk that the development will not yield the projected tax revenues within a limited time frame. Also, it is willing to share this revenue with the City during the course of the reimbursement period, instead of having it devoted entirely to the reimbursement. This plan allows the City to recognize immediate increased revenue.

Our difficulty in our negotiations is that the City's position seems to be married to a set of arbitrary limitations, instead of being focused on what the developer can or cannot afford in order to move forward with this development and increase the value of properties on the City's tax rolls. Therefore, my client has asked me to put forward two compromise proposals based on what it can reasonably afford to risk in order to expedite the negotiating process.

The first proposal is based on the City supporting and making a Smart Scale request of \$2.5 million (a commitment to reimburse 100% of Graves Mill Road and entrance improvements). We would in that case be seeking reimbursement of 75% of the remaining costs (the spine road) over a period of 15 years, with reimbursement being 50% of the new tax revenues each year. Under that plan the City would keep 50% of new tax revenues.

The second proposal involves the City not supporting or making a Smart Scale request. In that instance we would seek reimbursement of 100% of the road costs (Graves Mill Road improvements, entrance improvements, and spine road). This reimbursement would be over the course of 15 years with reimbursement being 80% of new tax revenues until one-half (1/2) of the costs are reimbursed (the City keeps 20%) and thereafter 60% of new tax revenues (the City keeps 40%).

Costs must include all costs previously requested, including "soft costs" such as engineering fees. The idea behind our previous request of having all costs reimbursed is that the "price" of the road to the City would be the same as if the City were paying my client to build it or as if purchasing the completed road at its full production cost. As you can see under the first scenario, my client would be significantly discounting that price, but the price would need to include all costs.

It is our preference that the chosen course would include the Smart Scale request. We believe that has a number of advantages for the City. First, it will allow faster pay down of third party loans and reduce reimbursed finance costs. Second, it will allow the City to begin collecting 100% of tax revenues sooner. Third, it allows my clients to make concessions on the total amount to be reimbursed as reflected in the first proposal.

In addition to the above, it is also our belief that limiting the City's Smart Scale proposal to a single project (as has been put forward to us) is a gamble that potentially limits the City's ability to participate in state infrastructure spending. Our information is that there are more than thirty applications chasing about \$32 million allocated to our region. The City's request is for over \$20 million on a single project. If the resulting allocations are an all or nothing proposition, then Lynchburg could lose out on getting any state funds in the next cycle.

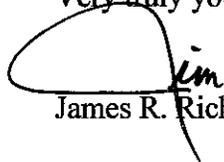
We understand City staff's argument that our road is not a transportation priority. However, we suggest that it should be an economic development priority. To our knowledge, our request is the only one currently on the table in the City that is calculated to enhance the City's revenue. It would seem a shame to have the City miss out on funding that could help with its tax revenue cash flow.

By setting forth these proposals, it is not our intention to foreclose other ideas. Rather it is an attempt to focus efforts on trying to find a way within the realm of affordable reality that will allow my client to develop this project. The City stands to benefit almost immediately from this project moving ahead. Our proposal involves absolutely no risk on the City's part, since it involves a sharing of tax revenues that do not presently exist, and will not exist unless the road is built and the property developed. The proposal is a perfect example of a public/private partnership that the General Assembly had in mind when it enacted the tax incentive financing statutes, and is a win/win proposition for the City and the developer.

I would like the opportunity to speak with as many of you as possible prior to the September 13th Council session and may be reaching out to you, or to at least a number of you, shortly.

Thank you for your consideration of our request.

Very truly yours,



James R. Richards

Key Elements for Amending the Proposed Performance Agreement Among the City of Lynchburg, Golden Mile, LLC and Bella Rose Plantation, LLC

