

The Department of Community Development
City Hall, Lynchburg, VA 24504 434-455-3900

To: Planning Commission
From: Planning Division
Date: October 28, 2020
Re: **Amending City Code Section 35-111 to remove Planning Commission comment requirement on street namings and renamings**

I. PETITIONER

N/A

Property Owner:

N/A

II. PURPOSE

Currently, City Code requires that all new street names (such as those created in new subdivisions) and street renamings go before the Planning Commission for comment. Due to the fact that 1) both items are reviewed by the City's Technical Review Committee (TRC) to ensure that the names are not duplicates or phonetically similar and 2) that street renamings must be approved by City Council, an amendment to City Code is proposed to remove this requirement.

Removing this requirement would allow projects to move through the approval process more quickly. Since this item directly concerns Planning Commission procedure, it is being brought before the Planning Commission for comment.

III. ATTACHMENTS

1. **City Code Section 35-111**
2. **Subdivision Ordinance Section 24.1-6**
3. **Subdivision Ordinance Section 24.1-30**

Sec. 35-111. - Review of proposed names.

Except as provided in section 24.1-6 and 24.1-30 of the city's subdivision ordinance proposed street names will be reviewed by the city technical review committee, planning commission and council, with the final decision resting with the council.

(Code 1959, § 30-39(4)(b); Ord. of 7-26-77; Ord. No. O-10-035, 4-27-10, eff. 7-1-10)

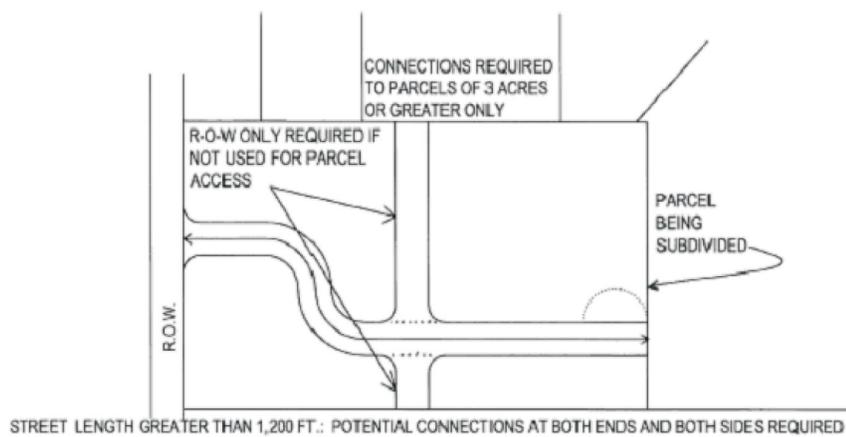
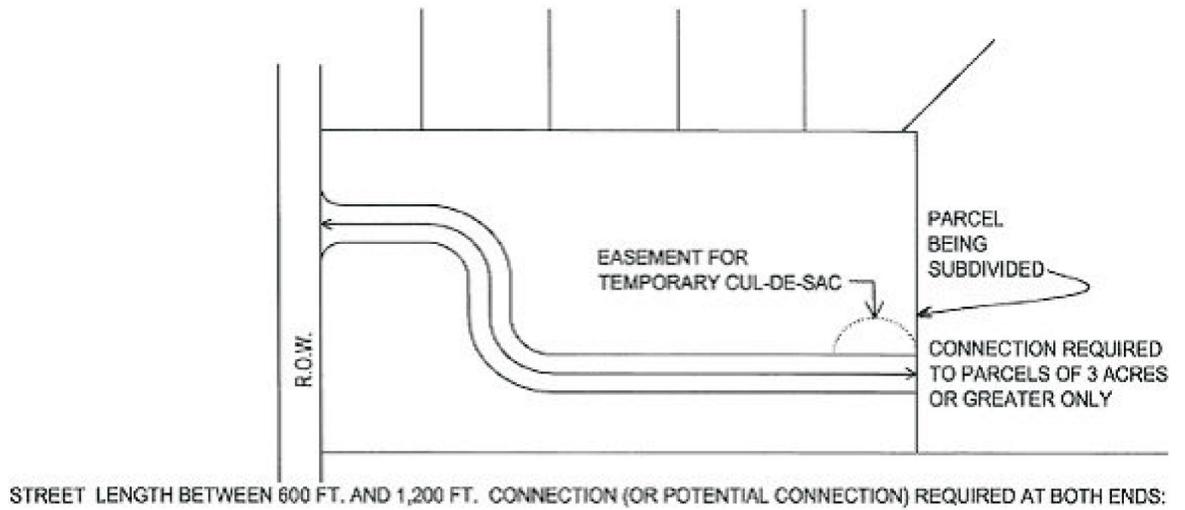
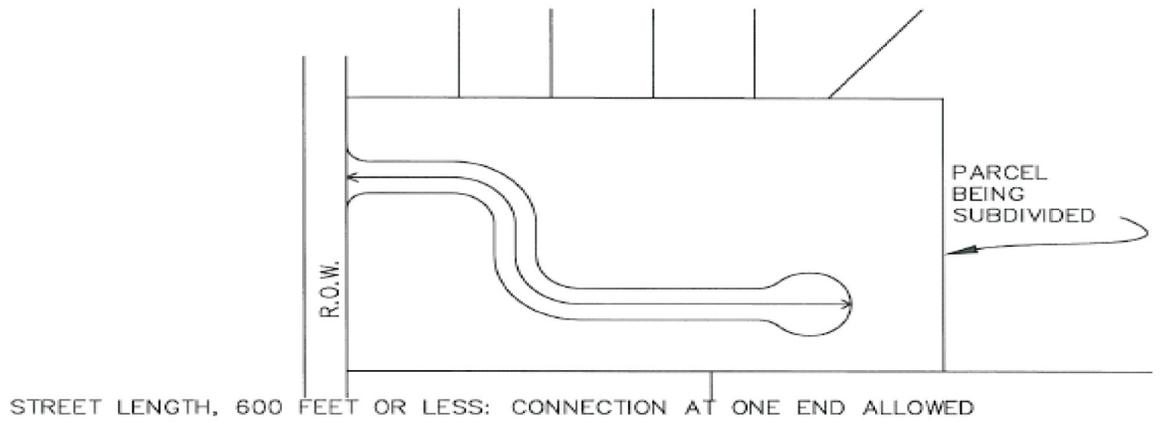
Sec. 24.1-6. - City planner, or designee.

This ordinance shall be administered by the city planner, or designee, in collaboration with the technical review committee who shall jointly determine compliance with the regulations contained herein. The city planner shall administer these regulations contained herein. The city planner shall not approve any subdivision requiring a new street or street extension until the right-of-way has been accepted and the street name approved by the city manager after review by the technical review committee with comment from the planning commission. In so acting, the city planner shall be considered the agent of the governing body, and approval or disapproval by the city planner shall constitute approval or disapproval as though it were given by the governing body. An appeal of right from any decision of the city planner shall lie to the commission, thence to city council, thence to the circuit court of the City of Lynchburg.

(Ord. No. O-78-323, 11-14-78; Ord. No. O-89-248, § 1, 9-12-89; Ord. No. O-90-169, 6-12-90; Ord. No. O-00-190, 9-12-00; Ord. No. O-10-034, 4-27-10, eff. 7-1-10)

Sec. 24.1-30. - Streets.

- (a) (1) *Residential:* In residential subdivisions where the streets are dedicated to public use, all street and drainage improvements, shall be installed by the subdivider. The subdivider shall clear and grade every street to the full width of the right-of-way with provisions for mowable three to one or flatter slopes on private property, except where topography prohibits. Specifications and requirements shall be in accordance with the standards established in the City of Lynchburg, Manual of Specifications and Standard Details.
- (2) *Nonresidential:* In nonresidential subdivisions where the streets are dedicated to public use, the cost and installation of all streets and drainage improvements shall be in accordance with current city policy, as established by city council.
- (b) *Alignment and layout:* The arrangement of streets in new subdivisions shall make provision for the continuation of existing, proposed and future streets in adjoining areas. The street arrangement must be such as to cause no unnecessary hardship to owners of adjoining property when they plat their own land and seek to provide for convenient access to it. In residential and commercial subdivisions, street segments of 600 feet in length or greater shall have right-of-way dedicated to provide street connections at each end. Street segments of 1,200 feet in length or greater shall have right of way dedicated to provide street connections at each end and at least one potential connection to the left and one potential connection to the right adjoining properties. Notwithstanding other requirements of this section, connections shall not be required to any adjoining parcel of less than three acres in size. Whenever possible, streets should intersect at right angles. In all hillside areas, streets running with contours shall be required to intersect at angles of not less than 60 degrees, unless approved by the city. Where topographical features are prohibitive, no dedication for street continuation shall be required.



(c)

Improvements required: The subdivider shall improve right-of-way 100 feet beyond the beginning of the furthest parcel or the end of the furthest driveway location, whichever is farther. This improvement shall include a turnaround facility as detailed by the Manual of Specifications and Standard Details. The subdivider shall improve the full length of any right-of-way within the subdivision that connects to an existing or proposed street.

- (d) *Improvements not required:* Except where specifically required by paragraph (c) above, whenever right-of-way is dedicated solely to provide required connections to adjoining property, the subdivider shall only be required to dedicate an unimproved right-of-way.
- (e) *Service drives:* Whenever a proposed subdivision contains or is adjacent to a limited access highway or expressway, where adequate access is not provided, provision shall be made for a service drive or marginal street approximately parallel to such right-of-way at a distance suitable for an appropriate use of the land between such highway or expressway and the proposed subdivision. Such distance shall be determined with due consideration of the minimum distance required for ingress and egress to the limited access highway or expressway. The right-of-way of any major highway or street projected across any railroad, limited access highway or expressway shall be of adequate width to provide for the cuts or fills required for any future separation of grades.
- (f) *Approach angle:* Streets shall approach the major or collector streets at an angle of not less than 80 degrees, unless the engineer shall approve a lesser angle of approach for reasons of contour, terrain or matching of existing patterns.
- (g) *Minimum widths:* The minimum width of proposed streets, measured from lot line to lot line, shall be in accordance with regulations established by the City of Lynchburg, Manual of Specifications and Standard Details. Street widths are typically but not always 50 feet in width. The street width shall be based on the post development average daily traffic and shall be of sufficient width to accommodate the typical street cross section designated therein. If an existing street is to be utilized for access and such street is not of sufficient width per the criteria of the City of Lynchburg Manual of Specifications and Standard Details and the subdivider owns property on both sides of the street, then provisions shall be made on the plat to widen the street to accommodate the standard street width. Should the subdivider abut on only one side of an existing street, then provisions shall be made on the plat to widen one-half of the street to accommodate the standard street width as measured from the centerline of the existing street.

Alleys for vehicular access, if permitted, shall be not less than 14 feet in width for one way traffic nor more than 28 feet in width for two-way traffic.

(h)

Grading and paving widths: Grading and paving of all streets dedicated to public use shall be in accordance with regulations established by the City of Lynchburg, Manual of Specifications and Standard Details.

- (i) *Grades:* The grades of streets shall be in accordance with specifications established by the city, and such grades as submitted on subdivision plats shall be approved by the city prior to final action by the city planner. Maximum allowable street grades should not exceed ten percent unless otherwise approved by the city engineer.
- (j) *Cul-de-sacs:* Terminal streets (cul-de-sacs), designed to have one end permanently closed, shall be terminated by a permanent or temporary turnaround per the Manual of Specifications and Standard Details.
- (k) *Curbs, gutters and sidewalks:* Curbs and gutters are required in accordance with regulations established by the City of Lynchburg, Manual of Specifications and Standard Details. Except where pedestrian traffic is explicitly prohibited, sidewalks are required (i) on at least one side of all streets, (ii) on both sides of streets with a post-development traffic count of greater than 6,000 vehicles per day. The cost of said curbs, gutters and sidewalks shall be borne 50 percent by the city and 50 percent by the subdivider. Reimbursements shall be in accordance with regulations established by the City of Lynchburg, Manual of Specifications and Standard Details, per the year of origination of the subdivision.
- (l) *Alleys:* Deadend alleys, if unavoidable, shall be provided with adequate turnaround facilities as determined by the city.
- (m) *Identification signs:* Street name signs shall be installed by the city at cost to the subdivider.
- (n) *Street lighting:* Where the subdivider desires street lighting, no installation cost shall be borne by the city.

(Ord. No. O-98-013, 2-10-98; Ord. No. O-10-034, 4-27-10, eff. 7-1-10)