



**Planning Commission Work Session**

**October 8, 2013  
6:30 p.m.**

**Town of Ashland Council Chambers**

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**Work Session Agenda**

**I. Discussion on Comprehensive Plan checklist and update to (B-1) Central Business District Form/District Guidelines**

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**Planning Commission Regular Meeting**

**October 8, 2013  
7:00 p.m.**

**Town of Ashland Council Chambers**

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**Regular Meeting Agenda**

- I. CALL TO ORDER**
- II. ROLL CALL**
- III. DETERMINATION OF QUORUM**
- IV. APPROVAL OF AGENDA**
- V. CITIZEN INPUT**
- VI. PRESENTATION OF MINUTES**
- VII. PRESENTATION**
- VIII. PUBLIC HEARINGS**

~~A. **REZ13-0828 – Winchester Equipment (Bobcat) – request to rezone from B-2 (Highway Commercial) District to M-1 (Limited Industrial) District property identified as GPIN 7789-02-1754, consisting of +/- 2.754 acres. The subject property is located to the west of Frontage Road, just south of the intersection of Maple Street and Washington**~~

~~Highway. The Comprehensive Plan designates this property as appropriate for Mixed Commercial uses.~~

\*Applicant has withdrawn rezoning application (REZ13-0828).

B. **ORD2013-09** is an ordinance to amend The Code of the Town of Ashland, Chapter 21 “Zoning,” Article XXV “Supplemental Regulations,” Sec. 21-268, “Mechanical Units,” to allow for an exception to the screening requirement for roof mounted mechanical equipment. Page 3

C. **2015 – 2019 Capital Improvements Program** Page 11

**IX. ACTION ITEMS**

A. **SUB12-0921 – Sumpter T. Priddy, Sr. & Cornelia W. – Subdivision Preliminary Plat** Page 56

**X. REPORT OF COMMITTEES**

- A. **Town Council** – Dr. Spagna
- B. **Ashland Main Street Association** - Nora Amos
- C. **Economic Development Authority of Ashland, Virginia** – Nora Amos

**XI. UNFINISHED BUSINESS**

**XII. NEW BUSINESS**

**XIII. UPCOMING ITEM**

A. **Political Sings Ordinance Amendment**

**XIV. ADJOURNMENT**

**ATTACHMENTS:**

A. **Council Summaries** Page 67

B. **Planning Projects** Page 68



# Town of Ashland

*Center of the Universe*

## STAFF REPORT

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**To:** Planning Commission, Town of Ashland, Virginia  
**From:** Gareth S. Prior, Planner II  
**Date:** October 8, 2013  
**Case No.:** ORD2013-09  
**Case Type:** Ordinance Amendment  
**RE:** Roof-Mounted Mechanical Equipment Screening Exception

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### REQUEST:

Staff has received a request from Town Council for a text amendment to establish an exception to the requirement that roof-mounted mechanical equipment be screened, pursuant to Town Code Sec. 21-268. Current Town regulation mandates that all roof-mounted mechanical units be screened from view from a public street or other public place, from adjacent lots in a residential district, and from an adjacent lot containing a residential use.

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### RECOMMENDATION:

Staff is recommending denial of ORD2013-09. If Planning Commission votes to recommend approval, then staff is recommending alternative (A) as detailed in the staff report.

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### MOTION:

**Approve** – I move to recommend approval of ORD2013-09.

**Approve with amendments** – I move to recommend approval of ORD2013-09 with the following amendments...:

**Deny** – I move to recommend denial of ORD2013-09.

**Defer** – I move to defer action on ORD2013-09 to the November 13<sup>th</sup> Planning Commission meeting.

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**SUMMARY:**

Staff has received a request from the Town Council for a text amendment to establish an exception to the requirement that roof-mounted mechanical equipment be screened, pursuant to Town Code Sec. 21-268, which reads as follows:

- (1) Ground and roof mounted mechanical equipment shall be screened from view from a public street or other public place, from adjacent lots in a residential district, and from an adjacent lot containing a residential use, by one or more of the following:
  - (a) An element of the building;
  - (b) A separate, permanently installed screen or solid structure harmonizing with the building in material, color, size and shape that does not extend more than twelve (12) inches above the height of such equipment; or
  - (c) A landscape buffer.
- (2) Roof mounted equipment penthouses and mechanical equipment shall be set back from the front wall of the building one (1) foot for each one (1) foot of height above the roof level.

If an exception to this requirement for roof-mounted mechanical equipment were to be approved, staff is recommending that the applicant be granted this exception by Town Council (Alternative A). Staff has also drafted a second option that would allow this exception to be allowed by-right (Alternative B). In each scenario, staff has identified certain industrial/commercial corridors where properties adjacent to these thoroughfares would not be available to receive this exception.

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**CONSIDERATIONS:**

**History of Mechanical Screening Requirement**

On September 8, 2004, staff presented a text amendment to the Planning Commission to address the screening of mechanical equipment. The need for an amendment was recommended by staff because it would provide them a regulatory power to enforce screening, rather than the informal relationship used with developers to include the requirement in the past.

Planning Commission reviewed this request and questions were raised about the regulation's retroactive power and compliance with the development guidelines handbook. Staff clarified that the requirement would not be retroactively enforced and its coordination with the development guidelines handbook was not commented upon. Planning Commission unanimously recommended approval.

Town Council discussed this request at its October 19, 2004, meeting and unanimously voted to approve the text amendment at the November 16, 2004, meeting. A single question

of clarification was raised at the October meeting and no member of the public spoke at either of the public hearings.

### **Town Policies and Regulation**

#### *Industrial Land Use Classification*

Outside storage may be appropriate, provided that it is fully screened from adjacent properties by architecturally compatible walls or evergreen screening.

#### *“To Do List” Ch. 3 Community Character and Design*

To address commercial building designs including setbacks, material, four-sided architecture, roof forms, massing, fenestration, signage, streetscape, and screening of mechanical equipment as appropriate within each neighborhood planning area. This should include both new construction and redevelopment.

#### *Policy CD. 23 Route 1 Design Overlay District*

Route 1 is a major gateway to our town, and must be developed to the highest standards. The fundamental purpose of a Route 1 Design Overlay District is therefore to enhance both the image and the functionality of the Route 1 corridor. The Design Overlay District will provide clearly articulated streetscape, site, and building design guidelines and recommendations. The streetscape design is specifically intended to create the desired overall appearance, and to increase safety, enhance connectivity and improve pedestrian and vehicular access to shopping, services, nearby neighborhoods and employment.

#### *Policy CD. 18 Mixed Commercial Use Structures*

Mechanical equipment, dumpsters and loading zones shall be screened from public view.

### **Review of Other Jurisdictions**

The following jurisdictions require screening of roof-mounted mechanical units either through regulation or as conditions/proffers in rezoning or conditional use cases:

- Blacksburg
- Charlottesville
- Chesterfield County
- City of Hampton
- Colonial Heights
- Gloucester County
- Goochland County
- Hanover County
- Henrico County
- Lynchburg
- Stafford County
- Strasburg
- Wilson, North Carolina

Many of these jurisdictions accomplish the requirements in overlay zones to enhance the aesthetic quality of certain gateways, historic areas, or industrial/commercial corridors. Almost all require screening from public right-of-way. Some allow for exceptions to these standards for screening of units from adjacent industrial parcels.

Allowable screening materials are similar to Ashland's requirement by using parapets or other opaque walls constructed of materials complementary to the exterior walls.

The following jurisdictions do not require screening of roof-mounted mechanical units or allow for an exception process:

- New Kent County
- Charles City County

New Kent County follows building code requirements for roof-mounted materials to be secured for falling protection, but screening for aesthetic purposes is not a requirement.

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## **CONCLUSION:**

Staff has received a request from Town Council for a text amendment to establish an exception to the requirement that roof-mounted mechanical equipment be screened. Current Town regulation mandates that all roof-mounted mechanical units be screened from view from a public street or other public place, from adjacent lots in a residential district, and from an adjacent lot containing a residential use.

In reviewing the requirement history, a major component for its establishment was to provide a regulatory base for staff to enforce screening of mechanical equipment, rather than as a suggestion. Town policy sends clear direction that community design standards for industrial areas recommend screening of outdoor materials from adjacent properties by architecturally compatible walls. Additionally, requiring screening of mechanical units was specifically stated as a "To Do List" item for the Community Design chapter.

In conclusion, with the precedent set by the established Town code, policies recommended in the Comprehensive Plan, and common practice of this requirement in a high majority of surrounding localities, staff is recommending denial of ORD2013-09.

If Town Council wants this exception language to be granted, then staff has drafted the following alternatives for amendments to establish this process. Of these two options, staff is recommending Alternative A for this reasons detailed below. *Draft language is in italics*

### **Alternative A**

*Town Council may grant an exception to the requirement that roof mounted mechanical equipment shall be screened from view from a public street or other public place if the property is industrially zoned and not located adjacent to one of the following roadways:*

- *Route 1/Washington Highway*
- *Hill Carter Parkway*

- *Route 54/England Street*
- *Maple Street*
- *Ashcake Road*

This does not allow for an exception to the requirement that roof-mounted equipment be screened when adjacent to residential property.

This ensures that the aesthetic quality of key gateways, historic, commercial and industrial corridors are kept intact. The roadways identified bisect almost all of the industrially zoned property in the Town.

This would not apply to commercial or large residential development that would be required to provide screening. If exceptions were to be made for residential/commercial uses, it would be hard to define what is allowable for an exception. Also, these properties are more scattered throughout the Town and visible to visitors and residents, thus it would detract from the natural/historic setting of Ashland.

#### **Alternative B**

*An exception to the requirement that roof mounted mechanical equipment shall be screened from view from a public street or other public place shall be granted if the property is industrially zoned and not located adjacent to one of the following roadways:*

- *Route 1/Washington Highway*
- *Hill Carter Parkway*
- *Route 54/England Street*
- *Maple Street*
- *Ashcake Road*

This would accomplish much of what is detailed with Alternative A, but would allow the developer or land owner to be granted an exception without a public hearing or any Town Council input. Any industrial parcels to which this would apply could construct unscreened roof-mounted mechanical units by-right.

***Staff is recommending denial of ORD2013-09. If Planning Commission votes to recommend approval, then staff is recommending alternative (A).***

**Alternative A**  
**Ordinance ORD2013-09**

**AN ORDINANCE** to amend The Code of the Town of Ashland, Chapter 21 "Zoning," Article XXV "Supplemental Regulations," Sec. 21-268. "Mechanical units" to establish an exception to the requirement that all roof mounted mechanical equipment shall be screened from view from a public street or other public place.

**WHEREAS**, the Town Council has held a public hearing on the \_\_\_\_\_ day of \_\_\_\_\_ 2013, advertised as required by Virginia Code Section 15.2 – 2204.

**NOW THEREFORE BE IT ORDAINED** by the Council of the Town of Ashland, Virginia that Section 21-268. "Mechanical units" shall be amended to read, as follows:

Chapter 21. Article XXV Supplemental Regulations.  
Sec. 21-268. Mechanical units.

(1) Ground and roof mounted mechanical equipment shall be screened from view from a public street or other public place, from adjacent lots in a residential district, and from an adjacent lot containing a residential use, by one or more of the following:

- (a) An element of the building;
- (b) A separate, permanently installed screen or solid structure harmonizing with the building in material, color, size and shape that does not extend more than twelve (12) inches above the height of such equipment; or
- (c) A landscape buffer.

(2) Roof mounted equipment penthouses and mechanical equipment shall be set back from the front wall of the building one (1) foot for each one (1) foot of height above the roof level.

(3) This section shall not apply to heat pumps and air conditioning units for single-family dwellings when the equipment is located in side or rear yards.

(4) Article XVIII, nonconforming uses and features, section 21-193 shall govern the status of existing equipment that is nonconforming.

(11-16-04; 4-30-12)

Town Council may grant an exception to the requirement that roof mounted mechanical equipment shall be screened from view from a public street or other public place, per Section 21-268 of Town Code, if the property is industrially zoned and not located adjacent to one of the following roadways:

- Route 1/Washington Highway
- Hill Carter Parkway
- Route 54/England Street
- Maple Street
- Ashcake Road
- Interstate 95

A petition for any exception shall be submitted in writing to the zoning administrator. The petition shall state fully the grounds for the application and all of the facts relied upon by the petitioner.

**BE IT FURTHER ORDAINED** by the Town Council that the amendments herein of the Code of the Town of Ashland shall be effective immediately upon adoption.

Introduced:

Advertised:

Planning Commission:  
Herald Progress: September 19 and 26, 2013  
Town Council:  
Herald Progress:

Public Hearing:

Planning Commission: October 8, 2013  
Town Council:

Adopted:

Effective:

**Alternative B**  
**Ordinance ORD2013-09**

**AN ORDINANCE** to amend The Code of the Town of Ashland, Chapter 21 "Zoning," Article XXV "Supplemental Regulations," Sec. 21-268. "Mechanical units" to establish an exception to the requirement that all roof mounted mechanical equipment shall be screened from view from a public street or other public place.

**WHEREAS**, the Town Council has held a public hearing on the \_\_\_\_ day of \_\_\_\_ 2013, advertised as required by Virginia Code Section 15.2 – 2204.

**NOW THEREFORE BE IT ORDAINED** by the Council of the Town of Ashland, Virginia that Section 21-268. "Mechanical units" shall be amended to read, as follows:

Chapter 21. Article XXV Supplemental Regulations.

Sec. 21-268. Mechanical units.

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ORD2013-09  
Mechanical Screening Exception

October 8, 2013

(1) Ground and roof mounted mechanical equipment shall be screened from view from a public street or other public place, from adjacent lots in a residential district, and from an adjacent lot containing a residential use, by one or more of the following:

- (a) An element of the building;
- (b) A separate, permanently installed screen or solid structure harmonizing with the building in material, color, size and shape that does not extend more than twelve (12) inches above the height of such equipment; or
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(4) Article XVIII, nonconforming uses and features, section 21-193 shall govern the status of existing equipment that is nonconforming.

(11-16-04; 4-30-12)

An exception to the requirement that roof mounted mechanical equipment shall be screened from view from a public street or other public place, per Section 21-268 of Town Code, may be granted if the property is industrially zoned and not located adjacent to one of the following roadways:

- Route 1/Washington Highway
- Hill Carter Parkway
- Route 54/England Street
- Maple Street
- Ashcake Road
- Interstate 95

**BE IT FURTHER ORDAINED** by the Town Council that the amendments herein of the Code of the Town of Ashland shall be effective immediately upon adoption.

Introduced:

Advertised:

Planning Commission:  
Herald Progress: September 19 and 26, 2013  
Town Council:

Herald Progress:

Public Hearing:

Planning Commission: October 8, 2013  
Town Council:

Adopted:

Effective:

### **Capital Improvements Program (CIP) Public Hearing**

Planning Commission reviewed the draft FY2015-2019 Capital Improvements Program at its September meeting. In addition, Planning Commission members were asked to complete a project prioritization worksheet to determine the quantity and makeup of the priority projects for this year.

#### **Project Updates:**

As part of the draft CIP presented to the Planning Commission two new projects were included. They were PF-007 Police Department Parking Lot, and SW-002 Comprehensive Stormwater Management. Throughout the past month, two new projects have been added to the document based on Town Council and staff requests. They are:

- PF-008 Ashland Theatre
- TR-022 Rte. 1 and Vitamin Shoppe Way Turn Lane

Staff understand these two projects were not included in the original prioritization exercise completed by the Planning Commission and additional discussion of whether these project should be “priority” projects is warranted.