1. The City will only reimburse Golden Mile LLC for related capital construction costs as follows for the improvements to Graves Mill Road, entrance and spine road within the Rosedale development: Physical construction activities, including but not limited to, clearing, grubbing, grading, erosion control, drainage, curb and gutter, stone base, asphalt pavement, milling, seeding and landscaping, traffic control measures, traffic signal, signage, pavement markings, water and sewer mains, construction administration and inspections and a portion of the regional stormwater detention facility within existing and/or proposed right of ways and easements.
2. The City is not going to request funds from the Virginia Department of Transportation (VDOT) for the proposed road improvements. The proposed road is not consistent with the City's transportation plan due to its lack of connectivity with Breezewood Drive. The City has identified the 221/501 one-way pair project as the top priority for funding in the next SmartScale (HB2) funding round. VDOT staff has advised that the City should submit only one application due to the limited funding stream for the second round of the program. The Rosedale project is not included in the Central Virginia Long Range Transportation Plan 2015.
3. The City will reserve tax revenues from commercial development for real estate, Business and Professional Licenses, Machinery and Tools, Business Personal Property, Meals, Lodging and City share (1%) of sales tax and will only reimburse Golden Mile LLC for the physical construction of the improvements to Graves Mill Road, entrance road and spine road terminating at the stub indicated on the site plan.
4. New tax revenues as stated in the Performance Agreement will begin to be reserved January 1, 2017 and the first payment will be executed upon the inspection of work by the City and receipt of an invoice for such work.
5. At no time will the reimbursement to Golden Mile, LLC exceed the amount of new tax revenue received from the sources noted and allocated as noted in the Performance Agreement.
6. The Economic Development Authority (EDA) will need to be a party to the Performance Agreement as the City has no authority to make payments to a private entity.
7. Tax revenues as stated in the Performance Agreement will be transferred to the Economic Development Authority for reimbursement to Golden Mile LLC. The City will appropriate and pay the reserved funds as noted in the proposed Performance Agreement to the Economic Development Authority and the EDA will make payments to the developer as expenditures for the road are incurred. Golden Mile LLC will submit an invoice for capital expenditures as defined above for the spine road to the EDA for reimbursement on a monthly basis. The EDA will make payments/reimbursements to Golden Mile LLC within thirty (30) days of receipt of each invoice.

Rosedale Project Historical Timeline Through August 9, 2016

March 27, 2012, May 14, 2012 and June 19, 2012 – Initial meetings among City staff and Rosedale project team. Request was for City to build road and signal in exchange for donation of the right-of-way. Later modified to request for City to build the road and development group would install the signal and donate right-of-way. City's response was there was no funding available for this project; request would require Council approval and funding. Development group estimated costs at \$650,000.

August 7, 2012 – Meeting among City staff and Rosedale project team. Rosedale team indicated they were having some trouble with the property owners.

October 3, 2012 - Dick Schoew wrote an "Open Letter to Tom Martin" with copies to Kim Payne, Bonnie Svrcek & City Council. Kim responded.

August 8, 2013 – Rosedale project team met with City staff for pre-Technical Review Committee meeting. Rosedale team indicated they would move forward with a traffic study and expanded residential component.

April 8, 2014 – City Council rezoned the property, approved the Rosedale Cluster Commercial Development and determined the Bella Rose outdoor venue was a compatible use.

April 29, 2014 – Meeting among City staff and Rosedale project team about project infrastructure. Development team would assist with road costs and City would receive reimbursement through taxes. Initial discussions of using Revenue Sharing funds for project. Cost estimates increased to \$3.0 M.

May 29, 2014 – Economic Development prepared tax revenue estimate with Commissioner of Revenue's assistance based Rosedale's examples of revenues generated from existing businesses of \$950,000.

August 25, 2014 – Meeting among City staff and Rosedale project team to discuss project infrastructure cost proposal.

September 23, 2014 – Dick Schoew wrote City Council to advise them of the project's efforts to finalize a revenue sharing proposal.

September 24, 2014 – The Rosedale project team requested a six-month extension for their conditional use permit.

September 29, 2014 – City Council discussed the possibility of a tax incentive scenario for the Rosedale road improvements. Marjette Upshur emailed Dick Schoew the next day to let him know the 3 conditions – (i) a time limit on the return period; (ii) no more than 50% of the cost of the improvements; and (iii) the road connects to Breezewood Drive. Requested proposal from Rosedale project team.

November 24, 2014 – Office of Economic Development received an email from Dick Schoew stating City did not support their project. Marjette Upshur replied asking again when the team would submit a formal proposal.

March 11, 2015 – Meeting among City Assessor, Office of Economic Development and Rosedale project team to discuss Virginian Hotel agreement and possible Tax Incentive Financing- like structure for road funding.

July 20, 2015 – Kim Payne, Greg Daniels, Bonnie Svrcek and Marjette Upshur met with Jim Richards, Attorney for the developers, to discuss requirements for a formal request for funding of the road (economic impact, letters of intent).

January 5, 2016 – Technical Review Committee (City staff) reviewed amendment for Bella Rose to add event center. No recent activity.

March 14, 2016 – Staff meeting with Dick Schoew. He stated commitment to provide connection to Breezewood Drive and his intent to submit Fiscal Impact Study. Also indicated they were seeking to partner with English Construction.