#### **Other Considerations:**

The narrative portion of the document has not changed significantly. Any section of the report **highlighted** will be updated at a later date. The individual project sheets are updated with new budget figures and with project progress notes as necessary.

#### **Recommendation:**

Based on the Planning Commission’s prioritization exercise staff have identified ten (10) priority projects. Any projects not included in these ten, but still remaining on the project list, would be listed as “vision” projects. The ten projects listed as “priorities” are (in rank order):

##### Priority Level 1

- SW-001 Town Wide Drainage Improvement Program
- TR-005 Intersection of Route 1 & Rte 54
- TR-013 Interstate 95 Interchange Improvements
- TR-019 Railroad Crossing Improvements
- PR-002 Carter Park Pool Renovations

##### Priority Level 2

- TR-001 Sidewalk, Curb & Gutter
- PF-002 Town Hall Renovations (includes some rankings of the other Downtown Campus projects)
- ED-005 Downtown Sidewalks
- ED-007 Gateway & Way Finding Signage
- TR-002 Residential Area Improvement Program

#### **Summary:**

If Planning Commission is comfortable with these priorities the CIP can be forwarded to Town Council for consideration.

#### **MOTION:**

- I recommend approval of the 2015-2019 Capital Improvement Program as presented for Town Council consideration.
- I recommend approval of the 2015-2019 Capital Improvement Program as amended for Town Council consideration.

Score (1-10  
with 1 being  
the best)

	PROJ NUM	PROJ_NAME	DEPT	STATUS	MANAGER	PREVIOUS RATING
42	SW-001	Town wide Drainage Improvement Program	Public Works	Accumulating Funds	Mike Davis	Priority 1
34	TR-005	Intersection Rte. 1 & Rte. 54	Public Works	Utility Relocation	Mike Davis	Priority 1
33	TR-013	Interstate 95 Interchange Improvements	Public Works	Accumulating funds. Determining private capacity to accomplish project.	Mike Davis	Priority 1
30	TR-019	Railroad Crossing Improvements	Public Works	Evaluating Project Timing	Mike Davis	Priority 1
27	PR-002	Carter Park Pool Renovations	Parks & Recreation	Awaiting New Parks and Rec Master Plan	Dennis Rabon	Priority 1
24	TR-001	Sidewalk, Curb & Gutter	Public Works	Construction and Determining future needs.	Mike Davis	Priority 2
14	PF-002	Town Hall Renovations	Administration	Evaluating needs	Charles Hartgrove	Priority 2
13	ED-005	Downtown Sidewalks	Public Works	Under Construction	Mike Davis	Priority 2
13	ED-007	Gateway & Way finding Signage	Community Development	Under Construction	Nora Amos	Priority 2
12	TR-002	Residential Area Improvement Program	Public Works	Macon Circle Complete.	Mike Davis	Priority 2
10	SW-002	Comprehensive Stormwater Management Program	Public Works	Accumulating Funds	Mike Davis	Vision
5	PR-005	Entertainment Facility	Parks & Recreation	Awaiting New Parks and Rec Master Plan	Dennis Rabon	Vision
4	PR-001	North Ashland Park	Parks & Recreation	Awaiting New Parks and Rec Master Plan	Dennis Rabon	Vision
3	PR-006	Trails & Pathways	Parks & Recreation	Accumulating Funding	Dennis Rabon	Vision
3	TR-004	Route 1 Reconstruction - Pleasant Street to Ashcake	Public Works	Awaiting VDOT Consideration	Mike Davis	Vision
3	TR-006	Rte. 1 & Ashcake Road Intersection	Public Works	Accumulating funds.	Mike Davis	Vision
2	PF-001	Maintenance Facilities Expansion	Public Works	Prioritizing Needs	Mike Davis	Vision
0	ED-001	Relocation of Overhead Utilities	Administration	Awaiting Prioritization by Council	Charles Hartgrove	Vision
0	ED-004	Downtown Parking	Community Development	Signage under Construction. Awaiting Prioritization by Council	Nora Amos	Vision
0	ED-008	Public Art	Economic Development	Evaluating Council Interest	Alexis Thompson	Vision
0	PF-003	Town Hall Annex	Administration	Evaluating needs	Charles Hartgrove	Vision
0	PF-004	Fire Station Facility Re-use	Administration	Awaiting Prioritization by Council	Charles Hartgrove	Vision
0	PF-005	S. Railroad Avenue Parking Lot	Public Works	Phase 1 complete.	Mike Davis	Vision
0	PF-006	Government Facility Acquisition	Administration	Awaiting Development	Charles Hartgrove	Vision
0	PF-007	Police Department Parking Lot	Public Works	Engineering	Mike Davis	Vision
0	TR-007	Town wide Traffic Improvements	Public Works	Awaiting development projects.	Mike Davis	Vision
0	TR-010	Vaughan Road Extension	Community Development	Accumulating funds. Determining private capacity to accomplish project.	Nora Amos	Vision
0	TR-012	Medical Drive & Thompson Street Intersection Realignment	Public Works	Accumulating funds. Determining private capacity to accomplish project.	Mike Davis	Vision
0	TR-014	Ellet's Crossing Intersection Realignment	Public Works	Applying for funds	Mike Davis	Vision
0	TR-015	Maple Street Extension	Public Works	Awaiting Private Development	Mike Davis	Vision
0	TR-016	S. Taylor Street/Dabney Lane Extension	Public Works	Awaiting Private Development	Mike Davis	Vision
0	TR-018	Hill Carter Parkway North	Public Works	Accumulating funds. Awaiting private capacity to accomplish project.	Mike Davis	Vision
0	TR-020	Grade Separated Railroad Crossing	Public Works	Accumulating funds.	Mike Davis	Vision
0	TR-021	Rte. 1 & Archie Cannon Rd. Traffic Signal	Public Works	Accumulating funds.	Mike Davis	Vision

# Capital Improvements Program (CIP)

FY2014-2015 through FY2018-2019

XX/XX/XXXX

Honorable Mayor and Members of the Ashland Town Council:

I am pleased to present to you the proposed FY2014-FY2015 to FY2018-FY2019 Capital Improvements Program (CIP) for the Town of Ashland. The CIP represents a plan to meet the capital needs of the Town's government and its citizens based on the Comprehensive Plan, Stormwater Drainage, and Parks and Recreation Plan. It also takes into consideration the capital needs outlined by the director of each of the Town's departments. The CIP also indicates how Ashland proposes to fund the identified capital improvement needs over the next five (5) years.

The five-year CIP includes thirty-four (36) projects and the funding is divided among Ashland's General Fund, Capital Projects Funds, grants, bonds and other private funds.

Areas of focus for the CIP are:

- Continued investment in neighborhoods
- Continued investment in sidewalks and gutters
- Investing in infrastructure for economic development
- Refocusing on transportation projects as a priority

The CIP as presented is a document focused more on identifiable projects than concepts. This approach should allow for more informed decision making in the years to come. The challenge for the future will be to focus on the most important priorities while maximizing other funding and limiting future debt.

Yours truly,



Charles W. Hartgrove  
Town Manager

## **Forward**

The Town of Ashland was established in 1858 and is located in Hanover County, Virginia, approximately fifteen (15) miles north of Richmond. The Town consists of 7.12 square miles. The size of the Town increased with the 1977 annexation and again with the 1996 Voluntary Settlement Agreement with Hanover County.

The Town is organized under the Council-Manager form of government. The Town Council is the legislative body of the Town and is empowered by the Charter to make Town policy. Town Council is comprised of five (5) members who are elected at large for four (4) year overlapping terms. The mayor is elected by members of Town Council at its organizational meeting in July every two (2) years.

The Town Council appoints the Town Attorney and the Town Manager. The Town Manager acts as the chief executive officer of the Town and serves at the pleasure of the Council, carries out its policies, directs business procedures and has the power of appointment and removal of all Town employees. Duties and responsibilities of the Town Manager include preparation, submission and administration of the capital and operating budgets, advising the Council on the affairs of the Town, enforcement of the Town Charter and the Ordinances of the Town, and direction and supervision of all departments.

The Town Council, in its legislative role, adopts all ordinances and resolutions and establishes the general policies of the Town. The Council also sets the tax rate and adopts the budget.

## **Capital Improvements Program Fiscal-Years 2014-15 through 2018-19**

The CIP serves as a guide for financial decisions, annual budgeting and the coordination of major public investments in the preservation and expansion of the Town's infrastructure. The CIP shows how Ashland plans to address its public facility needs and the best method of paying for them within the Town's fiscal capacity.

The preparation process of the CIP involves several steps. Initially department directors identify potential capital projects for a five (5) year period. The Town's financial capabilities are analyzed to determine revenues available for capital projects. A schedule of capital projects is prepared for the five (5) year period and is approved by the Town Manager for submittal to the Planning Commission and Town Council. Finally, the CIP is reviewed, revised and recommended by the Planning Commission to the Town Council for evaluation and adoption. The CIP is normally updated annually in conjunction with the adoption of the budget.

Priority levels for CIP projects are determined considering a number of different information sources. Planning Commission recommends five to ten priority projects based upon Town Council policy and goals, the Comprehensive Plan, community input, and a general determination of need. The remaining projects are placed on the CIP Vision list. These general guidelines are supplemented with recommendations from existing plans, i.e. Parks & Recreation Master Plan, Trails and Greenways Plans, downtown plans, etc., input from the public, Planning Commission, and Town Council, and finally the availability of staff and financial resources to address the project.

The CIP includes capital projects, continuing programs and capital equipment. A capital project is defined as a construction, renovation or demolition project or acquisition of land and considered to have a useful life in excess of ten (10) years. Included in this description would be new projects as well as approved projects that require continued funding. This document is not intended to fund long-term maintenance projects, such as maintenance for general upkeep of the Town's parks. Funding and planning for those needs are done through the Capital Projects Fund and the annual budget.

### **Capital Improvements Program and Comprehensive Plan**

The CIP and the Comprehensive Plan are separate documents that support the Town in comprehensive, financial and land use planning.

## Debt Management

The Town's bonds are rated by Moody with a rating of A

### Legal Debt Margin

The Code of Virginia limits the total amount of General Obligations debt that can be issued by the Town to ten percent (10%) of the assessed valuation of the real estate subject to taxation. Debt which is included in determining this limit includes any bonds or other interest bearing obligations including existing indebtedness. Excluded from this calculation would be any revenue bonds or debt whose debt service requirements are derived from a source other than from the Town's real property tax revenues. The following was the Town's legal debt margin as of June 30, 2012.

Assessed Value	\$743,642,854	
Debt limit 10% of assessed value		\$74,364,285
Amount of debt subject to debt limit:		
General Bonded debt	\$	0
Enterprise fund debt	\$	0
Total applicable to debt margin		\$ 0
Legal debt margin		\$74,159,285

The recommended CIP includes thirty-four (36) projects estimated to cost considerably more than \$85,000,000 in the next five (5) years. Of the total amount \$8,474,327 has been identified in funding (this includes resources allocated in the VDOT Six Year Improvement Plan). Financing of these projects is to be from intergovernmental sources.

The Town's bonded indebtedness stood at zero on June 30, 2013. Debt service payments peaked in 1994-95 and have decreased thereafter due to the final payments on several small borrowings. The Town paid off its last debt issuance in August of 2012. If any of the larger unfunded projects are to be accomplished by the Town, borrowing or outside funding would be required.

## Summary of Capital Projects

The CIP is divided into five (5) functional areas. They include the following:

### *Economic Development (ED)*

Streetscape improvements in various areas of the Town, including relocating overhead utilities, will be influenced by decisions made by Ashland Main Street Association, Town Council and Planning Commission.

### *Parks and Recreation (PR)*

The Planning Commission recommended a new project, PR-1 North Ashland Park a many years ago to provide additional recreation facilities for the northernmost portion of Town. The Parks and Recreation Committee and the Town Council will consider these projects as a new Parks & Recreation Master Plan is developed.

### *Public Facilities (PF)*

There is a need to begin fund allocations for further modernization of Town Hall or a Town Hall Annex. In addition, rehabilitation of the Fire Station Facility should be considered. In addition, there is an ongoing need for Town Maintenance Facility improvements.

### *Stormwater Management (SW)*

Mapping all the ditches, streams, and drainage systems throughout Town is an ongoing process to improve accuracy of data as staff workload allows. As mapping is completed, Public Works will continue to prioritize drainage projects. Council has prioritized downtown drainage in previous years. In addition, the US EPA has established the Chesapeake Bay Total Maximum Daily Load (TMDL), a historic and comprehensive “pollution diet” with rigorous accountability measures to initiate sweeping actions to restore clean water in the Chesapeake Bay and the region’s streams, creeks and rivers. This will ultimately result in localities, including Ashland, having to install storm water management (SWM) measures that reduce the amount of nutrients (nitrogen, phosphorous and sediment) that enter the drainage systems. The SWM features can include such Best Management Practices (BMPs) as rain gardens, porous pavement structures, stream restoration, and detention basins. The EPA requirements for retrofitting developed areas and reducing the amount of nutrients accelerates over the next several years.

### *Transportation Facilities (TR)*

Funding through the Virginia Department of Transportation (VDOT) is required for the majority of the projects found within the current CIP. The largest project found within the Transportation Facility portion of the CIP is the Route 1 and Route 54 improvement project. Design of this project is complete; construction is projected to begin in FY15. The Town is working with VDOT on this project.



**CAPITAL PROJECT DETAIL**

**PROJECT #:** ED-004

**TITLE:** Downtown Parking **CURRENT BALANCE:** \$20,000.00  
**DEPARTMENT:** Community Development **STATUS:** Signage under construction -  
Awaiting Prioritization by Council  
**MANAGER:** Nora Amos **RATING:** Vision

**PROGRAM DESCRIPTION** The original intent of this project was to incentivize private property owners to combine adjacent parking facilities to improve function and access to parking at a specific location in downtown. When this effort was unsuccessful funds were left in the project to accommodate a future parking study, or to readdress the above mentioned project in coordination with the creation of a downtown plan.

**CONSTRUCTION START DATE:** TBD  
**ESTIMATED COMPLETION DATE:** TBD  
**OPERATING IMPACT:** TBD

**PROJECT JUSTIFICATION** This issue is discussed numerous times throughout the Comprehensive Plan. Specifically through Policy CD.12 Downtown Parking on page 3-20. The policy calls for a parking study to help bring some resolution to the issue of parking in downtown Ashland. The issue is also identified in Policy CD.17 Redevelopment which encourages parking to be a consideration in any downtown redevelopment efforts (page 3-25). This culminates in bullet point #7 for the to-do list for the Community Character section of the plan (page 3-41). This issue is also tangentially addressed with regard to signage where proper parking signage for downtown is encouraged as part of MU - Historic Downtown District (page 4-18). The issue is also addressed in the guiding principles of Chapter 7, Transportation (page 7-2). Finally, the issue addressed through Policy T.17 Downtown Parking and in the Transportation Chapter To-Do List (pages 7-20 and 7-23).

Planned Expenditures									
Uses	Total Project Costs	Exp through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr-CIP	Future Funds Required
Land/Legal	0	0	0	0	0	0	0	0	0
Prof. Services	20,000	0	0	20,000	0	0	0	20,000	0
Construction	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>20,000</b>	<b>0</b>	<b>0</b>	<b>20,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20,000</b>	<b>0</b>

Planned Financing									
Uses	Total Project Costs	Funded through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr-CIP	Future Funds Required
GF Cash	0	0	0	0	0	0	0	0	0
CPF Cash	20,000	20,000	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0
Bonds	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>20,000</b>	<b>20,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Notes:





**CAPITAL PROJECT DETAIL**

**PROJECT #:** ED-008

**TITLE:** Public Art **CURRENT BALANCE:** \$0  
**DEPARTMENT:** Economic Development **STATUS:** Evaluating Council Interest  
**MANAGER:** Alexis Thompson **RATING:** Vision

**PROGRAM DESCRIPTION** The use of public art as a landmark enhances the visibility of arts and culture in the environment. Public art should be displayed throughout the Town. By locating art in significant areas throughout downtown, a positive visual message is conveyed. The Town should encourage Ashland Main Street to work with the Town's Economic Development Coordinator to study and develop a program for public art.

**CONSTRUCTION START DATE:** TBD  
**ESTIMATED COMPLETION DATE:** TBD  
**OPERATING IMPACT:** Insuring and maintaining the art will be required

**PROJECT JUSTIFICATION** The project is identified in Policy CD.13 Public Art, of the Comprehensive Plan (page 3-21). It is also listed in the To-Do List for the Community Character Chapter (page 3-41). Finally, this project is discussed in the Economic Development chapter tying it to the Arts & Cultural District discussion for downtown (page 6-16).

Planned Expenditures									
Uses	Total Project Costs	Exp through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr-CIP	Future Funds Required
Land/Legal	0	0	0	0	0	0	0	0	0
Prof. Services	5,000	0	0	5,000	0	0	0	5,000	0
Construction	45,000	0	0	0	0	0	45,000	45,000	0
Equipment	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>50,000</b>	<b>0</b>	<b>0</b>	<b>5,000</b>	<b>0</b>	<b>0</b>	<b>45,000</b>	<b>50,000</b>	<b>0</b>

Planned Financing									
Uses	Total Project Costs	Funded through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr-CIP	Future Funds Required
GF Cash	0	0	0	0	0	0	0	0	0
CPF Cash	50,000	0	10,000	10,000	10,000	10,000	10,000	50,000	0
Grants	0	0	0	0	0	0	0	0	0
Bonds	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>50,000</b>	<b>0</b>	<b>10,000</b>	<b>10,000</b>	<b>10,000</b>	<b>10,000</b>	<b>10,000</b>	<b>50,000</b>	<b>0</b>

**Notes:**

**CAPITAL PROJECT DETAIL**

**PROJECT #:** PF-001

**TITLE:** Maintenance Facilities Expansion

**CURRENT BALANCE:** \$150,000

**DEPARTMENT:** Public Works

**STATUS:** Prioritizing Needs

**MANAGER:** Mike Davis

**RATING:** Vision

**PROGRAM DESCRIPTION** The next improvements needed at the Town Maintenance Facilities are additional under-roof storage for equipment that currently sits out in the weather year round. The improvements could be an addition to an existing facility, demolition of a worn out undersized building and construction of a more appropriate building in its place, or a new stand alone building at a yet-to-be-determined location. In addition, underdetermined improvements will be required to comply with new stormwater regulations and the Town's MS-4 permit.

**CONSTRUCTION START DATE:**

**ESTIMATED COMPLETION DATE:**

**OPERATING IMPACT:** Any new facility constructed would require general maintenance, but the associated facility maintenance costs should be offset by long-term savings on equipment maintenance costs.

**PROJECT JUSTIFICATION** While Town Hall may be what most citizens believe to be the most important municipal facility within the Town limits, the public works maintenance facilities are at least equally important to operations of the local government. Maintenance and upgrades to these facilities should be continued. In the recent past, Council has authorized construction of a new materials storage shed, construction of a DEQ required vehicle wash facility, and reconstruction of a Buildings & Grounds office/work facility. Public Works facilities are identified in Policy CF.10 which makes some suggestions on modification and expansion of the Town Shop Facilities (page 10-4). Policy CF.1 Design recommends all public facilities be constructed to form strong focal point for the community (page 10-2).

Planned Expenditures									
Uses	Total Project Costs	Exp through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr-CIP	Future Funds Required
Land/Legal	0	0	0	0	0	0	0	0	0
Prof. Services	3,000	0	0	3,000	0	0	0	3,000	0
Construction	247,000	0	0	0	147,000	0	100,000	247,000	0
Equipment	20,000	20,000	0	0	0	0	0	0	0
<b>Total</b>	<b>270,000</b>	<b>20,000</b>	<b>0</b>	<b>3,000</b>	<b>147,000</b>	<b>0</b>	<b>100,000</b>	<b>250,000</b>	<b>0</b>

Planned Financing									
Uses	Total Project Costs	Funded through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr-CIP	Future Funds Required
GF Cash	0	0	0	0	0	0	0	0	0
CPF Cash	270,000	150,000	50,000	50,000	50,000	50,000	50,000	250,000	-130,000
Grants	0	0	0	0	0	0	0	0	0
Bonds	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>270,000</b>	<b>150,000</b>	<b>50,000</b>	<b>50,000</b>	<b>50,000</b>	<b>50,000</b>	<b>50,000</b>	<b>250,000</b>	<b>-130,000</b>

**Notes:**

**CAPITAL PROJECT DETAIL**

**PROJECT #:** PF-002

**TITLE:** Town Hall Renovation

**CURRENT BALANCE:** \$0

**DEPARTMENT:** Administration

**STATUS:** Evaluating needs

**MANAGER:** Charles Hartgrove

**RATING:** Priority - Level 2

**PROGRAM DESCRIPTION** The Municipal Building, built in 1955, has changed form and function over the years. As a result, the building is in need of renovation. In particular, HVAC, plumbing, and electrical systems need to be updated and/or replaced. Space modifications are necessary, and should be coordinated with PF-003 Town Hall Annex and PF-004: Fire Station Re-use. A study or plan for the facility needs of Town staff should be conducted to coordinate these projects.

**CONSTRUCTION START DATE:** TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** Improvement to the noted systems should reduce operating expenses in the utilities line items if energy efficient equipment is installed.

**PROJECT JUSTIFICATION** The Comprehensive Plan identifies the Town's public facilities and makes a number of recommendations about them. Policy CF.6 Municipal Campus states that the Town's administrative offices shall remain in downtown. Any expansion will be planned to keep the offices downtown.

Planned Expenditures									
Uses	Total Project Costs	Exp through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr-CIP	Future Funds Required
Land/Legal	0	0	0	0	0	0	0	0	0
Prof. Services	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Planned Financing									
Uses	Total Project Costs	Funded through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr-CIP	Future Funds Required
GF Cash	0	0	0	0	0	0	0	0	0
CPF Cash	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0
Bonds	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Notes:**

**CAPITAL PROJECT DETAIL**

**PROJECT #:** PF-003

**TITLE:** Town Hall Annex **CURRENT BALANCE:** \$0  
**DEPARTMENT:** Administration **STATUS:** Evaluating needs  
**MANAGER:** Charles Hartgrove **RATING:** Vision

**PROGRAM DESCRIPTION** The Municipal Building, built in 1955, has changed form and function over the years. As the Town population and land uses continue to grow and change it is likely that additional Town staff will be required to meet the service needs of the community. The Town owns the empty lot across Duncan Street from Town Hall and this property should be used to construct a Town Hall Annex. The building should be architecturally similar to Town Hall. Accommodations should be made for a Farmer's Market structure on whatever parking facilities are constructed. Any construction of an annex should be coordinated with Town Hall Renovations and the final determination of a use for the old fire station. A study or plan for the facility needs of Town staff should be completed to coordinate these projects.

**CONSTRUCTION START DATE:** TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** A new facility will come with new maintenance and operations costs.

**PROJECT JUSTIFICATION** The Comprehensive Plan identifies this project in Policy CF.7 121 Thompson Street Property page 10-3). It also addressed in bullet number 4 of the To-Do list for the Community Facilities Chapter of the plan (page 10-8). The location of an annex to Town Hall across the street would be an ideal location and provide a government "campus" in downtown. This project should be coordinated with renovations to Town Hall - PF-002, Fire Station Facility Re-use PF-004, and also with demolition of the "Lumpkin House" at Pufferbelly Park where a significant amount of Town records are kept due to limited space within Town facilities.

Planned Expenditures									
Uses	Total Project Costs	Exp through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr-CIP	Future Funds Required
Land/Legal	0	0	0	0	0	0	0	0	0
Prof. Services	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Planned Financing									
Uses	Total Project Costs	Funded through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr-CIP	Future Funds Required
GF Cash	0	0	0	0	0	0	0	0	0
CPF Cash	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0
Bonds	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Notes:**

**CAPITAL PROJECT DETAIL**

**PROJECT #:** PF-004

**TITLE:** Fire Station Facility Re-use

**CURRENT BALANCE:** \$0.00

**DEPARTMENT:** Administration

**STATUS:** Awaiting Council Prioritization

**MANAGER:** Charles Hartgrove

**RATING:** Vision

**PROGRAM DESCRIPTION** The Town owns the facility formerly used by the Hanover County Fire Department. County staff are using the new facility on Archie Cannon Drive. The Town should determine a long term future use for this facility. The facility currently operates as offices for the Town's engineering staff, a non-profit theatre, and as Public Works equipment storage. This project should be completed in unison with renovation of Town Hall and/or the construction of a Town Hall Annex. A study or plan for facility needs of Town staff into the distant future should be completed to coordinate these projects.

**CONSTRUCTION START DATE:** TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** Unknown at this time

**PROJECT JUSTIFICATION** The Comprehensive Plan identifies this project in policy CF.9 Old Fire Station Number One. The policy suggests a final determination needs to be made on the use of the facility (page 10-4). The project is also identified in bullet number 5 of the To-Do list for the public facilities chapter (page 10-8).

Planned Expenditures									
Uses	Total Project Costs	Exp through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr CIP	Future Funds Required
Land/Legal	0	0	0	0	0	0	0	0	0
Prof. Services	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Planned Financing									
Uses	Total Project Costs	Funded through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr CIP	Future Funds Required
GF Cash	0	0	0	0	0	0	0	0	0
CPF Cash	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0
Bonds	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Notes:**

**CAPITAL PROJECT DETAIL**

**PROJECT #:** PF-005

**TITLE:** S. Railroad Ave Parking Lot

**CURRENT BALANCE:** \$ 3,042

**DEPARTMENT:** Public Works

**STATUS:** Under Construction. Raising funds for phase 2.

**MANAGER:** Mike Davis

**RATING:** Vision

**PROGRAM DESCRIPTION** Provide improvements to the parking lot that address maintenance and repair of the existing pavement surface, as well as improvements to the overall aesthetic look and feel of this downtown facility. In addition, install facilities that improve water quality by removing nutrients and sediment from the surface runoff by utilizing Low Impact Design (LID) features. Per Town Council, this project was split into two phases. The entire northern section of the parking lot is Phase 1 and the smaller southern portion is phase 2. Phase two may be funded in the next five years but will likely not be constructed within that timeframe.

**CONSTRUCTION START DATE:** Phase 1 complete. Phase 2 TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** None. Should enhance water quality in Stony Run and comply with pending storm water regulations

**PROJECT JUSTIFICATION** This project is not identified directly in the Comprehensive Plan, but is justified in numerous places. Specifically, Policy CD.12 identifies this parking lot and encourages it to continue to be a shared use parking lot (page 3-20). In addition, Policy E.14 Drainage and Stormwater Management establishes the Town responsibility to ensure that increased runoff is mitigated onsite (this project accomplishes the goal), and Policy E.12 Impervious Surfaces encourages the reduction of impervious surfaces through Town (page 8-20). The use of a permeable paver system in this project accomplishes this goal.

Planned Expenditures									
Uses	Total Project Costs	Exp through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr-CIP	Future Funds Required
Land/Legal	0	0	0	0	0	0	0	0	0
Prof. Services	20,000	20,000	0	0	0	0	0	0	0
Construction	340,000	140,000	0	0	0	0	0	0	200,000
Equipment	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>360,000</b>	<b>160,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>200,000</b>

Planned Financing									
Uses	Total Project Costs	Funded through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr-CIP	Future Funds Required
GF Cash	0	0	0	0	0	0	0	0	0
CPF Cash	338,800	200,000	0	0	100,000	38,800	0	138,800	0
Grants	21,200	21,200	0	0	0	0	0	0	0
Bonds	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>360,000</b>	<b>221,200</b>	<b>0</b>	<b>0</b>	<b>100,000</b>	<b>38,800</b>	<b>0</b>	<b>138,800</b>	<b>0</b>

**Notes:**

**CAPITAL PROJECT DETAIL**

**PROJECT #:** PF-006

**TITLE:** Government Facility Acquisition

**CURRENT BALANCE:** \$0

**DEPARTMENT:** Administration

**STATUS:** Awaiting Development

**MANAGER:** Charles Hartgrove

**RATING:** Vision

**PROGRAM DESCRIPTION** The Town should work toward acquisition of a portion of the Holland tract on the north side of Archie Cannon Drive between Henry Street and North Washington Highway. This property should be maintained for a future government use with possibility of a school site if necessary.

**CONSTRUCTION START DATE:** TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** None. Schools are operated by the County.

**PROJECT JUSTIFICATION** This project is identified in the Comprehensive Plan in Policy CF.12 Future Government Services Corridor for the location of a school (page 10-5). It is also listed as bullet number 7 in the To-Do list for the Public Facilities Chapter of the Plan (page 10-8).

Planned Expenditures									
Uses	Total Project Costs	Exp through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr-CIP	Future Funds Required
Land/Legal	250,000	0	0	0	0	0	250,000	250,000	0
Prof. Services	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>250,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>250,000</b>	<b>250,000</b>	<b>0</b>

Planned Financing									
Uses	Total Project Costs	Funded through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr-CIP	Future Funds Required
GF Cash	0	0	0	0	0	0	0	0	0
CPF Cash	250,000	0	50,000	50,000	50,000	50,000	50,000	250,000	0
Grants	0	0	0	0	0	0	0	0	0
Bonds	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>250,000</b>	<b>0</b>	<b>50,000</b>	<b>50,000</b>	<b>50,000</b>	<b>50,000</b>	<b>50,000</b>	<b>250,000</b>	<b>0</b>

**Notes:**



**CAPITAL PROJECT DETAIL**

**PROJECT #:** PF-008

**TITLE:** Ashland Theatre Renovation

**CURRENT BALANCE:** \$0

**DEPARTMENT:** Administration

**STATUS:** Evaluating needs

**MANAGER:** Charles Hartgrove

**RATING:** Vision

**PROGRAM DESCRIPTION** The Town took ownership of the Ashland Theatre on October 1, 2013. Based on the results of structural and environmental needs assessments, the facility may require significant upgrades or renovation.

**CONSTRUCTION START DATE:** TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** TBD

**PROJECT JUSTIFICATION** Policy CD.8 discusses Historic Downtown Structures (page 3-15) and states "the Town should encourage property owners of historic structures to renovate to their original historic façade. The To-Do list for Chapter 6: Economy lists "Promote Downtown, encourage new retail, offices, arts related businesses, etc.".

Planned Expenditures									
Uses	Total Project Costs	Exp through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr-CIP	Future Funds Required
Land/Legal	0	0	0	0	0	0	0	0	0
Prof. Services	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Planned Financing									
Uses	Total Project Costs	Funded through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr-CIP	Future Funds Required
GF Cash	0	0	0	0	0	0	0	0	0
CPF Cash	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0
Bonds	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Notes:**







**CAPITAL PROJECT DETAIL**

**PROJECT #:** PR-006

**TITLE:** Trails & Pathways **CURRENT BALANCE:** \$10,000.00

**DEPARTMENT:** Parks & Recreation **STATUS:** Accumulating Funding

**MANAGER:** Dennis Rabon **RATING:** Vision

**PROGRAM DESCRIPTION** Construction of trails and pathways throughout Town connecting existing trail and path facilities with both public and private amenities throughout Town. A revised bicycle and pedestrian plan, to include paths and greenways, should be completed. The Town will consider permeable surfaces when applicable for trails

**CONSTRUCTION START DATE:** 2016

**ESTIMATED COMPLETION DATE:** 2016

**OPERATING IMPACT:** Additional trail and pathway development will require maintenance by Buildings & Grounds staff.

**PROJECT JUSTIFICATION** Project established in the Parks & Recreation Master Plan, and also coordinated with the Bicycle and Pedestrian Plan. The Comprehensive Plan recommends the Bicycle and Pedestrian Plan be updated (page 9-10). This plan would designate appropriate locations for trails, pathways, and bicycle lanes. The plan also identifies a project in bullets number 1 and 2 of the To-Do list for the parks and recreation chapter (page 9-15).

Planned Expenditures									
Uses	Total Project Costs	Exp through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr-CIP	Future Funds Required
Land/Legal	0	0	0	0	0	0	0	0	0
Prof. Services	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Planned Financing									
Uses	Total Project Costs	Funded through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr-CIP	Future Funds Required
GF Cash		0	0	0	0	0	0	0	0
CPF Cash	0	10,000	20,000	20,000	20,000	20,000	20,000	110,000	-120,000
Grants		0	0	0	0	0	0	0	0
Bonds		0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>10,000</b>	<b>20,000</b>	<b>20,000</b>	<b>20,000</b>	<b>20,000</b>	<b>20,000</b>	<b>110,000</b>	<b>-120,000</b>

**Notes:** Balance of \$20,000 from the Berkley Woods Development proffers for a trail on N. Center Street were moved as part of the FY2014 budget. Council requested staff ask the developer to agree to reassigning the proffers.

**CAPITAL PROJECT DETAIL**

**PROJECT #:** SW-001

**TITLE:** Town wide Drainage Improvement Program **CURRENT BALANCE:** \$85,497

**DEPARTMENT:** Public Works **STATUS:** Accumulating Funds

**MANAGER:** Mike Davis **RATING:** Priority - Level 1

**PROGRAM DESCRIPTION** Provide site or neighborhood specific drainage projects. Public Works and Town Council identified and completed a downtown drainage project in FY11. The last piece of this project will be repaving and small drainage improvements to the municipal parking lot. This particular project is often used in conjunction with TR-002 - Neighborhood Improvement program. Specific projects are not identified at the moment, but due to the size and scope of stormwater projects, additional funding will be required.

**CONSTRUCTION START DATE:** TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** None. Should reduce flooding in the downtown and improve stormwater drainage.

**PROJECT JUSTIFICATION** The Comprehensive Plan identifies the importance of managing stormwater in numerous policies and sections. Specifically, the section on the Chesapeake Bay Preservation Regulations (page 8-8), Policy E.7 Chesapeake Bay Preservation Act (page 8-12), Policy E.8 Improve Water Quality (page 8-12), Section 8.4 Drainage and Stormwater Management (page 8-19), Policy E.14 Drainage and Stormwater Management (Quantity) (page 8-20), Policy E.12 Impervious Sources (page 8-20), Policy E.15 Natural Water Courses and Stormwater Management (Quality) (page 8-20), Policy E.16 Stormwater Management Facilities, Generally (page 8-21), Policy E.17 Stormwater Management Facilities, Residential (page 8-21), and Policy E.18 Erosion and Sediment Control (page 8-22) all speak to the importance of stormwater management projects. In addition to these areas, bullet number six of the Environment Chapter recommends this very project on the To-Do list (page 8-26).

Planned Expenditures									
Uses	Total Project Costs	Exp through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr-CIP	Future Funds Required
Land/Legal	0	0	0	0	0	0	0	0	0
Prof. Services	0	0	0	0	0	0	0	0	0
Construction	0	163,655	0	0	0	0	0	0	-163,655
Equipment	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>163,655</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-163,655</b>

Planned Financing									
Uses	Total Project Costs	Funded through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr-CIP	Future Funds Required
GF Cash	0	0	0	0	0	0	0	0	0
CPF Cash	0	183,757	75,000	75,000	75,000	75,000	75,000	375,000	-558,757
Grants	0	0	0	0	0	0	0	0	0
Bonds	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>183,757</b>	<b>75,000</b>	<b>75,000</b>	<b>75,000</b>	<b>75,000</b>	<b>75,000</b>	<b>375,000</b>	<b>-558,757</b>

**Notes:**

**CAPITAL PROJECT DETAIL**

**PROJECT #:** SW-002

**TITLE:** Comprehensive Stormwater Management      **CURRENT BALANCE:** \$50,000

**DEPARTMENT:** Public Works      **STATUS:** Accumulating Funds

**MANAGER:** Mike Davis      **RATING:** Vision

**PROGRAM DESCRIPTION** The US EPA has established the Chesapeake Bay Total Maximum Daily Load (TMDL), a historic and comprehensive "pollution diet" with rigorous accountability measures to initiate sweeping actions to restore clean water in the Chesapeake Bay and the region's streams, creeks and rivers. This will ultimately result in localities, including Ashland, having to install storm water management (SWM) measures that reduce the amount of nutrients (nitrogen, phosphorous and sediment) that enter the drainage systems. The SWM features can include such Best Management Practices (BMPs) as rain gardens, porous pavement structures, stream restoration, and detention basins. The EPA requirements for retrofitting developed areas and reducing the amount of nutrients accelerates over the next several years.

**CONSTRUCTION START DATE:** TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** None. Should reduce flooding in the downtown and improve stormwater drainage.

**PROJECT JUSTIFICATION** The Comprehensive Plan identifies the importance of managing stormwater in numerous policies and sections. Specifically, the section on the Chesapeake Bay Preservation Regulations (page 8-8), Policy E.7 Chesapeake Bay Preservation Act (page 8-12), Policy E.8 Improve Water Quality (page 8-12), Section 8.4 Drainage and Stormwater Management (page 8-19), Policy E.14 Drainage and Stormwater Management (Quantity) (page 8-20), Policy E.12 Impervious Sources (page 8-20), Policy E.15 Natural Water Courses and Stormwater Management (Quality) (page 8-20), Policy E.16 Stormwater Management Facilities, Generally (page 8-21), Policy E.17 Stormwater Management Facilities, Residential (page 8-21), and Policy E.18 Erosion and Sediment Control (page 8-22) all speak to the importance of stormwater management projects.

Planned Expenditures									
Uses	Total Project Costs	Exp through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr-CIP	Future Funds Required
Land/Legal	0	0	0	0	0	0	0	0	0
Prof. Services	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Planned Financing									
Uses	Total Project Costs	Funded through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr-CIP	Future Funds Required
GF Cash	0	0	0	0	0	0	0	0	0
CPF Cash	0	50,000	100,000	100,000	100,000	100,000	100,000	500,000	-550,000
Grants	0	0	0	0	0	0	0	0	0
Bonds	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>50,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>500,000</b>	<b>-550,000</b>

**Notes:**

**CAPITAL PROJECT DETAIL**

**PROJECT #:** TR-001

**TITLE:** Sidewalk, Curb & Gutter **CURRENT BALANCE:** \$384,300

**DEPARTMENT:** Public Works **STATUS:** Construction and Determining future needs.

**MANAGER:** Mike Davis **RATING:** Priority - Level 2

**PROGRAM DESCRIPTION** Project includes extending existing sidewalks, construction of bicycle and pedestrian pathways, and construction of curb and gutter along with these facilities where appropriate. Town Council regularly updates a sidewalk construction priority plan. Priorities reset in 2010 include Pleasant Street, Taylor Street, New Street, Hanover Ave, S. James Street which have been completed. The Trolley Line Trail will begin construction in 2015. In addition, the Town received a significant portion of the safe routes to school grant it applied for and the approved pieces should be built in 2014.

**CONSTRUCTION START DATE:** Ongoing

**ESTIMATED COMPLETION DATE:** Ongoing

**OPERATING IMPACT:** These funds are not intended to fund maintenance of sidewalk facilities, but construction of new facilities will necessitate increased maintenance activity.

**PROJECT JUSTIFICATION** The 1999 Bicycle and Pedestrian Plan provides priorities for expansion of bicycle and pedestrian networks. The Town Council also regularly adopts a sidewalk construction priority list. The Comprehensive Plan says "Sidewalks wide enough for two persons to walk side-by-side (approximately 5 feet in width) should be included on local streets" (page 7-16). The comprehensive plan also addresses the Safe Routes to School Program and recommends the Town use it as a funding source while available (page 7-19). Bullet number 15 of the transportation chapter To-Do List also discusses sidewalk construction and the Sidewalk Improvement Plan (page 7-23).

Planned Expenditures									
Uses	Total Project Costs	Exp through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr-CIP	Future Funds Required
Land/Legal	0	0	0	0	0	0	0	0	0
Prof. Services	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Planned Financing									
Uses	Total Project Costs	Funded through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr-CIP	Future Funds Required
GF Cash	0	0	0	0	0	0	0	0	0
CPF Cash	0	384,300	75,000	75,000	75,000	75,000	75,000	375,000	-759,300
Grants	472,000	472,000	0	0	0	0	0	0	0
Bonds	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>472,000</b>	<b>856,300</b>	<b>75,000</b>	<b>75,000</b>	<b>75,000</b>	<b>75,000</b>	<b>75,000</b>	<b>375,000</b>	<b>-759,300</b>

**Notes:**  
Grants funding is Safe Routes to School for Stebbins and Duncan Street Project.

**CAPITAL PROJECT DETAIL**

**PROJECT #:** TR-002

**TITLE:** Residential Area Improvement Program      **CURRENT BALANCE:** \$0

**DEPARTMENT:** Public Works      **STATUS:** Macon Circle Complete

**MANAGER:** Mike Davis      **RATING:** Priority - Level 2

**PROGRAM DESCRIPTION** Program concentrates improvements in various residential areas on a block-by-block basis. These improvements include landscaping, road reconstruction and minor drainage, lighting, curbing, and sidewalks or trails.

**CONSTRUCTION START DATE:** 2014

**ESTIMATED COMPLETION DATE:** 2014

**OPERATING IMPACT:** New improvements will require long-term maintenance by the Town.

**PROJECT JUSTIFICATION** The 1999 Bicycle and Pedestrian Plan provides priorities for expansion of bicycle and pedestrian networks. The Town Council also regularly adopts a sidewalk priority list. The Comprehensive Plan also recommends continuing efforts to manage stormwater runoff as designated in SW-001. In addition, the Comprehensive Plan this project is referenced in Principle 6: Provide A High Level of Government Services where it states "Through an adapting street and sidewalk improvement priority plan the Town maintains and adds to its stock of walkable streets and sidewalks. This includes appropriate drainage systems throughout Town" (page 2-6). This project comprehensively attempts to accomplish the goal.

Uses	Total Project Costs	Exp through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr-CIP	Future Funds Required
Land/Legal	0	0	0	0	0	0	0	0	0
Prof. Services	30,000	30,000	0	0	0	0	0	0	0
Construction	680,157	680,157	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>710,157</b>	<b>710,157</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Planned Financing									
Uses	Total Project Costs	Funded through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr-CIP	Future Funds Required
GF Cash	0	0	0	0	0	0	0	0	0
CPF Cash	655,157	655,157	50,000	50,000	50,000	50,000	50,000	250,000	-250,000
Grants	0	0	0	0	0	0	0	0	0
Bonds	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>655,157</b>	<b>655,157</b>	<b>50,000</b>	<b>50,000</b>	<b>50,000</b>	<b>50,000</b>	<b>50,000</b>	<b>250,000</b>	<b>-250,000</b>

**Notes:**

**CAPITAL PROJECT DETAIL**

**PROJECT #:** TR-004

**TITLE:** Route 1 Reconstruction - Pleasant Street to Ashcake

**CURRENT BALANCE:** \$ 571,000

**DEPARTMENT:** Public Works

**STATUS:** Awaiting VDOT Funding

**MANAGER:** Mike Davis

**RATING:** Vision

**PROGRAM DESCRIPTION** This project includes widening of Route 1 to include left turn lanes, raised medians with selective landscaping, drainage improvements, and pedestrian facilities. This project is administered by VDOT with a two percent (2%) Town match required.

**CONSTRUCTION START DATE:** 2022

**ESTIMATED COMPLETION DATE:** 2022

**OPERATING IMPACT:** Limited landscaping maintenance.

**PROJECT JUSTIFICATION** Project identified in the VDOT six year plan. To accelerate project completion, it was split into multiple parts with this project being phase 3. The Comprehensive Plan discusses a Route 1 overlay district in Policy CD.23 Route 1 Design Overlay District (page 3-26), and on the To-Do List for the chapter in bullet number 11 (page 3-42). The project is also discussed in Chapter 4 under the section Route 1 Design Overlay District (page 4-26). Route 1 is also identified on the transportation Plan Map T-1 as a location for "planned road improvements" (page 7-3). The transportation 2020 plan recommends improving access management and divides on Route 1 from Route 54 to Ashcake Road (page 33, Table 4). It also identifies the project on page 41. This project was originally part of the Route 1 and Route 54 intersection improvement project identified in the Transportation 2020 plan.

Planned Expenditures									
Uses	Total Project Costs	Exp through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr-CIP	Future Funds Required
Land/Legal	1,700,000	0	0	0	0	0	1,700,000	1,700,000	0
Prof. Services	545,000	0	545,000	0	0	0	0	545,000	0
Construction	1,543,000	0	0	0	0	0	154,430	154,430	1,388,570
Equipment	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>3,788,000</b>	<b>0</b>	<b>545,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,854,430</b>	<b>2,399,430</b>	<b>1,388,570</b>

Planned Financing									
Uses	Total Project Costs	Funded through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr-CIP	Future Funds Required
GF Cash	0	0	0	0	0	0	0	0	0
CPF Cash	0	12,000	0	0	0	0	0	0	-12,000
Grants	0	0	0	0	0	0	0	0	0
Bonds	0	0	0	0	0	0	0	0	0
Other	3,788,000	559,000	0	0	0	0	0	0	3,229,000
<b>Total</b>	<b>3,788,000</b>	<b>571,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,217,000</b>

**Notes:**

Other funding comes from VDOT.



**CAPITAL PROJECT DETAIL**

**PROJECT #:** TR-006

**TITLE:** Rte. 1 & Ashcake Road Intersection

**CURRENT BALANCE:** \$24,592.00

**DEPARTMENT:** Public Works

**STATUS:** Accumulating funds.

**MANAGER:** Mike Davis

**RATING:** Vision

**PROGRAM DESCRIPTION** Improve traffic handling capacity of the Route 1/Ashcake Road intersection. With intensified development at this intersection, as well as the completion of Hill Carter Parkway, increased traffic will necessitate improvements. Study of long term Ashcake Road corridor improvements would be a helpful first step.

**CONSTRUCTION START DATE:** TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** None.

**PROJECT JUSTIFICATION** This project is identified in the Comprehensive Plan with Policy LU.9 Key Intersection Overlay District (page 4-27). It is also identified in the Transportation 2020 Plan as a portion of two project, Route 1 Widening from Ashcake Road to Johnson Road and Ashcake Road Widening (pages 43 and 44).

Planned Expenditures									
Uses	Total Project Costs	Exp through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr- CIP	Future Funds Required
Land/Legal	241,500	0	0	0	0	0	0	0	241,500
Prof. Services	64,400	0	0	0	0	0	0	0	64,400
Construction	257,600	0	0	0	0	0	0	0	257,600
Equipment	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>563,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>563,500</b>

Planned Financing									
Uses	Total Project Costs	Funded through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr- CIP	Future Funds Required
GF Cash	0	0	0	0	0	0	0	0	0
CPF Cash	24,592	24,592	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0
Bonds	0	0	0	0	0	0	0	0	0
Other	538,908	0	0	0	0	0	0	0	538,908
<b>Total</b>	<b>563,500</b>	<b>24,592</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>538,908</b>

**Notes:**

**CAPITAL PROJECT DETAIL**

**PROJECT #:** TR-007

**TITLE:** Town wide Traffic Improvements

**CURRENT BALANCE:** \$0.00

**DEPARTMENT:** Public Works

**STATUS:** Awaiting development projects.

**MANAGER:** Mike Davis

**RATING:** Vision

**PROGRAM DESCRIPTION** This project allows for a location for projects oriented at enhancing both traffic movement and safety. They include items such as intersection improvements, traffic lights, left turn lanes and deceleration lanes. These projects are generally associated with private development.

**CONSTRUCTION START DATE:** NA

**ESTIMATED COMPLETION DATE:** NA

**OPERATING IMPACT:** Associated street maintenance.

**PROJECT JUSTIFICATION** As land throughout Ashland develops over time traffic will increase and improvements to the Town's transportation systems will be required. To meet these increased pressures on the system, various traffic improvements should be funded by the associated developers.

Planned Expenditures									
Uses	Total Project Costs	Exp through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr-CIP	Future Funds Required
Land/Legal	0	0	0	0	0	0	0	0	0
Prof. Services	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Planned Financing									
Uses	Total Project Costs	Funded through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr-CIP	Future Funds Required
GF Cash	0	0	0	0	0	0	0	0	0
CPF Cash	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0
Bonds	0	0	0	0	0	0	0	0	0
Other	0	841,816	0	0	0	0	0	0	-841,816
<b>Total</b>	<b>0</b>	<b>841,816</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-841,816</b>

**Notes:** \$325,000 for proffers at VA Truck Center as part of Vitamin Shoppe  
 \$516,816.25 from sale of HCP land to Chick Filet. Must be used from transportation in corridor

**CAPITAL PROJECT DETAIL**

**PROJECT #:** TR-010

**TITLE:** Vaughan Road Extension

**CURRENT BALANCE:** \$0.00

**DEPARTMENT:** Community Development

**STATUS:** Accumulating funds. Determining private capacity to accomplish project.

**MANAGER:** Nora Amos

**RATING:** Vision

**PROGRAM DESCRIPTION** A connection of Vaughan Road to Route 54 on the west side of Town would provide a beneficial travel option for commuters. A center line study to determine long term capacity and improvement needs should be completed. The cost of a centerline study would be between \$50,000 and \$100,000 depending on the level of detailed requested. The study should also consider the impacts of TR-012, TR-020, and TR-021.

**CONSTRUCTION START DATE:** TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** Street maintenance and utilities and maintenance for any new traffic signals.

**PROJECT JUSTIFICATION** The project is identified on in the Comprehensive Plan on Map T-1 as a planned road improvement (page 7-3), and also in Policy T.1 Ashland 2020 Transportation Plan Updates as one of seven streets that warranted further study in lieu of an update to the transportation plan (page 7-5). As mentioned, the project is identified in the transportation 2020 study as an alternative to alleviate traffic on Route 54/England Street (pages 34 and 35). It is also identified as an early action item in the plan (page 43).

Planned Expenditures									
Uses	Total Project Costs	Exp through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr- CIP	Future Funds Required
Land/Legal	3,001,000	33,000	0	0	0	0	0	0	2,968,000
Prof. Services	1,200,000	0	0	0	0	100,000	0	100,000	1,100,000
Construction	4,799,000	0	0	0	0	0	0	0	4,799,000
Equipment	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>9,000,000</b>	<b>33,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100,000</b>	<b>0</b>	<b>100,000</b>	<b>8,867,000</b>

Planned Financing									
Uses	Total Project Costs	Funded through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr- CIP	Future Funds Required
GF Cash	0	33,000	0	0	0	0	0	0	-33,000
CPF Cash	100,000	0	0	50,000	50,000	0	0	100,000	0
Grants	0	0	0	0	0	0	0	0	0
Bonds	0	0	0	0	0	0	0	0	0
Other	8,900,000	0	0	0	0	0	0	0	8,900,000
<b>Total</b>	<b>9,000,000</b>	<b>33,000</b>	<b>0</b>	<b>50,000</b>	<b>50,000</b>	<b>0</b>	<b>0</b>	<b>100,000</b>	<b>8,867,000</b>

**Notes:**

**CAPITAL PROJECT DETAIL**

**PROJECT #:** TR-012

**TITLE:** Medical Drive & Thompson Street  
Intersection Realignment

**CURRENT BALANCE:** \$0.00

**DEPARTMENT:** Public Works

**STATUS:** Accumulating funds. Determining private capacity to accomplish project.

**MANAGER:** Mike Davis

**RATING:** Vision

**PROGRAM DESCRIPTION** Realign this intersection to improve safety, and provide an outlet for Vaughan Road Extension. This project should be coordinated with TR-010 to ensure longterm connectivity of Vaughan Road to Thompson Street.

**CONSTRUCTION START DATE:** TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** Cooperation will be required to work with the County for the portion of Medical Drive located outside the Town limits. If a new signal is installed, utility and maintenance costs would be incurred.

**PROJECT JUSTIFICATION** The project is identified on in the Comprehensive Plan on Map T-1 as a planned road improvement (page 7-3), and also in Policy T.1 Ashland 2020 Transportation Plan Updates as one of seven streets that warranted further study in lieu of an update to the transportation plan (page 7-5). As mentioned, the project is identified in the transportation 2020 study as an alternative to alleviate traffic on Route 54/England Street (pages 34 and 35). It is also identified as an early action item in the plan (page 43).

Planned Expenditures									
Uses	Total Project Costs	Exp through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr- CIP	Future Funds Required
Land/Legal	260,000	0	0	0	0	0	0	0	260,000
Prof. Services	104,000	0	0	0	0	0	0	0	104,000
Construction	416,500	0	0	0	0	0	0	0	416,500
Equipment	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>780,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>780,500</b>

Planned Financing									
Uses	Total Project Costs	Funded through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr- CIP	Future Funds Required
GF Cash	0	0	0	0	0	0	0	0	0
CPF Cash	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0
Bonds	0	0	0	0	0	0	0	0	0
Other	780,500	0	0	0	0	0	0	0	780,500
<b>Total</b>	<b>780,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>780,500</b>

**Notes:**

**CAPITAL PROJECT DETAIL**

**PROJECT #:** TR-013

**TITLE:** Interstate 95 Interchange Improvements **CURRENT BALANCE:** \$0.00

**DEPARTMENT:** Public Works **STATUS:** Accumulating funds.

**MANAGER:** Mike Davis **RATING:** Priority - Level 1

**PROGRAM DESCRIPTION:** This project would include two phases: Phase 1.) Reconstruct the southbound exit ramp to connect to Hill Carter Parkway North. Phase 2.) Reconstruct the remainder of the interchange according to the preferred realignment option.

**CONSTRUCTION START DATE:** TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** Unknown.

**PROJECT JUSTIFICATION:** This project is identified in the Comprehensive Plan on the Transportation Plan Map T-1 as a new ramp project (page 7-3). It is also identified in Policy T.10 Interstate 95 which recommends the Town select a preferred design for the project and require dedication of ROW (page 7-14). This project is identified as a future traffic issue in the Transportation 2020 plan (page 30). The project is further discussed on page 39. The project is discussed in great detail in the I-95 Corridor Study for Hanover County/Town of Ashland from July 2003 (pages 28, 29, 34, 36). The proposed solution most commonly referred to is on Figure 4-2 (page 73).

Planned Expenditures Phase 1									
Uses	Total Project Costs	Exp through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr- CIP	Future Funds Required
Land/Legal	892,000	0	0	0	0	0	0	0	892,000
Prof. Services	299,000	0	0	0	0	0	0	0	299,000
Construction	1,189,600	0	0	0	0	0	0	0	1,189,600
Equipment	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>2,380,600</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,380,600</b>

Planned Expenditures Phase 2									
Uses	Total Project Costs	Exp through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr- CIP	Future Funds Required
Land/Legal	0	0	0	0	0	0	0	0	0
Prof. Services	8,700,000	0	0	0	0	0	0	0	8,700,000
Construction	34,800,000	0	0	0	0	0	0	0	34,800,000
Equipment	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>43,500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43,500,000</b>

Planned Financing									
Uses	Total Project Costs	Funded through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr- CIP	Future Funds Required
GF Cash		0	0	0	0	0	0	0	0
CPF Cash	1,000,000	0	100,000	100,000	100,000	100,000	100,000	500,000	500,000
Grants		0	0	0	0	0	0	0	0
Bonds		0	0	0	0	0	0	0	0
Other	45,880,600	0			0	0	0	0	45,880,600
<b>Total</b>	<b>46,880,600</b>	<b>0</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>500,000</b>	<b>46,380,600</b>

**CAPITAL PROJECT DETAIL**

**PROJECT #:** TR-014

**TITLE:** Ellet's Crossing Intersection Realignment

**CURRENT BALANCE:** \$0.00

**DEPARTMENT:** Public Works

**STATUS:** Applying for funds.

**MANAGER:** Mike Davis

**RATING:** Vision

**PROGRAM DESCRIPTION** This project would involve realigning Ellet's Crossing from a Y intersection to a traditional T intersection. In 2013 the Town submitted an application for funding through the Metropolitan Planning Organization. In 2014 we will resubmit.

**CONSTRUCTION START DATE:** TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** Unknown.

**PROJECT JUSTIFICATION** This project is identified in the Comprehensive Plan on Map T-1 as an intersection between a new local street and planned road improvements to Route 1 (page 7-3).

Planned Expenditures Phase 1									
Uses	Total Project Costs	Exp through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr- CIP	Future Funds Required
Land/Legal	381,131	0	0	0	0	0	0	0	381,131
Prof. Services	171,787	0	0	0	0	0	0	0	171,787
Construction	716,000	0	0	0	0	0	0	0	716,000
Equipment	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1,268,918</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,268,918</b>

Planned Financing									
Uses	Total Project Costs	Funded through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr- CIP	Future Funds Required
GF Cash	0	0	0	0	0	0	0	0	0
CPF Cash	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0
Bonds	0	0	0	0	0	0	0	0	0
Other	1,268,918	0	0	0	0	0	0	0	1,268,918
<b>Total</b>	<b>1,268,918</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,268,918</b>

**Notes:**



**CAPITAL PROJECT DETAIL**

**PROJECT #:** TR-016

**TITLE:** S. Taylor Street/Dabney Lane Extension

**CURRENT BALANCE:** \$0.00

**DEPARTMENT:** Public Works

**STATUS:** Awaiting Private Development

**MANAGER:** Mike Davis

**RATING:** Vision

**PROGRAM DESCRIPTION** This project would include two phases: Phase 1.) Extend S. Taylor Street south to Ashcake Road. Phase 2.) Extend S. Taylor Street south through Dabney Lane connecting to Maple Street.

**CONSTRUCTION START DATE:** TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** New lane miles would require long-term maintenance by the Town.

**PROJECT JUSTIFICATION** The project is identified in the Comprehensive Plan as a new local street on Map T-1 (page 7-3). It is identified as a midterm improvement in the Transportation 2020 plan (page 44).

Planned Expenditures									
Uses	Total Project Costs	Exp through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr- CIP	Future Funds Required
Land/Legal	1,533,000	0	0	0	0	0	0	0	1,533,000
Prof. Services	557,000	0	0	0	0	0	0	0	557,000
Construction	2,230,400	0	0	0	0	0	0	0	2,230,400
Equipment	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>4,320,400</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,320,400</b>

Planned Financing									
Uses	Total Project Costs	Funded through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr- CIP	Future Funds Required
GF Cash	0	0	0	0	0	0	0	0	0
CPF Cash	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0
Bonds	0	0	0	0	0	0	0	0	0
Other	4,320,400	0	0	0	0	0	0	0	4,320,400
<b>Total</b>	<b>4,320,400</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,320,400</b>

**Notes:**

**CAPITAL PROJECT DETAIL**

**PROJECT #:** TR-018

**TITLE:** Hill Carter Parkway North

**CURRENT BALANCE:** \$0.00

**DEPARTMENT:** Public Works

**STATUS:** Accumulating funds. Awaiting private capacity to accomplish project.

**MANAGER:** Mike Davis

**RATING:** Vision

**PROGRAM DESCRIPTION** Northern extension of Hill Carter Parkway to tie into Quarles Road. Potential southbound I-95 exit ramp as identified in the VDOT 95 Corridor Study.

**CONSTRUCTION START DATE:** TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** New lane miles would require long-term maintenance by the Town.

**PROJECT JUSTIFICATION** The Comprehensive Plan identifies this project as part of a new four lane road on Map T-1 (page 7-3). It is also identified in Policy T.1 Ashland 2020 Plan Updates as one of the seven projects that needs further study (page 7-5). The project is identified as an early action item in the Transportation 2020 Plan (page 43).

Planned Expenditures									
Uses	Total Project Costs	Exp through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr- CIP	Future Funds Required
Land/Legal	1,219,000	0	0	0	0	0	0	0	1,219,000
Prof. Services	406,000	0	0	0	0	0	0	0	406,000
Construction	1,625,000	0	0	0	0	0	0	0	1,625,000
Equipment	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>3,250,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,250,000</b>

Planned Financing									
Uses	Total Project Costs	Funded through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr- CIP	Future Funds Required
GF Cash	0	0	0	0	0	0	0	0	0
CPF Cash	516,816	516,816	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0
Bonds	0	0	0	0	0	0	0	0	0
Other	2,733,184	0	0	0	0	0	0	0	2,733,184
<b>Total</b>	<b>3,250,000</b>	<b>516,816</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,733,184</b>

**Notes:**

CPF cash represents funds received from sale of Chik Filet property that must be used on transportation improvements in the I-95 area.

**CAPITAL PROJECT DETAIL**

**PROJECT #:** TR-019

**TITLE:** Railroad Crossing Improvements

**CURRENT BALANCE:** \$80,000.00

**DEPARTMENT:** Public Works

**STATUS:** Evaluating Project Timing

**MANAGER:** Mike Davis

**RATING:** Priority - Level 1

**PROGRAM DESCRIPTION** Installation of new rail crossing signals and guards (arms). New surface treatments for rail crossings. as identified in the VDOT 95 Corridor Study. For England Street, the crossing already has an older version of constant warning time technology, so the Town would need to add a second gate and signal on each approach. The ballpark cost is \$75-80 K. This project should be undertaken in phased approach completing as few or as many crossings as financially feasible each year. The crossings should be installed individually as funding becomes available.

If the crossing does not have the constant warning time technology, the cost estimate is \$250-300K.

**CONSTRUCTION START DATE:** TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** Initial costs would be born by the Town, but long-term maintenance would be a CSX responsibility.

**PROJECT JUSTIFICATION** The project is identified in the Comprehensive Plan under Policy T.6 Rail Crossing Improvements (page 7-12). The intent of the project is to ensure continuance of the Federal Railroad Administration Quiet Zone which is allowed based upon a formula that takes into account the number of train to vehicle and/or train to individual accidents at each intersection within the jurisdiction. The project is also identified in Policy E.25 Railroad Noise which suggests the Town work with the FRA to maintain the quiet zone (page 8-23).

Planned Expenditures									
Uses	Total Project Costs	Exp through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr-CIP	Future Funds Required
Land/Legal	0	0	0	0	0	0	0	0	0
Prof. Services	5,000	0	0	5,000	0	0	0	5,000	0
Construction	35,000	0	0	0	0	35,000	0	35,000	0
Equipment	40,000	0	0	0	0	40,000	0	40,000	0
<b>Total</b>	<b>80,000</b>	<b>0</b>	<b>0</b>	<b>5,000</b>	<b>0</b>	<b>75,000</b>	<b>0</b>	<b>80,000</b>	<b>0</b>

Planned Financing									
Uses	Total Project Costs	Funded through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr-CIP	Future Funds Required
GF Cash	0	0	0	0	0	0	0	0	0
CPF Cash	80,000	80,000	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0
Bonds	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>80,000</b>	<b>80,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Notes:**

**CAPITAL PROJECT DETAIL**

**PROJECT #:** TR-020

**TITLE:** Grade Separated Railroad Crossing

**CURRENT BALANCE:** \$0.00

**DEPARTMENT:** Public Works

**STATUS:** Accumulating funds.

**MANAGER:** Mike Davis

**RATING:** Vision

**PROGRAM DESCRIPTION** Construction of a grade-separated crossing of the CSX Railroad where Archie Cannon Drive transitions into Vaughan Road. This project should be considered in the center line study associated with the extension of Vaughan Road (TR-010).

**CONSTRUCTION START DATE:** TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** None.

**PROJECT JUSTIFICATION** The project is identified in the Comprehensive Plan as part of Policy CF.10 Public Works Facilities, where it suggests the entrance to the Town Shop be relocated to allow for construction of a grade separated crossing of the tracks at Vaughan Road (page 10-4). It is also identified in the Transportation 2020 Plan on Figure 15 as a long term improvement (page 48).

Planned Expenditures									
Uses	Total Project Costs	Exp through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr- CIP	Future Funds Required
Land/Legal	1,520,000	0	0	0	0	0	0	0	1,520,000
Prof. Services	550,000	0	0	0	0	0	0	0	550,000
Construction	2,200,000	0	0	0	0	0	0	0	2,200,000
Equipment	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>4,270,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,270,000</b>

Planned Financing									
Uses	Total Project Costs	Funded through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr- CIP	Future Funds Required
GF Cash	0	0	0	0	0	0	0	0	0
CPF Cash	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0
Bonds	0	0	0	0	0	0	0	0	0
Other	4,270,000	0	0	0	0	0	0	0	4,270,000
<b>Total</b>	<b>4,270,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,270,000</b>

**Notes:**

**CAPITAL PROJECT DETAIL**

**PROJECT #:** TR-21

**TITLE:** Rte. 1 & Archie Cannon Rd. Traffic Signal      **CURRENT BALANCE:** \$0.00

**DEPARTMENT:** Public Works      **STATUS:** Accumulating funds.

**MANAGER:** Mike Davis      **RATING:** Vision

**PROGRAM DESCRIPTION** Road widening and installation of a traffic signal at the intersection of Route 1 and Archie Cannon Drive. The center line study of Vaughan Road Extension (TR-010) should also make recommendations regarding this signal.

**CONSTRUCTION START DATE:** TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** Additional electricity and maintenance costs.

**PROJECT JUSTIFICATION** This project is identified in the Comprehensive Plan with Policy LU.9 Key Intersection Overlay District (page 4-27). The project is identified in the Transportation 2020 Plan as an intersection improvement (page 33). This project is identified in the traffic study for Carter's Hill subdivision. Once the Vaughan Road bypass is completed is should assume a portion of the traffic through Ashland, necessitating a signal at this intersection.

Planned Expenditures									
Uses	Total Project Costs	Exp through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr- CIP	Future Funds Required
Land/Legal		0	0	0	0	0	0	0	0
Prof. Services		0	0	0	0	0	0	0	0
Construction	40,000	0	0	0	0	0	0	0	40,000
Equipment	140,431	0	0	0	0	0	0	0	140,431
<b>Total</b>	<b>180,431</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>180,431</b>

Planned Financing									
Uses	Total Project Costs	Funded through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr- CIP	Future Funds Required
GF Cash	0	0	0	0	0	0	0	0	0
CPF Cash	0	0	0	0	0	0	0	0	0
Grants	0	0	0	0	0	0	0	0	0
Bonds	0	0	0	0	0	0	0	0	0
Other	180,431	0	0	0	0	0	0	0	180,431
<b>Total</b>	<b>180,431</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>180,431</b>

**Notes:**

**CAPITAL PROJECT DETAIL**

**PROJECT #:** TR-022

**TITLE:** Rte. 1 & Vitamin Shoppe  
Way Turn Lane **CURRENT BALANCE:** \$325,000.00

**DEPARTMENT:** Public Works **STATUS:** Accumulating funds.

**MANAGER:** Mike Davis **RATING:** Vision

**PROGRAM DESCRIPTION** With the development of the Virginia Truck Center Property a southbound left turn lane and traffic signal are needed.

**CONSTRUCTION START DATE:** TBD

**ESTIMATED COMPLETION DATE:** TBD

**OPERATING IMPACT:** Ongoing costs associated with street maintenance and operating a traffic signal.

**PROJECT JUSTIFICATION** The Comprehensive Plan does not address this particular project, but it is required through proffers as part of the development of the site. The Town will be applying for Revenue Sharing Funds through VDOT and this approach meets Policy T.19 Available Funding Sources which specifically recommends the Town take advantage of this source (page 7-22).

Planned Expenditures									
Uses	Total Project Costs	Exp through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr-CIP	Future Funds Required
Land/Legal	150,000	0	150,000	0	0	0	0	150,000	0
Prof. Services	50,000	50,000		0	0	0	0	0	0
Construction	500,000	0	500,000	0	0	0	0	500,000	0
Equipment	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>700,000</b>	<b>50,000</b>	<b>650,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>650,000</b>	<b>0</b>

Planned Financing									
Uses	Total Project Costs	Funded through 6/30/14	2015	2016	2017	2018	2019	Total for 5-Yr-CIP	Future Funds Required
GF Cash	0	0	0	0	0	0	0	0	0
CPF Cash	25,000	0	25,000	0	0	0	0	25,000	0
Grants	0	0	0	0	0	0	0	0	0
Bonds	0	0	0	0	0	0	0	0	0
Other	675,000	325,000	350,000	0	0	0	0	350,000	0
<b>Total</b>	<b>700,000</b>	<b>325,000</b>	<b>375,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>375,000</b>	<b>0</b>

**Notes:** Other cash of \$325,000 is from the Vitamin Shoppe/Virginia Truck Center proffers.



# Town of Ashland

*Center of the Universe*

## STAFF REPORT

**To:** Planning Commission, Town of Ashland, Virginia

**From:** Garet Prior, Planner II

**Date:** October 8, 2013

**Case Type:** Major Subdivision

**Case No.:** SUB12-0921

**Case Name:** Sumpter T. Priddy, Sr. & Cornelia W. Priddy Subdivision

**Location:** South side of Thompson Street, approximately 300 feet west of Yowell Road and extending west until Medical Drive.

**GPIN(s):** 7870-32-9515, 7870-42-1312, 7870-32-6870, 7870-33-6083, 7870-33-4191, 7870-33-6242, 7870-33-5303, 7870-33-2463, 7870-33-3725, 7870-24-6101, 7870-32-8774, 7870-33-1800 & 7870-33-9016.

### REQUEST:

The applicant is requesting preliminary plat approval to vacate all existing property lines and right-of-ways and to create a four (4) lot subdivision on 14.990 acres of GPIN's 7870-32-9515, 7870-42-1312, 7870-32-6870, 7870-33-6083, 7870-33-4191, 7870-33-6242, 7870-33-5303, 7870-33-2463, 7870-33-3725, 7870-24-6101, 7870-32-8774, 7870-33-1800 & 7870-33-9016.

The applicant is also requesting an exception to the requirement of sidewalks and internal site curb and gutter for this subdivision per Sec. 17-49.2 of the Town Code.

### RECOMMENDATION:

Staff is recommending approval of the preliminary plat for SUB12-0912, pending an approval letter from Hanover County Department of Public Utilities is received by the October 8<sup>th</sup> Planning Commission meeting. The preliminary plat currently has two outstanding comments to add utility notes to the preliminary plat. Staff recommends granting of an exception to the sidewalks and internal site curb and gutter requirement.

### MOTION:

**Approve** – I move to recommend approval of SUB12-0921.

**Deny** – I move to recommend denial of SUB12-0921.

**Defer** – I move to defer action on SUB12-0921 until the November 13<sup>th</sup> Planning Commission meeting.

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**MOTION:**

**Approve** – I move to recommend approval of granting an exception to the requirement of sidewalks and internal site curb and gutter for this subdivision.

**Deny** – I move to recommend denial of granting an exception to the requirement of sidewalks and internal site curb and gutter for this subdivision.

**Defer** – I move to defer action on the exception to the requirement of sidewalks and internal site curb and gutter for this subdivision until the November 13<sup>th</sup> Planning Commission meeting.

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**BACKGROUND:**

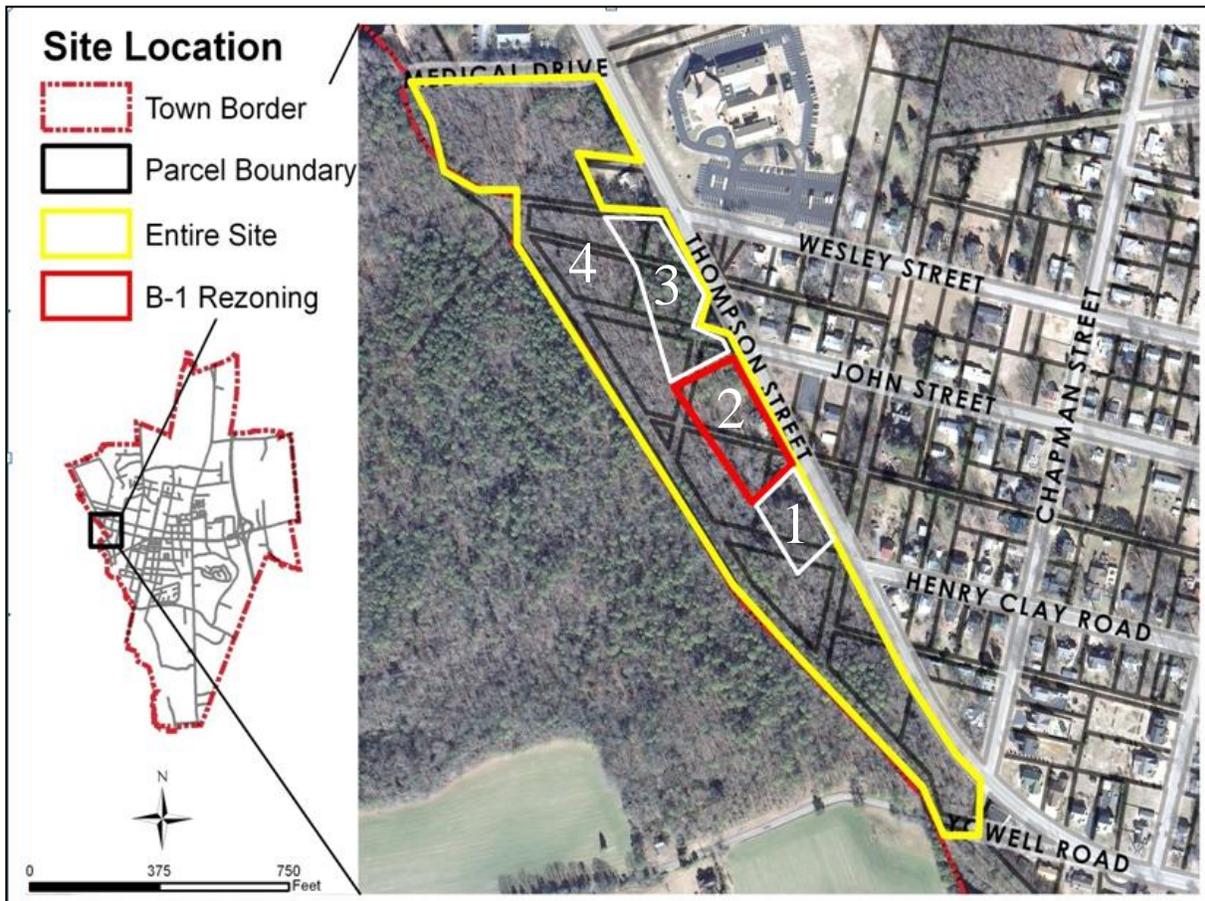
Application Submission Date	September 21, 2012
Existing Zoning	R-2, Residential Limited and B-1, Central Business District (proffered)
Location	South side of Thompson Street, approximately 300 feet west of Yowell Road and extending west until Medical Drive
Size	Approximately 14.990 acres
Existing Land Use	Vacant
Surrounding Land Use and Zoning	<i>North:</i> Office (Ashland Medical Center); R-3 and RR-1 <i>South:</i> Residential (Hanover County); A-1 <i>East:</i> Residential; R-2 <i>West:</i> Vacant (Hanover County); A-1
Comprehensive Plan	The Comprehensive Plan designates this property as appropriate for Open Space and Mixed Commercial uses.

The applicant is proposing to vacate all existing property lines and right-of-ways and subdivide 14.99 acres of thirteen (13) existing parcels into a four (4) lot subdivision. The property to be subdivided is located south of Thompson Street, approximately 300 feet west of Yowell Road and extending west all the way to Medical Drive. The property is zoned R-2, Residential Limited and is designated as appropriate for Open Space and Mixed Commercial uses by the Comprehensive Plan.

Lot 2 of the proposed subdivision is approximately 1.37 acres in size, and was recently approved by Town Council to be rezoned to B-1 with proffers. The applicant is proposing to renovate the existing building for operation of a restaurant.

Lot 1 (approximately 0.64 acres) and lot 3 (approximately 1.48 acres) will remain zoned R-2 and are possible lots for future single family residential development.

Lot 4 (approximately 11.10 acres) consists of the remaining land, and is proposed to be placed under a permanent conservation easement and would be dedicated to the Town of Ashland for use as a passive park. The applicant is also planning on dedicating 0.305 acres of the subject property to the Town for additional right-of-way along Medical Drive. There are also multiple unimproved right-of-ways located on the subject property, which are proposed to be vacated as shown on Sheet 3 of the preliminary plat.



**CONSIDERATIONS:**

**Process**

The proposed subdivision is considered a Major Subdivision, which requires approval of a preliminary plat prior to the recordation of a final plat. The preliminary plat must show all existing and proposed boundaries, utility easements, drainage systems, and streets. The purpose of the preliminary plat is to identify, at the subdivision stage, any site development

issues that may arise related to zoning, environmental concerns, adequate utilities, site access, or other rules, regulations or policies of the Town.

**Analysis – Major Subdivision**

The proposed subdivision for lots 1, 3, and 4 meet all of the area and yard requirements of a R-2 zoning district, which requires a minimum lot size of 10,000 square feet (0.23 acres). The smallest lot proposed for this subdivision is 0.64 acres.

For lot 2 zoned B-1 Central Business District, there is no minimum area requirement. Building setback requirements for the side yard are 15 feet and rear yard is 20 feet. There is no minimum front setback in B-1.

**Analysis – Sidewalk, Curb & Gutter Exception**

As an R-2 subdivision, sidewalks and curb and gutter are required along Thompson Street and Medical Drive for this subdivision per Sec. 17-49.2 of the Town Code. However, the applicant has requested an exception to the requirements of sidewalks and curb and gutter in accordance with Sec. 17-5 of the Town Code. Exceptions to the requirement of sidewalks and curb and gutter may be granted according to the following standards:

- 1) The proposed street and/or sidewalk is not included on the sidewalk priority area map of the comprehensive plan;
- 2) The property abuts a street classified by the Virginia Department of Transportation as a local street; and
- 3) The director of public works deems the requirement for sidewalk, curb and gutter is inappropriate based on clear engineering considerations.

Additionally, Sec. 17-5 states that the Planning Commission may recommend approval of exceptions to these subdivision regulations to the Town Council upon finding that:

- 1) The granting of the exception will not be detrimental to the public safety, health or welfare or injurious to other property;
- 2) Because [of] the particular physical surroundings, shape or topographical conditions of the specific property involved, a particular hardship to the owner would result if the strict letter of these regulations are carried out; and
- 3) The exception(s) will not in any manner vary the provisions of the zoning ordinance, comprehensive plan, or official zoning map.

In accordance with Sec. 17-5, the applicant has submitted a request in writing for an exception to the requirements of sidewalks and curb and gutter on the basis that:

- (1) the site is not included on the sidewalk priority area map of the comprehensive plan, and
- (2) the requirement of sidewalk and curb and gutter would impact some of the wetlands that exist on the site, and would require that wetlands be mitigated.

In lieu of providing a sidewalk along Thompson Street, the applicant has proposed a pedestrian path to provide pedestrian access to the proposed store and future park. The submitted preliminary plat also shows crosswalks at Chapman Street and John Street. A copy of this letter is included with this staff report.

*Exceptions along Medical Drive*

The request for an exception along Medical Drive appears to meet all of the requirements of Sec. 17-49.2 as:

- (1) Medical Drive is not included on the sidewalk priority area map of the comprehensive plan;
- (2) Medical Drive is not a major thoroughfare and is classified as a local street; and
- (3) Both the Planning Department and Public Works Department agree that requiring sidewalks and curb and gutter on this portion of Medical Drive is inappropriate in that sidewalks and curb and gutter do not exist and are not proposed anywhere else along this road, as only a small stretch of the road is located in the Town.

Additionally, the installation of sidewalk and curb and gutter would also appear to be inappropriate from an engineering standpoint in that it would require the disturbance of wetlands that exist on the subject property.

*Exceptions along Thompson Street*

With regard to the exception request along Thompson Street, the request appears to satisfy condition numbers (1) and (3) of Sec. 17-49.2 for many of the same reasons as stated above for Medical Drive. The exception request does not satisfy condition number (2), as Thompson Street is not classified as a local street by VDOT. However, the applicant has agreed to provide a pedestrian path along most of Thompson Street that would limit the disturbance of wetlands and would not require wetland mitigation.

Both Planning and Public Works staff agree that the fact that conditions numbers (1) and (3) are met outweighs the fact that condition (2) is not met, and that providing a pedestrian path satisfies the intent of requiring sidewalks while minimizing the disturbance of wetlands.

**Comprehensive Plan.**

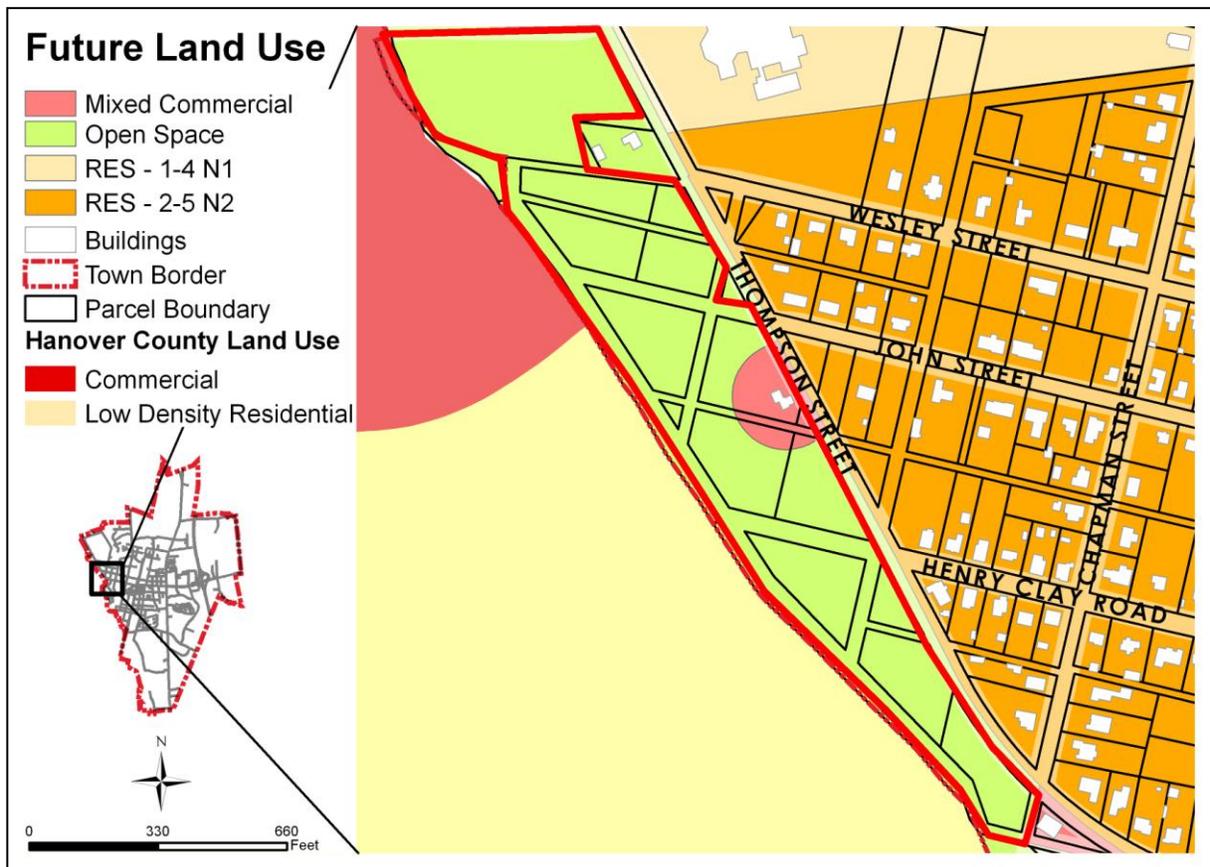
The Comprehensive Plan designates this property as appropriate for open space and mixed commercial uses. The Land Use Chapter of the Comprehensive Plan states the following for the open space and mixed commercial land uses:

*Open Space*

Open space areas are intended to be reserved for a variety of uses, such as formal recreation parks, passive parks, and greenways. The goal of designating land areas as Open Space is to preserve wetlands and green infrastructure within the Town.

*Mixed Commercial*

Appropriate within this land use designation is a mix of retail, restaurants and hotels. These can be located in separate buildings or mixed in to single buildings. These uses should be designed at a density that is appropriate for a pedestrian scale, while still being easily accessible to the automobile.



The portion of the property designated as Open Space primarily consists of Lot 4, which is to be placed under a permanent conservation easement and dedicated to the Town for use as a park. This lot meets the intent of the Open Space land use designation of the Comprehensive Plan. The portion of the property that is designated as Mixed Commercial has been rezoned to B-1 and is proposed for commercial uses, which appears to meet the intent of the Comprehensive Plan.

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**FEBRUARY 13, 2013 PLANNING COMMISSION MEETING:**

At the February 13, 2013, meeting, the Planning Commission deferred this request as they did not want to provide a recommendation on the subdivision until they had provided a recommendation on the rezoning application (REZ13-0107) that accompanied this request. The Planning Commission asked staff a few questions about the sidewalk exception request, such as what type of material would be used for the proposed pedestrian path. Staff informed the Commission that the material would have to be something pervious that would not “disturb” wetlands, such as mulch or dirt.

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**MARCH 13, 2013 PLANNING COMMISSION MEETING:**

At the March 13, 2013, meeting, the Planning Commission deferred this request until the April 10<sup>th</sup> meeting to allow staff to work on the issue concerning the vacated right-of-way and the owner of the adjacent property (GPIN 7870-33-4564).

**MARCH 14, 2013 – OCTOBER 7, 2013:**

After the March Planning Commission meeting, the approval of the Subdivision Preliminary Plat was put on hold until issues with respect to the rezoning and right-of-way vacation were resolved.

*ORD2013-02 and ORD2013-08: Right-of-way vacation:*

Ms. Bowles, the owner of one of the adjacent lots not owned by Mr. Priddy (GPIN 7870-33-4564) indicated interest in obtaining their half of the right-of-way that abuts their property. Ms. Bowles questioned if the Town was using the appropriate code section for this vacation. The court ruled that Ms. Bowles should receive the vacated right-of-way under state code section 15.2-2272 and not 15.2-2006 as was previously approved by Council. Therefore a new ordinance (ORD2013-08) should be approved referencing the accurate section at the October 1 Town Council meeting.

*REZ13-0107: Rezoning from R-2 to B-1 with proffers:*

Town Council approved the B-1 rezoning at their September 3, 2013, meeting for the area identified as lot 2 (1.37 acres). The following proffers were included in this rezoning request to create a safe environment and minimize noise and lighting at the property:

- 1) Only the following uses shall be permitted on the subject property:
  - a. Any use permitted in the R-2 (Limited Residential) District, using the regulations of the R-2 District;
  - b. Provided that no individual use permitted in this item shall occupy more than two thousand five hundred (2,500) square feet of floor area, personal service uses including a barbershop; beauty parlor; photographic or artist studio excluding tattoo parlors; taxicab stand; self-service laundromats or self-service dry cleaning establishment; dressmaking, tailoring; decorating; shoe repairing; repairing of small household appliances or bicycles; retail bakery with sale of bakery products on premises only;
  - c. Retail stores, with no gas pumps, provided that no individual use permitted by this paragraph shall occupy more than two thousand five hundred (2,500) square feet of floor area;
  - d. Day care centers or day nurseries, with a conditional use permit;
  - e. Offices, provided that no individual office use shall occupy more than two thousand five hundred (2,500) square feet of floor area;
  - f. Farmer's markets, with a conditional use permit;
  - g. Restaurants, excluding drive-in restaurants or restaurants with any type of drive through, and provided that no individual restaurant use shall occupy more than two thousand five hundred (2,500) square feet of floor area;
  - h. Museum and art galleries, excluding tattoo parlors, with a conditional use permit;
  - i. Philanthropic or charitable institutions.
- 2) No more than one commercial structure shall be permitted on this property. The structure shall not exceed 2,500 square feet, except for accessory structures used for incidental storage. Any accessory structure(s) shall be consistent in appearance with the main structure and shall not exceed more than twenty-five percent of the commercial structure.
- 3) Hours of retail or restaurant operation, not including opening and closing of entity: 6:00 AM to 10:00 PM, 7 days a week.

- 4) Any development of the property shall be pursuant to a Plan of Development, which shall include a Landscaping Plan, Lighting Plan and List of Materials.
- 5) In accordance with nationally recognized historic preservation standards, such as those promulgated by the US Secretary of the Interior, the historic character of the current structure shall be preserved to the maximum extent possible, provided, that the historic preservation standards do not conflict with the rehabilitation of the structure as a commercial structure. In the event that the structure should be completely destroyed, and the property owner seeks to rebuild the structure, then a substantially similar structure shall be reconstructed with prior approval by the Ashland Town Council.
- 6) No more than 28 parking spaces shall be permitted on the site.
- 7) Commercial dumpsters shall not be emptied between the hours of 9:00 PM and 9:00 AM.
- 8) Loading and unloading of trucks shall not be permissible between the hours of 9:00 PM and 9:00 AM.
- 9) On-site lighting shall be decreased to the minimum levels deemed necessary for security by the Town of Ashland CPTED officer during non-business hours.
- 10) Permissible sound pressure levels from noise sources shall be limited to the maximum allowable sound level limit (dBA) as allowed in Residential or Quiet Zone districts, as defined in Section 10.1-6 of the Town Code.

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## **CONCLUSION:**

The applicant is requesting preliminary plat approval to vacate all existing property lines and right-of-ways and to create a four (4) lot subdivision on 14.990 acres. Lot 1 and 3 are zoned R-2, and meet the standards for minimum lot size for this residential zoning. Lot 2 is site of the existing vacant storefront that was rezoned to B-1. This lot also meets all minimum requirements, including the location of the existing building with respect to all setbacks. Lot 4, which wraps these lots, consists of 11.10 areas and Mr. Priddy has proposed a conservations easement on this land and to dedicate this parcel to the Town for use of a passive park.

In reviewing the preliminary plat, comments from Hanover County Department of Public Utilities to add two utility notes are currently outstanding. These comments are:

- Modify Note #10 on the cover page to indicate “Hanover County Public Utilities & Private Force main for Lot #2”.
- Add a separate note indicating Lots 1, 3, and 4 must be individually metered and sewerred and that development of these lots will require a mainline sewer extension.

If staff receives an approval letter from Hanover Department of Public Utilities before the October 8<sup>th</sup> Planning Commission meeting, then staff will recommend approval.

The applicant is also requesting an exception to the requirement of sidewalks and internal site curb and gutter for this subdivision per Sec. 17-49.2 of the Town Code. Public Works and Planning staff clearly agrees that granting an exception to this requirement along Medical Drive fulfills all of the condition requirements set forth in the Town Code.

In the case of the Thompson Street exception request, the exception request does not satisfy condition number (2), as Thompson Street is not classified as a local street. However, the applicant has agreed to provide a pedestrian path along most of Thompson Street that would limit the disturbance of wetlands and would not require wetlands mitigation. Both Planning and Public Works staff agree that the fact that conditions numbers (1) and (3) are met outweighs the fact that condition (2) is not met, and that providing a pedestrian path satisfies the intent of requiring sidewalks while minimizing the disturbance of wetlands.

Issues of landscaping, lighting, signage, and environmental impact will be addressed through the site plan process. Additionally, the proffers included as a part of the rezoning limit any commercial impact to the surrounding residential neighborhood.

***Staff is recommending approval of the preliminary plat for SUB12-0912, pending an approval letter from Hanover County Department of Public Utilities. Staff is also recommending approval of granting of an exception to the requirement of sidewalks and internal site curb and gutter.***

**SUBDIVISION**

**TOWN OF ASHLAND, VA**

APPROVED BY TOWN COUNCIL \_\_\_\_\_

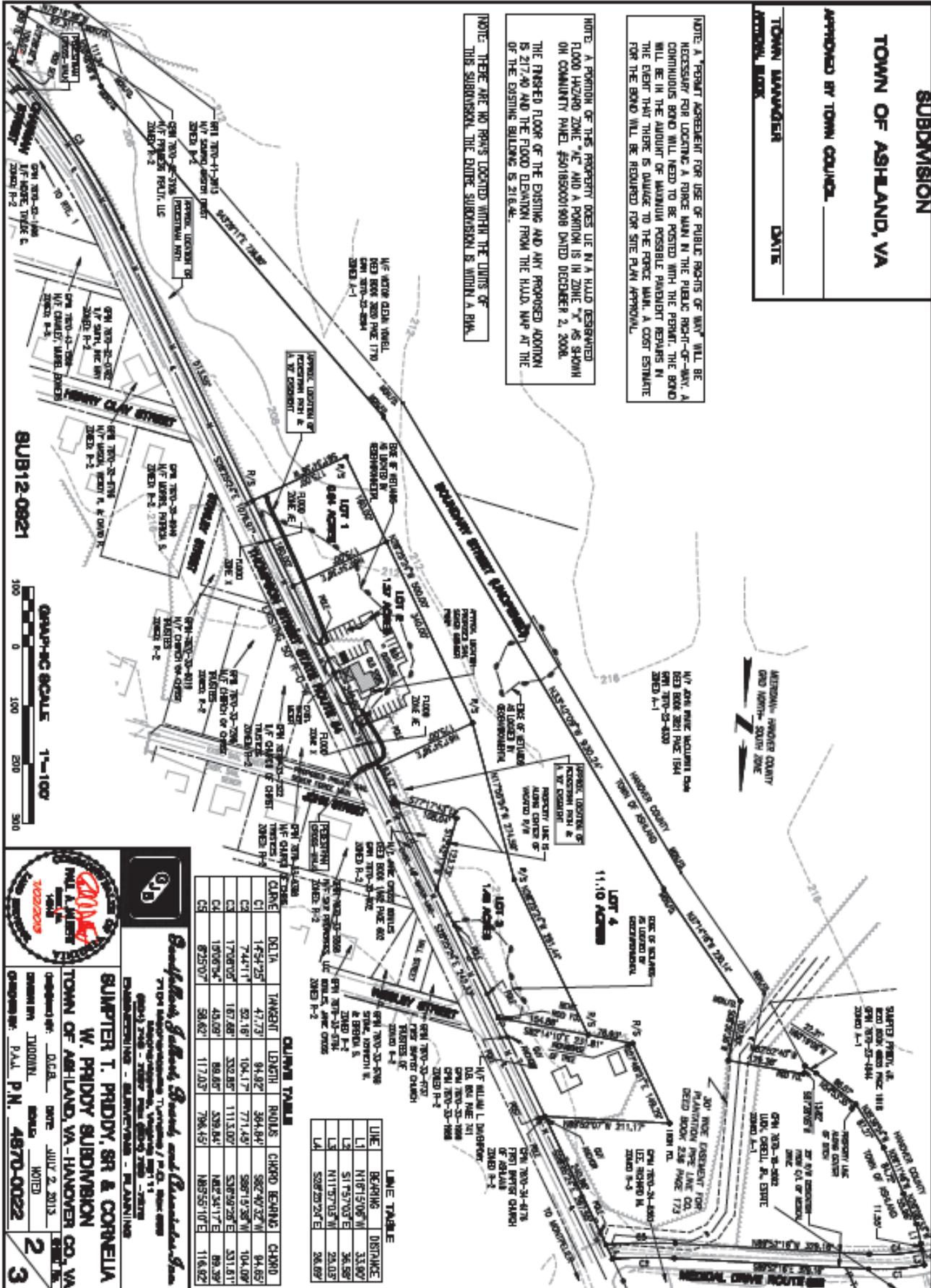
TOWN MANAGER \_\_\_\_\_ DATE \_\_\_\_\_

APPROVAL BLOCK

NOTE: A "PERMIT AGREEMENT FOR USE OF PUBLIC RIGHTS OF WAY" WILL BE NECESSARY FOR LOCATING A FORCE MAIN IN THE PUBLIC RIGHT-OF-WAY. A CONTINUOUS BOND WILL NEED TO BE POSTED WITH THE PERMIT. THE BOND WILL BE IN THE AMOUNT OF MAXIMUM POSSIBLE PERMITTED REPAIRS IN THE EVENT THAT THERE IS DAMAGE TO THE FORCE MAIN. A COST ESTIMATE FOR THE BOND WILL BE REQUIRED FOR SITE PLAN APPROVAL.

NOTE: A PORTION OF THIS PROPERTY DOES LIE IN A FLOOD DESIGNATED FLOOD HAZARD ZONE "X" AND A PORTION IS IN ZONE "X" AS SHOWN ON COMMUNITY PANEL #01890001908 DATED DECEMBER 2, 2008. THE FINISHED FLOOR OF THE EXISTING AND ANY PROPOSED ADDITION IS 217.40 AND THE FLOOD ELEVATION FROM THE FLOOD MAP AT THE OF THE EXISTING BUILDING IS 216.44.

NOTE: THERE ARE NO PLOTS LOCATED WITHIN THE LINES OF THIS SUBDIVISION. THE EXISTING SUBDIVISION IS WITHIN A B.M.



**LINE TABLE**

LINE	BEARING	DISTANCE
L1	N161°5'06" W	33.607
L2	S1°52'03" E	36.687
L3	N111°07'05" W	28.185
L4	S02°29'24" E	26.099

**CURVE TABLE**

CLAS	DELTA	TANGENT	LENGTH	PIVOTS	CHORD BEARING	CHORD
C1	145°47'25"	47.73	94.92	364.84	S82°40'32" W	94.65
C2	74°41'1"	52.16	104.17	771.43	S88°19'28" W	104.09
C3	170°07'0"	187.68	375.35	1113.02	S38°09'28" E	371.67
C4	190°07'54"	43.09	86.18	329.84	N82°54'17" E	86.39
C5	87°57'0"	58.62	117.03	796.43	N85°59'10" E	116.92

**Boundary Survey**  
 Surveyed by: **Paul A. Miller**  
 License No.: **10002008**  
 State of: **VA**  
 Date: **July 2, 2013**  
 Project: **TOWN OF ASHLAND, VA - HANDOVER CO. VA**  
 Station: **2**  
 Sheet: **3**

**Graphic Scale** 1"=100'  
 0 100 200 300

**North Arrow**

**Graphic Scale** 1"=100'  
 0 100 200 300



*Goodfellow, Jalbert, Beard and Associates, Inc.*

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Fax (804) 730-7275

E-mail: gjbill@comcast.net

GJBP@comcast.net

CaptainDCB@aol.com

**ENGINEERING • SURVEYING • PLANNING**

January 17, 2013

JAN 22 2013

Nora Amos  
Director of Planning  
101 Thompson Street  
Ashland, VA 23005

Ref: Sumpter Priddy, Jr. Subdivision revised request for a waiver of Curb & Gutter/Sidewalk along Thompson Street and Medical Drive.

Dear Ms. Amos,

The preliminary subdivision application for "Sumpter T. Priddy, Sr. & Cornelia W. Priddy" subdivision, 13 copies of the plat and one 8.5" X 11" copy of the plat have already been submitted for preliminary approval. Along with the application for subdivision approval, we also requested a waiver on the requirement for curb, gutter & sidewalk along Thompson Street and Medical Drive. We felt this waiver was warranted as the placement of these improvements, matching the road typical section to the south, will impact the wetlands to the extent of 0.9+/- acres which would require wetland mitigation. Also curb, gutter & sidewalk in this area are not shown on the Town of Ashland sidewalk priority area map of the comprehensive plan. However, we would like to offer an alternative method to get foot traffic from Chapman Street area to the site and to get foot traffic from John Street area to the site. We propose a mulched foot path, which would have minimal impact to the wetlands and would not require mitigation. This foot path would be outside the right-of-way of Thompson Street and would lead to the site from both Chapman Street and John Street. The location of this foot path thru the property would be determined thru a joint meeting on site with Goodfellow, Jalbert, Beard & Assoc., Inc., GeoEnvironmental Services, Inc., Town of Ashland Planning and Public Works Dept. and the Corp of Engineers. I hope this will alternative will meet the concerns of the Town of Ashland. If you have any questions, please give me a call.

Sincerely,

Dennis C. Beard  
Goodfellow, Jalbert, Beard & Assoc., Inc.

Page 1 of 2

**Summary of Town Council meeting of  
September 17, 2013 – 7:00pm**

**CITIZEN INPUT**

- **Mr. Harold Baker** addressed town council regarding political signs being in yards longer than 30 days prior to election.

**PRESENTATIONS**

- **Birthday recognition for Mrs. Virginia Shelton's 108<sup>th</sup> birthday**
- **Law Enforcement Challenge Award** – recognized **Sgt. Marie Kemp** and her efforts in compiling all of the statistics necessary for submission to the state. Chief Goodman and Captain Callahan spoke and handled the presentation.

**CONSENT AGENDA**

- **APPROVED** – the consent agenda.

**ACTION AGENDA**

- **APPROVED - ORD2013-07** an ordinance to vacate an unopened right-of-way for an area of 0.124 acres extending south off Vitamin Shoppe Way into property located at 14038 North Washington Highway, to transfer this real property to the Republic National Distributing Company, owner of the adjacent property identified as GPIN 7881-20-5711.
- **APPROVED - SUB13-0816** is a request for final plat approval to vacate the property lines for the right-of-way and consolidate the property into GPIN 7881-20-5711. (Ms. Amos)
- **DEFERRED - Special Events Policy to the Oct. 15 meeting of council**
- **APPROVED - Position Reclassification** – Request that the existing Town Clerk/Administrative Assistant B position be reclassified to Management Analyst

**MANAGEMENT REPORTS**

- Management reports were presented by the police department, the planning & community department and the finance department

**REMINDERS**

- **Annual VML Conference Sunday – Tuesday, October 13 - 15**

# Town of Ashland



## Department of Planning & Community Development

### August 2013 Management Report

	August 2013	August 2012	Year to Date Total	Total This Point Last Year
<b>Development:</b>				
Site Plan Reviews	7	0	67	23
Rezoning Requests	1	1	4	2
Conditional Use Permit Requests	0	0	4	4
Board of Zoning Appeals Variance/Appeals Requests	0	0	0	1
Subdivisions	1	1	3	6
<b>Enforcement:</b>				
Sign Violations	24	22	122	154
Zoning Investigations	14	16	108	155
<b>Administration:</b>				
Pre-Application Conference	10	2	55	50
Zoning-Planning Inquiries	135	182	1,171	1,226
Building Permits	2	9	69	72
Total Certificates of Occupancy	2	4	22	19
Residential Certificates of Occupancy	2	3	11	12
Commercial Certificates of Occupancy	0	1	10	7
Sign Permits	3	2	22	17
Business License Review	2	3	25	23
Text Amendments	2	1	4	4
<b>Economic Development:</b>				
Prospective Business Contacts	5	4	39	51
Current Business Contacts	17	15	116	121
Partner Agency Meetings/Conferences	8	13	75	116
Town Website Hits	3,151	6,082	36,953	43,987
Facebook Reach	19,450	---	---	---
<b>New Businesses – August 2013</b>				
Hill Fix-It	2067 Elm Street			
Luna Nails & Spa	531 Ashcake Road			

#### **OTHER:**

- Facebook Reach is now being reported under Economic Development. Facebook defines “reach” as: the number of people who have seen your post(s) in the first 28 days after a post’s publication, on both desktop and mobile. By doing some extra promotions we have almost doubled our friend/like list in the past couple months.
- End of Summer Street Party- September 21<sup>st</sup>.
- Ashland/Hanover Shopping Center grand openings and celebration September 21<sup>st</sup>.
- Hanover Arts and Activities Center Beer Fest- September 28th.
- HABCC Annual Dinner- September 19<sup>th</sup>.

## **DEVELOPMENT PLANS:**

### *Applications under review*

- **Sumpter T. Priddy, Jr.** – Rezoning
- **Sumpter Priddy and Cornelia Priddy** – Major Subdivision
- **East Ashland Entrance # 1** – Site Plan
- **Giant (Martins) Fuel Station** - Site Plan
- **Washington Street Sanitary Sewer** – Site Plan
- **Winchester Equipment (Bobcat) Rezoning**
- **Tractor Supply Company Irrigation Layout Update**) – Site Plan
- **Bramel Properties Lot Clearing Plan** – Site Plan
- **Proposed Restaurant SEA Job #2617** – Site Plan
- **RNDC Right-of-Way Vacation** – Minor Subdivision

### *Approved*

- **Lance and Bridle Club Properties, Inc.** – Site Plan – **RESUBMITTED** - (Approved 7/03/2012)  
(Reapproved 9/13/2012)
- **Lance and Bridle Club Properties, Inc.** – Final Plat (Approved 11/05/2012)
- **Vitamin Shoppe Distribution Center** – Site Plan (Approved 10/12/2012)
- **TS Development Associates** – Rezoning Request (Approved 11/20/2012)
- **(Bodenstine) Re-subdivision of Pt. Lots 19 & 20 Plan of Stebbins-** Minor Subdivision (Approved 11/20/2012)
- **Re-Subdivision of Stanley Construction** – Minor Subdivision (Approved 12/18/2012)
- **Mays & Wheeler Property Line Vacation** – Minor Subdivision (Approved 12/18/2012)
- **Carter Lumber Company** – Site Plan (Approved 12/18/2012)
- **Vitamin Shoppe Distribution Center Landscape** – Site Plan (Approved 1/18/2013)
- **Virginia Transportation Park Offsite Sewer** – Site Plan – (Approved 1/18/2013)
- **Chick-fil-A** – Revised Site Plan – (Approved 2/25/2013)
- **O'Reilly's Auto Parts** – Site Plan (Approved 2/21/2013)
- **304 North Snead Street (Alice Trotter) Vacation of Right-of-Way** (Approved 2/19/2013)
- **Ashland Business Park, Section Two (Tractor Supply)** – Major Subdivision (Approved 4/16/2013)
- **Tractor Supply Company** – Site Plan (Approved 5/1/2013)
- **Randolph-Macon College – Brock Commons** - Revised Site Plan (Approved 5/7/2013)
- **Bank of America ADA Upgrade** - Site Plan (Approved 5/31/2013)
- **Vaughan Heights** – Site Plan (Approved 6/13/2013)
- **Henry Street Sewer Rehab** – Site Plan (Approved 6/13/2013)
- **Providence Subdivision Section 2** Site Plan (Approved 6/13/2013)
- **Concrete Pipe & Precast, LLC** – Rezoning (Approved 6/18/2013)
- **Ronald D. Gibbs, Used Auto Sales** – Conditional Use Permit (Approved 7/16/2013)
- **Randolph-Macon College – Birdsong Senior Dorms** – Site Plan (Approved 7/16/2013)
- **Faith Sharon Home** – Conditional Use Permit (Approved 8/20/2013)
- **DebMark, LLC** – Conditional Use Permit (Approved 8/20/2013)
- **Randolph-Macon College Fountain** – Site Plan (Approved 8/22/2013)

- **Tractor Supply Company Site Lighting Plan - Site Plan** (*Approved 8/29/2013*)

Under Construction

- **Carters Hill Section 2 Subdivision – James and Chapman Streets**
- **Heartland Subdivision – N. James & N. Snead Streets**
- **March Park - off of Woodside Lane**
- **Chapman Street Subdivision – Chapman Street**
- **Lance and Bridle Club Properties – Ashcake Road and Maple Street**
- **R-MC Brock Commons Center - Henry Street**
- **Tractor Supply – Junction Drive – Hill Carter Parkway and Junction Drive Extension**
- **Henry Street – Sewer Rehabilitation - Completed**
- **Providence Section Two Subdivision**

Text Amendments

- **ORD2012-12 – Non-Conforming Uses –** (*Approved 1/15/2013*)
- **ORD2013-05 - Add Dormitories as Permitted Use in B-1 District**
- **ORD2013-06 – Lot Frontage Exception**
- **ORD2013-07 – Vacation of Right-Of-Way**
- **ORD2013-08 – Sumpter Priddy ROW Vacation Ordinance**
- **ORD2013-09 – Mechanical Screening Exception**