March 29, 2016 – Meeting with Dick Schoew in City Manager’s Office. Initial discussions about HB2 funding with estimate of \$5.9M. Staff explained that Council priorities were One-way Pairs and Odd Fellows Road. Discussion of road improvements led to meeting with Virginia Department of Transportation.

April 6, 2016 – Kim Payne and Marjette Upshur met with Jim Richards. City staff received the Market & Fiscal Impacts Analyses for Rosedale Farms.

April 13, 2016 – Meeting among Virginia Department of Transportation staff, City staff, Rosedale project team, Lynchburg Regional Transportation Group and Commonwealth Transportation Board representative. Discussed possible HB2 funding for Rosedale. Rosedale project team would hire Maynard Jones to complete the application for City’s consideration. There was no commitment on the part of the City to submit an HB2 application for Rosedale. Follow up discussion of one-way pair and Dick Schoew’s proposed alternative.

May 9, 2016, May 11, 2016 and May 16, 2016 – Jim Richards sends Office of Economic Development the draft request for Kim Payne to take to City Council. Jim follows up with Letter of Intent for the Skinner Tract Easement and Letter of Support from Runk & Pratt.

May 13, 2016 – Office of Economic Development requests Retail Strategies, Inc. review Rosedale’s proposal. Questions referred to Dick Schoew who in turn referred them to Stu Patz who conducted the economic impact analyses. Marjette Upshur followed up to clarify Retail Strategies’ questions were related to the design of the project and phasing. No response from Rosedale project team.

May 24, 2016 – Dick Schoew emails the Office of Economic Development that Lynchburg’s Golden Mile is opening its doors to the public despite the lack of support from City administration.

May 31, 2016 – Dick Schoew emails Office of Economic Development to request they attend a “tour” of the property; Mr. Schoew also indicates he has invited City Council. Economic Development staff toured the Bella Rose site with Councilman Perrow.

June 13, 2016 – Meeting among City staff, Jim Richards and Rosedale project team. Kim Payne invited the developer team to make a presentation to City Council at the June 28 Council meeting. Due to scheduling conflicts, the presentation was moved to the July 12. Further scheduling conflicts moved consideration to the Finance Committee for review and recommendation on August 9, 2016.

August 9, 2016 – Finance Committee meets to discuss financial components of the Rosedale proposal. Staff is directed to meet with developers to discuss alignment of developer proposal with Council's September 29, 2014 criteria for consideration of participation in the Rosedale project.

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **September 12, 2016 PDC**

AGENDA ITEM #:

CONSENT: REGULAR: **X**
ACTION: INFORMATION: **X**

WORK SESSION:

CLOSED SESSION:
(Confidential)

ITEM TITLE: VDOT Grant Awards

Strategic Pillar(s) Impacted:

<input type="checkbox"/> Arts & Culture	<input type="checkbox"/> Citizen Engagement & Social Capital	<input type="checkbox"/> Economic Development	<input checked="" type="checkbox"/> Healthy & Active Living
<input checked="" type="checkbox"/> Infrastructure	<input type="checkbox"/> Land Use	<input type="checkbox"/> Lifelong Learning	<input type="checkbox"/> Natural Resources
<input checked="" type="checkbox"/> Neighborhoods	<input type="checkbox"/> Safe Community	<input type="checkbox"/> Social Equity	<input checked="" type="checkbox"/> Transportation
			<input type="checkbox"/> Administrative

RECOMMENDATION: None

SUMMARY: Staff has been notified of two VDOT Grant Awards for FY2017.

First is a \$168,244 Transportation Alternatives Program grant to complete the sidewalk route from Dearington Heights Apartments to the Dearington Elementary School, the neighborhood market and the GLTC bus stop. This section had to be left out of the first project due to budget constraints. This is an 80/20 grant and the 20% local match of \$42,061 will come from the Public Works' General Street Funds.

Second is a \$510,000 Highway Safety Improvement Program grant for pedestrian and signal improvements to Rivermont Avenue. These improvements are from Bedford Ave. to Link Rd. This is a 100% Federal aid grant and requires no local match.

PRIOR ACTION(S): November 10, 2015, PDC and City Council

FISCAL IMPACT: Local Match of \$42,061

CONTACT(S): Lee Newland, City Engineer, 455-3947
Maggie Cossman, City Transportation Engineer, 455-3935

ATTACHMENT(S): None

REVIEWED BY: