

May 24, 2022



CITY COUNCIL AGENDA

City Council Meeting - 7:30 p.m.
Council Chamber | City Hall, 900 Church Street, Lynchburg, VA 24504

IV. Invocation Councilmember Wilder

V. Recognitions 2022 Citizens Academy Graduation

VI. Consent Agenda

- A) Consideration of approving the minutes from the February 22, 2022 City Council Meeting.
-

VII. Public Hearing

- 7) Consideration of approving Ordinance #O-22-___ adopting the City's Ward boundaries.
-

VIII. Public Comment

**Public Comment Addendum will be posted separately after the citizen sign-up deadline of Friday at noon preceding the Council meeting.*

IX. General Business

- 8) Consideration of adopting Resolution #R-22-___ accepting the Tyreeanna & Pleasant Valley Neighborhood Plan as part of the City's *Comprehensive Plan 2013 – 2030*.
- 9) Consideration of adopting Ordinance #O-22-___, #O-22-___, and #O-22-___ approving City Code amendments for derelict buildings, demolition, and clutter.
- 10) Consideration of adopting Resolution #R-22-___ supporting the inclusion of two SMART SCALE project applications to VDOT for funding.
- 11) Consideration of introducing Resolution #R-22-___ amending the FY 2023 General Fund budget and appropriating funds for the purpose of extending the living wage increase for all part-time and hourly employees and to enhance funds available to impact compression.
- 12) Consideration of a closed meeting to consider appointments to the Lynchburg City School Board pursuant to Section 2.2-3711(A)(1.) of the Code of Virginia.

FINANCE COMMITTEE AGENDA

**Tuesday, May 24, 2022
11:30 a.m. – Council Chamber**

GENERAL BUSINESS

11:30 a.m.

1. Report on the General Fund Reserve for Contingencies.

Contact: Donna Witt, Chief Financial Officer

455-3968

11:35 a.m.

2. Review highlights of attached quarterly financial reports for the Greater Lynchburg Transit Company (GLTC) as well as the Regional Airport, Lynchburg Regional Juvenile Detention Center, Children's Services Act, Water Operating, Sewer Operating, Stormwater Operating, and General Fund for the quarter ending March 31, 2022.

Fund	Preparer
GLTC	Joshua Moore, General Manager, GLTC
Regional Airport Fund	Andrew LaGala, Airport Director
Lynchburg Regional Juvenile Detention Center	Preston Sellers, Director of Human Services
Children's Services Act Fund (CSA)	Preston Sellers, Director of Human Services
Water Operating Fund	Tim Mitchell, Director of Water Resources
Sewer Operating Fund	Tim Mitchell, Director of Water Resources
Stormwater Operating Fund	Tim Mitchell, Director of Water Resources
General Fund	Donna Witt, Chief Financial Officer

12:15 p.m.

3. Review collections received from five of the City's revenue sources.

Contact: Donna Witt, Chief Financial Officer

455-3968

12:20 p.m.

4. Roll Call

The next Finance Committee meeting is Tuesday, June 28, 2022 at 11:30 a.m.

FY 2022 GENERAL FUND RESERVE FOR CONTINGENCIES

	<u>Reserve for Contingencies</u>	<u>City Manager's Discretionary Funding</u>
BEGINNING BALANCE, JULY 1, 2021	\$1,150,000	\$50,000
Carryforward to FY 2022 Reserve for Contingencies - FY 2022 Adopted Budget	0	0
BALANCE	<u>\$1,150,000</u>	<u>\$50,000</u>
APPROPRIATIONS (Second Reading)		
TOTAL APPROPRIATIONS	<u>\$0</u>	<u>\$0</u>
REMAINING BALANCE	<u>\$1,150,000</u>	<u>\$50,000</u>
ITEMS INTRODUCED		
TOTAL INTRODUCED ITEMS	<u>\$0</u>	<u>\$0</u>
REMAINING BALANCE	<u>\$1,150,000</u>	<u>\$50,000</u>
PENDING ITEMS		
TOTAL PENDING ITEMS	<u>\$0</u>	<u>\$0</u>
ENDING BALANCE, JUNE 30, 2022	<u>\$1,150,000</u>	<u>\$50,000</u>



GREATER LYNCHBURG TRANSIT COMPANY

We're Here To Get You There!

Finance Committee
Lynchburg City Council

May 17th, 2022

Re: GLTC Quarterly Financial Report – 3rd Quarter 2022

REVENUE

GLTC has experienced slightly higher than anticipated revenues on Fixed Route fares with an 8% positive variance this quarter. Paratransit fare revenues are down 8% this quarter along with lower paratransit expenses. Non-operating revenues are up 180% this quarter mainly due to insurance reimbursements for a bus involved in a collision. Advertising is up 102% for this quarter due to several large advertising contracts with full-bus wraps. The Federal, State, City, and County operating assistance revenues were provided to GLTC at their expected intervals, and are within the expected quarterly budget totals.

EXPENSES

Fixed Route

Fixed Route expenses are 8% below budgeted numbers this quarter primarily due to positional vacancies creating savings in operator labor, and fringe benefits of 12%, and 1% respectively. Operator overtime came in 30% under budget for this quarter mainly due to a short-lived period of time where operators were fully staffed. Supervisor wages were 6% over budget this quarter and overtime was 37% under budget due to full staffing of supervisors.

Demand Response (PTS)

Demand Response expenses are 20% below budgeted numbers this quarter primarily due to positional vacancies creating savings in operator labor and fringe benefits of 23% and 16% respectively. Overtime is still high with operators experiencing 21% overtime due to customer schedules and lack of extra-board operators to take outlying paratransit runs. Salaries and wages for the remaining staff in this department are down 24% for this quarter.

Maintenance

Maintenance wages and salaries are 11% below budgeted due to open positions in servicing. Inspection and Servicer Overtime is 48% under budget for this quarter due to a revised bid which reallocated work shifts to reduce overtime. Due to inflationary growth, the fuel and lubricants came in 35% over budget for this quarter mainly due to increase cost of diesel fuel. Tires are 10% higher than originally budgeted this quarter due to increase prices and shortages on recapped and retreaded tires which results in GLTC purchasing new tires. Other materials and supplies came in 20% under budget for the quarter but are expected to increase in the fourth quarter.

419 Bradley Drive • Lynchburg, VA 24501 | PO Box 11286 • Lynchburg, VA 24506
434.455.5080 Office • 434.528.4582 Fax • www.GLTCOnline.com

The Central Virginia Transit Management Company, Inc., employs all Administrative Staff, Bus Operators and Maintenance Personnel for the Greater Lynchburg Transit Company (GLTC). GLTC is professionally managed by First Transit, a division of First Group America.





GREATER LYNCHBURG TRANSIT COMPANY

We're Here To Get You There!

Administration

Administration is currently 3% over budget for this quarter primarily due to the increase costs of services and utilities. Administration wages and salaries and fringes are below budgeted numbers this quarter primarily due to positional savings and lower wages creating savings in wages of 18% and fringes of 10%. Services are 25% over budget mainly due to contracts that have expired and new contracts coming in at a higher rate. Utilities are coming in 44% over budget for this quarter due to increase costs. Casualty and Liability expenses are coming in 2% under budget this quarter due to reduced accident experience rates and safe driving habits. IT expenses are coming in 2% over budget this quarter due to unforeseen technology items needed. Other materials and supplies are running 30% under budget. Miscellaneous expenditures are higher than budgeted this quarter, but are comprised of travel and registration fees associated with staff training which will be covered under a Rural Training and Assistance Program (RTAP) grant.

SUMMARY

Third quarter expenses are down by 4%, based on positional vacancy savings in wages and fringe benefits. Non-personnel related expenses increased due to inflationary rising costs and shortage for fuel, tires, services, and utilities. The third quarter projected surplus of \$120,753, along with a second quarter surplus of \$247,150, and a first quarter surplus of \$276,593 for a net surplus of \$644,496. GLTC will be moving funds in the final quarter to balance the budget lines and allow for some additional anticipated expenses due to be incurred during the delivery of several large projects during the final quarter of 2022.

Respectfully,

Joshua A. Moore

p.p. *Joshua A. Moore*

General Manager

GLTC

419 Bradley Drive • Lynchburg, VA 24501 | PO Box 11286 • Lynchburg, VA 24506
434.455.5080 Office • 434.528.4582 Fax • www.GLTCOnline.com

The Central Virginia Transit Management Company, Inc., employs all Administrative Staff, Bus Operators and Maintenance Personnel for the Greater Lynchburg Transit Company (GLTC). GLTC is professionally managed by First Transit, a division of First Group America.

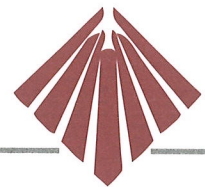


CENTRAL VIRGINIA TRANSIT MANAGEMENT CO INC.
QUARTERLY INCOME STATEMENT
AS OF MARCH 31, 2022

	QTR TO DATE					
	FY2022	FY2022	%	FY2022	FY2022	%
	QTD	QTD		YTD	YTD	
	ACTUAL	BUDGET	VAR	ACTUAL	BUDGET	of Budget
REVENUE						
FRT Passenger Revenue	\$ 101,831	\$ 94,248	8%	\$ 301,460	\$ 282,744	107%
DRT Passenger Revenue	8,098	8,766	-8%	24,933	26,298	95%
Contracts (CVCC Access)	8,445	8,445	0%	25,335	25,335	100%
Non-Operating Revenue	4,557	1,625	180%	24,334	4,875	499%
Advertising Revenue	27,723	13,750	102%	99,413	41,250	241%
City Operating Assistance	316,613	316,614	0%	949,839	949,841	100%
County Operating Assistance	19,450	19,450	0%	58,350	58,350	100%
State Operating Assistance	573,883	562,722	2%	1,696,327	1,688,167	100%
Federal Operating Assistance	988,314	988,314	0%	2,964,942	2,964,942	100%
TOTAL REVENUE	\$ 2,048,914	\$ 2,013,934	2%	\$ 6,144,933	\$ 6,041,801	102%
EXPENSES						
FIXED ROUTE						
Operator Labor	\$ 348,416	\$ 396,435	-12%	\$ 974,789	\$ 1,189,306	82%
Operator-Overtime	35,760	51,352	-30%	165,681	154,057	108%
Other Salaries & Wages	97,643	92,410	6%	277,942	277,230	100%
Supervisors-Overtime	2,996	4,754	-37%	17,449	14,261	122%
Fringe Benefits	258,454	259,969	-1%	682,006	779,907	87%
TOTAL FIXED ROUTE	\$ 743,269	\$ 804,920	-8%	\$ 2,117,866	\$ 2,414,761	88%
DEMAND RESPONSE						
Operator Labor	\$ 61,865	\$ 80,830	-23%	\$ 168,883	\$ 242,490	70%
Operator-Overtime-PTS	2,902	2,401	21%	10,478	7,202	145%
Other Salaries & Wages	20,146	26,432	-24%	64,211	79,296	81%
Fringe Benefits	45,032	53,620	-16%	115,692	160,860	72%
TOTAL DEMAND RESPONSE	\$ 129,945	\$ 163,283	-20%	\$ 359,264	\$ 489,848	73%
MAINTENANCE						
Other Salaries & Wages	\$ 167,064	\$ 187,667	-11%	\$ 505,433	\$ 563,000	90%
Inspection&Maint,Srv-Overtime	6,100	11,776	-48%	45,142	35,329	128%
Fringe Benefits	93,431	97,519	-4%	261,512	292,556	89%
Fuel & Lubricants	165,478	122,237	35%	472,242	366,710	129%
Tires & Tubes	20,689	18,875	10%	77,098	56,625	136%
Other Materials & Supplies	88,908	110,922	-20%	281,974	332,767	85%
TOTAL MAINTENANCE	\$ 541,669	\$ 548,996	-1%	\$ 1,643,401	\$ 1,646,987	100%
ADMINISTRATION						
Other Salaries & Wages	\$ 104,282	\$ 127,037	-18%	\$ 324,843	\$ 381,112	85%
Fringe Benefits	56,066	62,116	-10%	154,294	186,347	83%
Services	146,439	116,854	25%	372,606	350,561	106%
Utilities	66,274	46,145	44%	148,207	138,434	107%
Casualty & Liability Expenses	70,091	71,821	-2%	174,281	215,462	81%
Information Technology	42,346	41,382	2%	116,600	124,147	94%
Other Materials & Supplies	11,644	16,519	-30%	31,541	49,557	64%
Miscellaneous	16,136	14,862	9%	57,533	44,586	129%
TOTAL ADMINISTRATION	\$ 513,279	\$ 496,735	3%	\$ 1,379,905	\$ 1,490,205	93%
TOTAL EXPENSES	\$ 1,928,161	\$ 2,013,934	-4%	\$ 5,500,437	\$ 6,041,801	91%
NET INCOME/(LOSS)	\$ 120,753	\$ -	100%	\$ 644,496	\$ -	100%

Lynchburg Regional Airport

A City of Lynchburg Enterprise Fund



350 Terminal Drive • Suite 100
Lynchburg, Virginia 24502
P 434-455-6090 • F 434-239-9027
www.lynchburgva.gov/airport

May 12, 2022

Finance Committee
City Council
City of Lynchburg
Lynchburg, Virginia

Re: March 31, 2022 – Quarterly Financial Summary - Lynchburg Regional Airport

REGIONAL AIRPORT FUND

The attached Lynchburg Regional Airport Operating Fund Financial Summary reflects the financial activity through the FY2022 third quarter ending March 31, 2022. Operating revenues continue their slow but steady increase to pre-COVID levels as American Airlines contends with equipment challenges/staffing shortages while trying to add additional seat capacity as passenger traffic demand warrants. With the aid of our federal COVID-19 CARES & CRRSA grants, the Airport is projecting a FY2022 surplus of \$334,930 which is \$172,124 more than our Adopted Budget.

REVENUE HIGHLIGHTS

- Terminal Revenue: Revenue is projected to be \$118,550 more than budget due mainly to having increased the Rental Car CFC rate by \$1 per day in November 2020 and higher projected revenue from rental car and parking concessions.
- General Aviation: Revenue is projected to be \$20,000 more than budget due to additional aircraft parking revenue after adding additional aircraft parking areas.
- State Airport Aid: Revenue is projected to be \$400,000 more than budget due to projecting more 80% state-supported small projects than originally planned.
- Federal CARES/CRRSA Grants: Revenue is projected to be \$700,000 less than budget due to having less eligible reimbursable expenses than authorized.

EXPENSE HIGHLIGHTS

- Administration: Expense is projected to be \$30,000 more than budget due to having additional Contractual Services for airport management consulting.
- Snow Removal: Expense is projected to be \$17,000 more than budget due to having to use more snow and ice melting chemicals than anticipated.
- Small Projects & Equipment: Expense is projected to be \$871,237 less than budget due to having less federal CARES & CRRSA eligible expenses than authorized.

SUMMARY

Based on updated projections of stagnant airline seat capacity, revenues are expected to struggle to continue their slow but steady recovery to pre-COVID levels. Our federal COVID-19 CARES & CRRSA grants are providing additional revenue for operations and a budgeted \$1,000,000 transfer to our capital fund later this fiscal year. Overall, the Airport is projecting an operating fund surplus for FY2022 of \$334,930.

Respectfully submitted,



Andrew LaGala, A.A.E.
Airport Director

cc: Wynter Benda, City Manager
Reid Wodicka, Deputy City Manager
Donna Witt, Director of Financial Services

LYNCHBURG REGIONAL AIRPORT
OPERATING FUND FINANCIAL SUMMARY
March 31, 2022

	FY 2021 Amended Budget	FY 2021 Actual (thru 3/31/21)	FY 2021 % of Budget	*	FY 2022 Amended Budget	FY 2022 Actual (thru 3/31/22)	FY 2022 % of Budget	*	FY 2022 Amended Budget	FY 2022 Projected (as of 3/31/22)	FY 2022 \$ Variance Projected vs. Amended Budget
BEGINNING NET ASSETS	\$ 250,000	\$ 34,307,200		*	\$ 250,000	\$ 34,950,037 (1)		*	\$ 250,000	\$ 34,950,037 (1)	
Less: Invested in Capital Assets, net of related debt		(34,908,540)		*		(34,982,320)		*		(34,982,320)	
BEGINNING UNRESTRICTED NET ASSETS	\$ 250,000	\$ (601,341)		*	\$ 250,000	\$ (32,284)		*	\$ 250,000	\$ (32,284)	\$ -
USE OF ENCUMBRANCES CARRIED FORWARD	\$ 73,130			*	\$ 490,663			*	\$ 490,663		
TRANSFER OF RESERVES TO CAPITAL FUND				*				*			
REVENUES				*				*			
Airfield	135,000	72,358	54%	*	95,000	69,419	73%	*	95,000	95,000	0
Terminal	1,598,083	642,726	40%	*	1,216,033	990,451	81%	*	1,216,033	1,334,583	118,550
General Aviation	601,500	444,976	74%	*	594,000	495,940	83%	*	594,000	614,000	20,000
Other Leased Property	394,750	312,685	79%	*	402,050	318,406	79%	*	402,050	402,050	0
State Airport Aid	200,000	115,488	58%	*	135,000	493,190	365%	*	135,000	535,000	400,000
Federal Security Aid	85,000	51,320	60%	*	87,000	43,910	50%	*	87,000	87,000	0
Federal CARES/CRRSA Grants	2,100,000	1,687,772	80%	*	3,061,006	1,681,981	55%	*	3,061,006	2,361,006	(700,000)
Interest & Other	36,000	42,406	118%	*	55,000	46,186	84%	*	55,000	55,000	0
TOTAL REVENUES	\$ 5,150,333	\$ 3,369,732		*	\$ 5,645,089	\$ 4,139,483		*	\$ 5,645,089	\$ 5,483,639	\$ (161,450)
EXPENSES				*				*			
Airfield Operations	315,154	162,301	51%	*	304,719	185,989	61%	*	304,719	304,719	0
Terminal Operations	612,401	406,438	66%	*	614,597	470,270	77%	*	614,597	614,597	0
General Aviation	150,175	76,865	51%	*	145,815	71,762	49%	*	145,815	145,815	0
Administration	914,080	666,475	73%	*	917,194	701,586	76%	*	917,194	947,194	(30,000)
Safety (ARFF & LEO)	454,510	335,359	74%	*	439,510	349,915	80%	*	439,510	439,510	0
Snow Removal	39,030	36,488	93%	*	24,030	34,407	143%	*	24,030	41,030	(17,000)
Debt Service	103,479	19,469	19%	*	103,312	17,816	17%	*	103,312	103,312	0
Small Projects & Equip. (State/CARES/CRRSA Supported)	874,928	422,870	48%	*	2,321,237	843,073	36%	*	2,321,237	1,450,000	871,237
Transfers to Other Airport Funds	1,005,000	0	0%	*	1,000,000	0	0%	*	1,000,000	1,000,000	0
Other Airport Expenses	81,694	28,176	34%	*	87,532	29,614	34%	*	87,532	87,532	0
Year-end GASB68 & GASB75 Retiree Accrual Adjustments	20,000	0		*	15,000	0		*	15,000	15,000	0
TOTAL EXPENSES	\$ 4,570,452	\$ 2,154,439		*	\$ 5,972,946	\$ 2,704,432		*	\$ 5,972,946	\$ 5,148,709	\$ 824,237
ENDING UNRESTRICTED NET ASSETS	\$ 903,012	\$ 613,951		*	\$ 412,806	\$ 1,402,767		*	\$ 412,806	\$ 302,646 (2)	

FOOTNOTES:

1) Beginning Net Assets agrees with the Comprehensive Annual Financial Report (CAFR) with the following adjustment:

Total Net Assets per CAFR 6/30/21	\$ 44,004,824
Less: Net Assets in Capital & PFC Funds	\$ (9,054,787)
Total Beginning Net Assets	\$ 34,950,037

FY2022 Financial Summary	
Total Revenues	\$ 5,483,639
Total Expenses	\$ 5,148,709
FY2022 Surplus	\$ 334,930

2) FY 2022 Ending Unrestricted Net Assets is comprised of the following:

Des. for Maintenance (Rental Car Facility)	\$ 31,903	(\$31,903.03 beginning + or - year end adjustment to/ from reserve)
Reserve for Encumbrances at Year-end		(encumbrances carried forward to FY2023)
GASB68 Pension-related Accrual	\$ (1,074,507)	(net liability as of the end of FY2021)
GASB75 Other OPEB Obligations	\$ (939,965)	(net liability as of the end of FY2021)
Undesignated Retained Earnings	\$ 2,285,215	
	\$ 302,646	

May 24, 2022

Finance Committee
City Council
City of Lynchburg
Lynchburg, Virginia

RE: March 31, 2021 Quarterly Financial Report - Lynchburg Regional Juvenile Detention Center

Lynchburg Regional Juvenile Detention Center

The attached Lynchburg Regional Juvenile Detention Center (Detention Center) financial report summarizes the financial activities through March 31, 2022 for FY 2022. The financial spreadsheet provides comparative year-to-date data for the same period of FY 2021.

REVENUES

Charges for Services

Revenue in this category for the third quarter of FY 2022 is \$856,723 or 74.5% of the budget. Utilization of the Detention Center has remained steady during the third quarter.

Department of Juvenile Justice Block Grant

This revenue category represents allocations from the Virginia Department of Juvenile Justice (DJJ) for operational expenses of the Detention Center. Revenues received from the DJJ through the third quarter of FY 2022 are \$762,816 or 75.0% of the budget.

Community Placement Program

This revenue category represents allocations from the Virginia Department of Juvenile Justice (DJJ) for operational expenses of the Community Placement Program (CPP). The CPP is a partnership between DJJ and local detention facilities to provide secure, highly structured, disciplined residential services for juvenile offenders committed to the Department of Juvenile Justice. The CPP focuses on skill development and competency in the areas of education, job readiness, life and social skills to ensure seamless transition back into the community. The goal is to place residents in the CPP closest to their home community in order to increase community connections and family visitation.

Revenues received from the DJJ through the third quarter of FY 2022 are \$837,200 or 93.8% of the budget.

United States Department of Agriculture (USDA)

This revenue category consists of reimbursements for meals served to juveniles at the Detention Center. Year-to-date revenues from USDA for FY 2022 are \$29,787 or 62.1% of the budget.

EXPENDITURES

Overall expenditures for the third quarter of FY 2022 were \$2,205,678 or 70.7% of the budget. The costs are allocated between the Community Placement Program and the contracting localities.

Juvenile Population

The average number of juveniles being served per day through the third quarter of FY 2022 is 18.23 as compared to 19.38 in FY 2021. The percentage of Lynchburg City's juveniles through the third quarter is 49.5% of the total juvenile population.

SUMMARY

The Lynchburg Regional Detention Center is recognized by the juvenile judicial system for providing educational services, mental health services, physical health services, and partnerships with local area businesses.

The total revenue through the third quarter is \$2,488,926 and the total expenditures are \$2,205,678.

Respectfully submitted,

Preston Sellers
Director, Department of Human Services

c: Wynter Benda, City Manager
Reid Wodicka, Deputy City Manager
John Hughes, IV, Assistant City Manager
Donna Witt, Director, Financial Services
Sherry McIntyre, Accountant, Juvenile Services

Lynchburg Regional Juvenile Detention Center
Special Revenue Fund
Financial Summary
Third Quarter: As of March 31, 2022

	FY 2021 Amended Budget	FY 2021 Actual 3RD QTR YTD	FY 2021 % of Budget	FY 2022 Amended Budget	FY 2022 Actual 3RD QTR YTD	FY 2022 % of Budget	FY 2022 Amended Budget	FY 2022 Actual 3RD QTR YTD	FY 2022 Actual to Amended
Beginning Funds at July 1		122,328			201,324			201,324	
Revenues:									
Charges for Services	1,105,125	585,102	52.9%	1,150,420	856,723	74.5%	1,150,420	856,723	293,697
Intergovernmental- Department of Juvenile Justice Block Grant	1,000,336	769,182	76.9%	1,017,086	762,816	75.0%	1,017,086	762,816	254,270
Intergovernmental- USDA	48,000	24,689	51.4%	48,000	29,787	62.1%	48,000	29,787	18,213
Community Placement Program (CPP)	917,600	635,093	69.2%	892,600	837,200	93.8%	892,600	837,200	55,400
Miscellaneous and State Ward Per Diem	0	1,200	0.0%	0	2,400	0.0%	0	2,400	(2,400)
Refunding Bond Proceeds	72,625	72,625	100.0%	0	0	0.0%	0	0	0
Refunding Bond Proc Prem	15,965	15,965	100.0%	0	0	0.0%	0	0	0
TrfFrmGF-Detention	67,254	67,254	100.0%	0	0	0.0%	0	0	0
Budget Designations	0	0	0.0%	0	0	0.0%	0	0	0
Total Revenues	3,226,905	2,171,110	67.3%	3,108,106	2,488,926	80.1%	3,108,106	2,488,926	619,180
Expenditures:									
Salaries	1,661,092	1,178,651	71.0%	1,606,101	1,190,279	74.1%	1,606,101	1,190,279	415,822
Employee Benefits	751,891	467,184	62.1%	742,529	473,824	63.8%	742,529	473,824	268,705
Contractual Services	39,323	32,607	82.9%	47,591	54,483	114.5%	47,591	54,483	(6,892)
Fleet Services	16,958	8,973	52.9%	16,958	8,099	47.8%	16,958	8,099	8,859
Supplies and Materials	180,877	109,885	60.8%	180,877	132,648	73.3%	180,877	132,648	48,229
Utilities	80,750	50,594	62.7%	80,750	51,051	63.2%	80,750	51,051	29,699
Training and Conferences	4,550	786	17.3%	4,550	2,253	49.5%	4,550	2,253	2,297
Telephone Services	4,994	2,172	43.5%	4,993	5,318	106.5%	4,993	5,318	(325)
Cable/Satellite TV Service	0	974	0.0%	1,460	1,100	75.3%	1,460	1,100	360
Postage and Mailing	850	243	28.6%	850	83	9.7%	850	83	767
Indirect Costs	285,626	214,220	75.0%	274,936	206,202	75.0%	274,936	206,202	68,734
Self Insurance	19,402	14,552	75.0%	20,230	15,173	75.0%	20,230	15,173	5,057
Dues and Memberships	500	554	110.8%	500	490	98.0%	500	490	10
Misc. Other Charges	0	315	0.0%	0	6,373	0.0%	0	6,373	(6,373)
Rentals and Leases	345	1,713	496.5%	4,473	2,410	53.9%	4,473	2,410	2,063
Health and Dental Benefits for Retirees	65,856	42,624	64.7%	63,168	42,624	67.5%	63,168	42,624	20,544
Unemployment Compensation	0	3,988	0.0%	1,000	80	8.0%	1,000	80	920
Workers Comp Indemnity Pymt	5,000	0	0.0%	10,000	0	0.0%	10,000	0	10,000
Professional Services	5,010	4,572	91.3%	12,864	4,722	36.7%	12,864	4,722	8,142
Specific Use Equipment	0	8,600	0.0%	0	0	0.0%	0	0	0
Refunded Bond Principal Retirement	87,500	87,500	100.0%	0	0	0.0%	0	0	0
Refunded Bond Loss on Retirement	926	926	100.0%	0	0	0.0%	0	0	0
Serial Bond Principal	8,575	7,875	91.8%	6,650	6,650	100.0%	6,650	6,650	0
Serial Bond Interest	2,232	0	0.0%	3,465	1,816	52.4%	3,465	1,816	1,649
Fiscal Services	163	163	100.0%	0	0	0.0%	0	0	0
Bud Alc Salary Plan Adj	0	0	0.0%	37,045	0	0.0%	37,045	0	37,045
Total Expenditures	3,222,420	2,239,671	69.5%	3,120,990	2,205,678	70.7%	3,120,990	2,205,678	878,267
TOTAL FUND BALANCE		53,767			484,572			484,572	

May 24, 2022

Finance Committee
City Council
City of Lynchburg
Lynchburg, Virginia

Re: Children's Services Act (CSA) Fund Financial Report for the period ending March 31, 2022.

The attached CSA Fund Financial Summary outlines the financial activity for through March 31, 2022. Under the State guidelines, CSA prior year obligations are paid through September 30th of each year. However, the annual budget is prepared on a fiscal year (July-June). Because of the State guidelines, expenditures for this fund are unique due to the overlap of grants each fiscal year.

REVENUES

- Public Assistance – Welfare and Administration

The Public Assistance revenue source is the reimbursement received from the State for local expenses incurred under CSA for providing services to at-risk youth and their families. The current rate of reimbursement for community-based services is 86.32%, residential services is 65.8%, and for all other services, 72.64%.

Administrative funds to assist in administering the grant, (\$35,322) for FY 2022 are provided by the State of Virginia. These funds have not been received as of March 31, 2022.

The State of Virginia reimbursements for the Children's Services grant expenditures incurred through the third quarter of 2022 are \$3,174,769 or 68.4% of the budget.

- CSA Contribution – General Fund and Schools

These revenue sources are comprised of the required local match for all State funds received for the Children Services Act. Through the third quarter of FY 2022, local matching funds for programs in the amount of \$1,528,467 or 75.0% of the budget from the General Fund and \$147,406 or 75.0% of the budget from the Schools have been received.

- Miscellaneous Revenue/Budget Designations

Miscellaneous Special Welfare revenues in the amount of \$26,917 or 55.4% of the budget were collected through the third quarter of FY 2022. These revenues are mainly comprised of recoupments from children's social security payments for expenditures incurred on their behalf, and registered billings for CSA parental co-payments.

EXPENSES

- Administrative expenses

CSA Administrative funds are used for salaries, supplies, and materials. Budgeted funds for FY 2022 are \$70,060. Actual YTD administrative expenditures through the third quarter of FY 2022 are \$44,439 or 63.4% of the budget.

- Sum-Sufficient– Foster Care

Foster care expenses include funds for residential facilities, day care, maintenance payments to foster parents, enhanced maintenance payments to foster parents and foster care prevention services. Year-to-date foster care expenditures through the third quarter of FY 2022 totaled \$2,306,647 or 78.3% of the total budget. Expenditures in this category can rise due to an increase in the number of children placed in foster care, and less children being eligible for federal funding.

- Sum-Sufficient– Special Education

Special Education expenses include services for Special Education students from the Lynchburg City Schools. Expenditures through the third quarter of FY 2022 total \$1,806,364, or 66.0% of the total budget. Expenditures for this budget line will increase or decrease due to enrollments at private day placements such as Rivermont School, Bridges and New Vistas School, in addition to students attending for longer periods of time.

- Non-Sum Sufficient Services

Non-Sum Sufficient expenditures are for services such as counseling, mentoring, crisis intervention, and foster care prevention services. Non-Sum Sufficient expenditures through the third quarter of FY 2022 total \$33,923, or 9.0% of the total budget. Non-Sum Sufficient services are provided almost exclusively to youth involved in the court system. Decreases compared to budget for this category are attributed to the Court Services Unit accessing alternate funding for court-involved youth.

- Community Base (Sum/Non-Sum Sufficient) Services

This category includes services to children while they are living at home, in the home of an extended family, in a regular foster family home, or in an independent living arrangement. Community services may include assessment, crisis stabilization, therapy, or intervention services provided in the child's home. Community Based Services through the third quarter of FY 2022 total \$413,089, or 52.2% of the total budget.

SUMMARY

While the number of children currently in foster care fluctuates during the year, more children are now classified as “Sum-Sufficient” mandated and can access CSA funds due to the severity of their needs. Other factors can be an increased number of children receiving more intensive services for longer periods of time, increased vendor rates, parental agreements, and an increase in special educational services impact this budget.

Respectfully submitted,

Preston Sellers
Director of Human Services

c:

Wynter Benda, City Manager
Reid Wodicka, Deputy City Manager
John Hughes, Assistant City Manager
Donna Witt, Director of Financial Services
Rhonda Allbeck, Assistant Director of Financial Services
Kathy Collins, Financial Professional III

Children's Services Act
Special Revenue Fund
Financial Summary
March 31, 2022

	FY 2021	FY 2021	FY 2021	FY 2022	FY 2022	FY 2022
	Amended Budget	Actual 3 QTR YTD	% of Budget	Amended Budget	Actual 3 QTR YTD	% of Budget
Beginning Fund Balance		207,913		0	281,810	
Revenues:						
Public Assistance - Welfare and Administration	3,910,234	3,262,414	83.4%	4,638,176	3,174,769	68.4%
Transfer from Lynchburg City Schools	196,541	147,406	75.0%	196,541	147,406	75.0%
Transfer from General Fund	1,843,647	1,382,735	75.0%	2,037,813	1,528,467	75.0%
Miscellaneous/Budget Designations/Special Welfare	50,430	37,393	74.1%	48,600	26,917	55.4%
Total Revenues	6,000,852	4,829,948	80.5%	6,921,130	4,877,559	70.5%
Expenses:						
Administrative Expenses	69,591	42,938	61.7%	70,060	44,439	63.4%
Sum-Sufficient - Foster Care	2,711,614	2,471,183	91.1%	2,944,500	2,306,647	78.3%
Sum-Sufficient - Special Education	2,452,968	1,652,858	67.4%	2,738,790	1,806,364	66.0%
Non-Sum Sufficient Services	375,907	154,445	41.1%	375,907	33,923	9.0%
Sum-Sufficient and Non-Sum Sufficient Services	388,942	436,072	112.1%	791,873	413,089	52.2%
Miscellaneous/Budget Designations/Transfer to GF	1,830	0		0	0	
Total Expenditures	6,000,852	4,757,496	79.3%	6,921,130	4,604,462	66.5%
ENDING FUND BALANCE	0	280,365		0	554,907	

May 24, 2022

Finance Committee
City Council
City of Lynchburg
Lynchburg, Virginia

Re: March 31, 2022 Quarterly Financial Report – Water Operating Fund

The attached Water Operating Fund Financial Summary summarizes the financial activity for this fund through March 31, 2022. This quarterly report provides comparative financial information for the same period of the prior fiscal year. Projected variances between the FY 2022 Budget and the Department's year-end projections are described below.

REVENUES

Following the completion of the third quarter, overall revenues for FY 2022 are projected to be above budget by \$394,000 (2.6%). Explanations of this variance follow:

- **Charges for Services:**

Revenue in this category is projected to be \$265,000 (2%) above budget that is primarily attributable to higher than expected water consumption from commercial and industrial accounts.

- **Water Contracts:**

This revenue reflects billing activity to the counties of Amherst, Bedford, and Campbell, and to the industries of WestRock and Frito-Lay. Revenue in this category is projected to be \$125,000 (5.9%) above budget primarily due to additional \$80,000 from Bedford County purchasing water to supply the Town of Bedford that began last fiscal year. Repairs were needed on the water main between the Town of Bedford's primary water source, Smith Mountain Lake, and the Town of Bedford. This repair was delayed several months due to easement issues with the landowner. WestRock and Frito-Lay water purchases are projected to be \$32,000 more than estimated.

- **Interest and Other:**

Interest and Other is projected to be \$4,000 (8.8%) above budget due to \$24,000 of miscellaneous revenues projected above budget and offset by \$20,000 anticipated in lower interest earnings on investments.

EXPENSES

Overall expenses for FY 2022 are projected to be \$410,600 (2.5%) below budget. Explanations of this variance follow:

- **Departmental Operation and Maintenance:**

This category includes the Water Treatment Plant, Meter Operations, Water Line Maintenance and Administration. Expenses in this category were \$490,600 (4.5%) less than the FY 2022 Budget (Water Treatment - \$27,200 savings, Meter Operations - \$69,350 savings, Water Line Maintenance - \$339,500 savings, Administration - \$54,550 savings). This variance is broken down as follows:

➤ Personnel Services and Benefits	\$ 443,300
➤ Supplies & Materials	106,500
➤ Contractual Services	62,000
➤ Utilities	(92,000)
➤ Chemicals	(21,000)
➤ Other	<u>(8,200)</u>
Total	\$ 490,600

The projected savings in Personnel Services and Benefits is attributable to past and current unfilled positions. Supplies & Materials are under budget mostly due to utility technician line field crew vacancies resulting in not purchasing maintenance and repair materials needed for City-wide repairs within the water distribution system. Contractual Services are under budget primarily from the following: 1) Less than planned cellular meter installations, resulting in less cellular data transmission costs. 2) Savings in emergency water system repairs. Utilities is above budget primarily due to current-year payment of a gas bill for a malfunctioning gas meter during the period of December 2019 through September 2021. Chemicals are projected to be over budget due to increase pricing effective January 1, 2022 and replacements of two caustic tanks.

- **Non-Departmental Operation and Maintenance:**

Non-Departmental Operation and Maintenance expenses are projected to be \$190,000 (71.6%) above budget primarily due to higher than anticipated worker compensation claims.

- **Capital Outlay**

Purchases in Capital Outlay are projected to be at \$14,000 (13.1%) less than budget mostly due to deferred installation of an emergency alert system for the College Hill Water Plant Campus.

- **Transfers to Capital**

Transfers to Capital are projected to be at budget.

- **Debt Service:**

Expenditures in debt service are projected to be \$96,000 (2.7%) below budget, due to lower than budgeted interest rates used to pay proceeds from current line of credit and deferral of several capital projects.

SUMMARY

The third quarter report reflects a stable FY 2022 financial position for this fund. Under the Council adopted financial policies, two important financial ratios, debt coverage and fund balance are above policy targets. The projected debt coverage ratio for end of the fiscal year is 1.44 which is above Council's financial policy minimum target of 1.20. The fund balance ratio projected for the end of the fiscal year is 45% compared to target range of 25% - 40%.

Respectfully submitted,

Timothy A. Mitchell, P.E.
Director of Water Resources

cc: Wynter Benda, City Manager
Reid Wodicka, Deputy City Manager
Donna Witt, Director of Financial Services

WATER OPERATING FUND
FINANCIAL SUMMARY
Quarter Ending March 31, 2022

	FY 2021 Adopted Budget	FY 2021 Actual Q3 YTD	FY 2021 % of Budget	FY 2022 Adopted Budget	FY 2022 Actual Q3 YTD	FY 2022 % of Budget	FY 2022 Adopted Budget	FY 2022 Projection	FY 2022 \$ Variance Adopted Budget vs. Projected
REVENUES:									
Charges for Services	\$13,274,755	\$9,145,654	69%	\$13,102,086	\$9,665,090	74%	\$13,102,086	\$13,367,086	\$265,000
Water Contracts	2,122,368	1,711,965	81%	2,108,956	1,730,329	82%	2,108,956	2,233,956	125,000
Interest and Other	168,600	180,529	107%	45,500	14,774	32%	45,500	49,500	4,000
	\$15,565,723	11,038,148		\$15,256,542	\$11,410,193		\$15,256,542	\$15,650,542	\$394,000
EXPENSES									
Departmental O&M	\$10,896,528	\$6,862,936	63%	\$10,857,787	\$7,075,530	65%	\$10,857,787	\$10,367,187	490,600
Non-Departmental O&M	268,940	347,517	129%	265,564	378,147	142%	265,564	455,564	(190,000)
Capital Outlay/Purchases	76,000	38,792	51%	107,000	5,685	5%	107,000	93,000	14,000
Transfers to Capital	3,500,000	2,625,000	75%	1,800,000	1,350,000	75%	1,800,000	1,800,000	-
Debt Service	3,526,688	2,591,535	73%	3,506,937	2,666,421	76%	3,506,937	3,410,937	96,000
	\$18,268,156	12,465,780		\$16,537,288	\$11,475,784		\$16,537,288	\$16,126,688	\$410,600
Adjustment for Expenses from Capital Projects:		\$0			\$0			\$0	

KEY RATIOS:

Unrestricted cash target range as a % of operating expenses & debt service:	25% - 40%
Unrestricted cash as a % of operating expenses & debt service:	45%
Financial Policy targeted debt coverage ratio minimum:	1.20
Ending debt coverage ratio:	1.44 (a)

Note (a) Calculation of debt coverage includes \$99,000 of estimated capitalizable costs for internal labor charges applicable to time spent on capital project activities.

May 24, 2022

Finance Committee
City Council
City of Lynchburg
Lynchburg, Virginia

Re: March 31, 2022 Quarterly Financial Report – Sewer Operating Fund

The attached Sewer Operating Fund Financial Summary summarizes the financial activity for this fund through March 31, 2022. This quarterly report provides comparative financial information for the same period of the prior fiscal year. Projected variances between the FY 2022 Budget and the Department's year-end projections are described below.

REVENUES

Following the completion of the third quarter, overall revenues for FY 2022 are projected to be \$2,497,400 (10.6%) above budget. Explanations of this variance follow:

- **Charges for Services:**

Revenue in this category is projected to be \$910,400 (4.7%) above budget. This projection is derived mostly from a combination of the following: 1) Increased Sewer Sales – Inside City of \$890,000. This is attributable to higher than expected water consumption by commercial and industrial customers. 2) Higher Septic Hauler Charges of \$250,000. 3) Higher Connection and Availability charges of \$81,000. This is mostly due to one new townhome complex that will soon start construction. 4) Lower Industrial Surcharges of \$45,000.

- **Sewer Contracts:**

Revenue in this category reflects billing activity in the counties of Amherst, Bedford, Campbell and the industries of WestRock and Frito-Lay. Revenue in this category is projected to be \$1,588,000 (39.5%) above budget, primarily due to: 1) An additional \$502,000 was received from Bedford County for the sale of sewer interceptor capacity in the Ivy Creek area. 2) Amherst and Campbell Counties using Pay-Go for \$66,000 for its allocated share of FY 2021 completed Water Resources Facility projects that was budgeted to be financed for 20 years. 3) WestRock sewer sales are projected to be \$900,000 more than budgeted mostly resulting from sewer surcharges that are much more than previous years.

- **Interest and Other:**

Revenue in this category is projected to be \$1,000 (1.9%) below budget primarily due to lower interest earnings on investments than budgeted.

EXPENSES

Overall expenses for FY 2022 are projected to be \$156,000 (0.6%) above budget. Explanations for this variance follow:

- **Departmental Operation and Maintenance:**

This category includes the Water Resources Recovery Facility and Sewer Line Maintenance. Expenses are projected to be \$492,000 (3.9%) above budget (Water Resources Recovery Facility - \$544,900 above budget and Sewer Line Maintenance - \$52,900 below budget). This variance is broken down as follows:

➤ Personnel Services and Benefits	\$ 292,000
➤ Chemicals	(265,000)
➤ Contractual Services	(285,200)
➤ Utilities	(69,000)
➤ Rentals and Leases	(81,000)
➤ Other	<u>(83,800)</u>
Total	\$ (492,000)

The savings in Personnel Services and Benefits is related to past and current unfilled positions. The increased cost in Chemicals is related to new contract pricing that became effective January 1, 2022. Contractual Services increase is primarily related to the combination of the following: 1) \$160,000 increase for Temporary Personnel used to cover vacant operator and grounds crew positions at Water Resources Recovery Facility (WRRF) 2) Additional \$80,000 to pay carriers to haul sludge to Region 2000 Landfill (normally performed by WRRF drivers and over the road equipment). 3) \$130,000 higher than expected equipment repairs. 4) \$50,000 savings in sewer line maintenance and repairs. Utilities is over budget due to increased purchases of potable water associated with impacts of Combined Sewer Over Flow Upgrade Project and water leak at WRRF. The increase in Rentals and Leases is mostly a result of driver vacancies. These vacancies are covered by renting drivers with over the road equipment to move sludge trailers on WRRF campus. Increase to Other is mostly related to materials and supplies used in WRRF operations.

- **Non-Departmental Operation and Maintenance:**

Non-Departmental Operation and Maintenance expenses are projected to be at budget.

- **Capital Outlay:**

Purchases in Capital Outlay are projected to be \$260,000 below budget primary due to delivery delays on sludge trailers used for sludge storage and land application and hauling to landfill.

- **Transfers to Capital:**

Transfers to Capital are projected to be at budget.

- **Debt Service:**

Expenditures in debt service are projected to be \$76,000 (0.9%) below budget due to lower than budgeted interest rate used to pay proceeds from current line of credit and deferral of several capital projects.

SUMMARY

This third quarter report reflects a stable FY 2022 financial position for this fund. The Council adopted financial policies for debt coverage requires a target range of 1.20 to 1.50 and fund balance ratio range of 25% - 40%. The projected debt coverage ratio is projected to be 1.44. The fund balance ratio is projected for the end of the fiscal year is 46%.

Respectfully submitted,

Timothy A. Mitchell, P.E.
Director of Water Resources

cc: Wynter Benda, City Manager
Reid Wodicka, Deputy City Manager
Donna Witt, Director of Financial Services

SEWER OPERATING FUND
FINANCIAL SUMMARY
Quarter Ending March 31, 2022

	FY 2021 Adopted Budget	FY 2021 Actual Q3 YTD	FY 2021 % of Budget	FY 2022 Adopted Budget	FY 2022 Actual Q3 YTD	FY 2022 % of Budget	FY 2022 Adopted Budget	FY 2022 Projection	FY 2022 \$ Variance Adopted Budget vs. Projected
REVENUES:									
Charges for Services	\$19,519,256	\$14,173,118	73%	\$19,440,774	14,693,862	76%	\$19,440,774	\$20,351,174	\$910,400
Sewer Contracts	3,683,367	2,961,031	80%	4,017,566	3,997,558	100%	4,017,566	5,605,566	1,588,000
Interest and Other	209,500	80,692	39%	51,500	33,372	65%	51,500	50,500	(1,000)
	\$23,412,123	\$17,214,841		\$23,509,840	18,724,792		\$23,509,840	\$26,007,240	\$2,497,400
EXPENSES:									
Departmental O&M	\$12,870,111	\$9,160,160	71%	\$12,624,579	\$9,335,503	74%	\$12,624,579	\$13,116,579	(\$492,000)
Non-Departmental O&M	335,716	143,873	43%	272,852	139,706	51%	272,852	272,852	-
Capital Outlay/Purchases	450,000	242,418	54%	795,000	283,044	36%	795,000	535,000	260,000
Transfers to Capital	3,200,000	1,500,000	47%	2,000,000	1,500,000	75%	2,000,000	2,000,000	-
Debt service	8,556,457	5,155,062	60%	8,905,557	5,708,526	64%	8,905,557	8,829,557	76,000
	\$25,412,284	\$16,201,513		\$24,597,988	\$16,966,779		\$24,597,988	\$24,753,988	(\$156,000)
Adjustment for Expenses from Capital Projects		\$0			\$0			\$0	

KEY RATIOS:

Unrestricted cash target range as a % of operating expenses & debt service:	25% - 40%
Unrestricted cash as a % of operating expenses & debt service:	46%
Financial Policy targeted debt coverage ratio minimum:	1.20
Ending debt coverage ratio:	1.44 (a)

Note (a) Calculation of debt coverage includes projected \$110,000 of capitalizable costs for internal labor charges applicable to time spent on capital project activities.

May 24, 2022

Finance Committee
City Council
City of Lynchburg
Lynchburg, Virginia

Re: March 31, 2022 Quarterly Financial Report – Stormwater Operating Fund

The attached Stormwater Operating Fund Financial Summary summarizes the financial activity for this fund through March 31, 2022. This quarterly report provides comparative financial information for the same period of the prior fiscal year. Projected variances between the FY 2022 Budget and the Department's year-end projections are described below.

REVENUES

Following the completion of the third quarter, the overall revenues for FY 2022 are projected to exceed budget by \$59,600 (1.6%). Explanations of this variance follow:

- **Charges for Services:**

Revenue in this category reflects billing activity for all known impervious areas, Virginia Stormwater Management Program (VSMP) permits and delinquent charges on past due accounts. Charges for Services are projected to exceed budget by \$46,600 (1.4%). This is primarily associated with new impervious areas from construction within the City.

- **Interest and Other:**

Interest and Other is projected to be \$13,000 (217.7%) above budget primarily due to an extension of National Oceanic Atmospheric Administration (NOAA) Grant that was to expire last fiscal year. The extension was given because of the impacts of COVID-19. These grant proceeds do not require a local match and are used for reimbursement of expenses directly associated with elementary student environmental education and engagement. These grant eligible expenses are discussed in the Non-Departmental Operation and Maintenance category.

- **Transfers from Other Funds:**

Transfers from General Fund are projected to be at budget.

EXPENSES

Overall expenses for FY 2022 are projected to be \$145,600 (3.6%) under budget. Explanations of this variance follow:

- **Departmental Operation and Maintenance:**

Departmental Operation and Maintenance is projected to be under budget by \$121,600 (3.6%). This variance is broken down as follows:

➤ Personnel Services and Benefits	\$ 72,000
➤ Contractual Services	30,900
➤ Supplies & Materials	21,800
➤ Other	<u>(3,100)</u>
Total	\$ 121,600

The savings in Personnel Services and Benefits is attributable to past and current unfilled positions. Contractual Services are under budget mostly due to DEQ's delay on final decision on proposed new municipal separate storm sewer system (MS4) permit regulations. Supplies & Materials are under budget due to utility line technician field crew vacancies resulting in not purchasing maintenance and repair materials needed for City-wide stormwater repairs.

- **Non-Departmental Operation and Maintenance:**

Non-Departmental Operation and Maintenance expenses are projected to be \$15,000 (48.1%) over budget mostly due to an unanticipated extension of the NOAA Grant for reimbursable elementary student educational and engagement expenses. Other details on this grant is discussed in the revenue category of Interest and Other.

- **Capital Outlay:**

Capital Outlay is projected to be at budget.

- **Transfers to Capital:**

Transfers to Capital are projected to be at budget.

- **Debt Service:**

Debt Service expenditures are projected to be \$39,000 (21%) under budget due to lower than budgeted interest rate used to pay proceeds from current line of credit and deferral of several capital projects.

SUMMARY

The third quarter report reflects a stable FY 2022 financial position for this fund. Under the Council adopted financial policies, two important financial ratios, debt coverage and fund balance are above policy targets. The projected debt coverage ratio for end of the fiscal year is 3.10 which is above Council's financial policy minimum target of 1.20. The fund balance ratio projected for the end of the fiscal year is 30% compared to target range of 15%- 20%.

Respectfully submitted,

Timothy A. Mitchell, P.E.
Director of Water Resources

cc: Wynter Benda, City Manager
Reid Wodicka, Deputy City Manager
Donna Witt, Director of Financial Services

STORMWATER OPERATING FUND
FINANCIAL SUMMARY
Quarter Ending March 31, 2022

	FY 2021 Adopted Budget	FY 2021 Actual Q3YTD	FY 2021 % of Budget	FY 2022 Adopted Budget	FY 2022 Actual Q3YTD	FY 2022 % of Budget	FY 2022 Adopted Budget	FY 2022 Projection	FY 2022 \$ Variance Adopted Budget vs. Projected
REVENUES:									
Charges for Services	\$3,155,200	\$2,155,384	68%	\$3,366,400	\$2,397,174	71%	\$3,366,400	\$3,413,000	\$46,600
Interest and Other	28,900	14,111	49%	6,000	18,031	301%	6,000	19,000	13,000
Transfers from Other Funds	275,000	206,250	75%	275,000	206,250	75%	275,000	275,000	-
	\$3,459,100	2,375,745		\$3,647,400	\$2,621,455		\$3,647,400	\$3,707,000	\$59,600
EXPENSES:									
Departmental O&M	\$3,286,245	\$2,147,114	65%	\$3,361,256	\$2,314,373	69%	\$3,361,256	\$3,239,656	\$121,600
Non-Departmental O&M	19,760	16,328	83%	31,176	18,303	59%	31,176	46,176	(15,000)
Capital Outlay/Purchases	40,000	-	0%	10,000	-	0%	10,000	10,000	-
Transfers to Capital	500,000	375,000	75%	450,000	337,500	75%	450,000	450,000	-
Debt Service	158,428	131,460	83%	185,655	135,893	73%	185,655	146,655	39,000
	\$4,004,433	\$2,669,902		\$4,038,087	\$2,806,069		\$4,038,087	\$3,892,487	\$145,600
Adjustment for Expenses from Capital Projects		\$0			\$0			\$0	

KEY RATIOS:

Unrestricted cash target range as a % of operating expenses & debt service 15% - 20%
Projected unrestricted cash as a % of operating expenses at year end 30%

Financial Policy targeted debt coverage ratio minimum: 1.20
Ending debt coverage ratio: 3.10 (a)

Note (a) Calculation of debt coverage includes projected \$33,000 of capitalizable costs for internal labor charges applicable to time spent on capital project activities.

May 24, 2022

Finance Committee
City Council
City of Lynchburg
Lynchburg, Virginia

Re: March 31, 2022 Quarterly Report - General Fund

Please find attached the Financial Summary for the City's General Fund (Fund) for the period ending March 31, 2022.

This quarterly report provides comparative information for the same period of the prior fiscal year and an annualized projection through the end of the current fiscal year.

NON-DEDICATED REVENUES

- Real Estate Taxes:

Real Estate taxes are due in four quarterly installments on November 15, January 15, March 15, and May 15. As of the date of this report, there have been three installments for FY 2022 billed, and revenue (less tax relief) of \$52,942,633 has been collected. The amount collected includes payments made for the entire year. Economic Development tax incentive payments totaling \$33,460 have been paid during the fiscal year.

- Personal Property Taxes:

Personal Property tax revenue collected through the third quarter of FY 2022 is \$10,965,567, which is 57.4% of the fiscal year budget. This amount is \$836,424 more than the amount collected through the third quarter of FY 2021. Personal property taxes are payable in two equal installments on June 5 and December 5. Additional billings for personal property acquisitions are due March 5 and September 5. Economic Development tax incentive payments totaling \$19,917 have been paid during the fiscal year.

In 1998, the Virginia General Assembly enacted the Personal Property Tax Relief Act (PPTRA) to reimburse citizens for a portion of the local personal property tax. In the 2004 Virginia General Assembly, the State capped the amount reimbursed to localities at \$950 million for tax years 2006 and after. This action resulted in Lynchburg's share being set at \$5,543,584. During the third quarter of FY 2022 the State reimbursed the City 75% as scheduled, bringing the year to date total to \$5,266,405. The final payment of \$277,179 is due in May 2022 (5%).

- Consumer Utility Tax - Electric:

Consumer Utility Tax – Electric revenue of \$2,562,892 has been received through collections for 8 months, which is 73.2% of the fiscal year budget. Staff is monitoring this revenue and providing the Finance Committee with monthly updates.

- Communication Sales and Use Taxes:

Communication Sales and Use tax revenue of \$1,430,991 has been received, which is 77.1% of the fiscal year budget.

- Local Sales Tax:

Sales tax revenue of \$12,049,210 has been received through collections for 7 months, which is 68.9% of the fiscal year budget. Economic Development tax incentives totaling \$61,957 have been paid.

- Business License

Business License revenue collected through the third quarter of FY 2022 is \$2,459,645. Since this tax is due May 1, the collection percentage, 28.8% is currently only a small part of the fiscal year budget. Economic Development tax incentive payments totaling \$19,054 have been paid during the fiscal year.

- Meals Tax

Meals tax revenue of \$11,667,817 has been received through collections for 8 months, which is 79.4% of the fiscal year budget. Economic Development tax incentives totaling \$169,995 have been paid.

- Lodging Tax

Lodging tax revenue of \$1,994,264 has been received through collections for 8 months, which is 76.7% of the fiscal year budget. Economic Development tax incentives totaling \$240,469 have been paid.

- Amusement Tax

Amusement tax revenue of \$467,562 has been received through collections for 8 months, which is 111.3% of the fiscal year budget.

- Permit, Fees, and Licenses:

Permit, Fees, and Licenses revenue of \$921,630 has been received, which is 77.5% of the fiscal year budget.

- Fines and Forfeitures:

Fines and Forfeitures revenue of \$154,688 has been received, which is 52.4% of the fiscal year budget. The timing of receiving court fines and parking fines varies greatly throughout the year, and staff will continue to keep a close watch on this revenue to see if an adjustment in projected revenue is necessary.

- Interest on Investments:

Investment income is at \$640,394 (net of gains/losses) through the third quarter of FY 2022.

- Charges for Services

Charges for Services revenue of \$9,071,737 has been received, which is 79.4% of the fiscal year budget.

DEDICATED REVENUES

Intergovernmental Revenues (consisting of Constitutional Officers, Health and Human Services, and State & Federal subsidies) of \$28,664,566 have been received, which is 73.4% of the fiscal year budget. The timing of submitting and receiving reimbursements for constitutional offices impacts these revenues.

EXPENDITURES

- Operating Expenditures:

Expenditures of \$127,803,877 have been spent through the third quarter of FY 2022, which is 70.2% of the fiscal year budget.

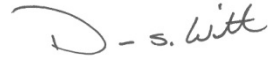
- Debt Service

Debt Service expenditures are following the FY 2022 debt schedule.

SUMMARY

This report represents six months of fiscal activity. As the year progresses, revised estimates for revenues and expenditures will be presented to reflect the impact of changes.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "D - S. Witt".

Donna S. Witt
Chief Financial Officer

cc: Wynter C. Benda, City Manager
Reid Wodicka, Deputy City Manager
Rhonda Allbeck, Assistant Director of Financial Services

Fiscal Year	Fiscal Calendar 2022
Fiscal Quarter of Year	(Multiple Items)
Fiscal Month of Year	(Multiple Items)
Fund	1001 General Fund
Account Type	Revenue
Process Status	Posted

Revenues	Adopted Budget	Budget Amendment	Amended Budget	Actual Amount 3/31/22	Remaining Budget w/o Encumbrances	Percentage of Amended Budget	Actual Amount 3/31/21
100 Taxes							
02110.0100 - Current Real Property Tax	65,921,640	-	65,921,640	54,888,397	11,033,243	83.3%	50,992,341
02110.0105 - Tax Relief For Elderly	(610,000)	-	(610,000)	(549,884)	(60,116)	90.1%	(493,342)
02110.0110 - Tax Relief-Rehabilitation Real Property	(1,379,466)	-	(1,379,466)	(1,395,879)	16,413	101.2%	(1,247,051)
02110.0200 - Delinquent Real Property Tax	700,000	-	700,000	531,502	168,498	75.9%	689,087
02110.0900 - Real Estate Tax- Economic Development Incentive	(32,200)	-	(32,200)	(33,460)	1,260	103.9%	(44,866)
02120.0100 - Current PSC Tax	2,596,128	-	2,596,128	2,652,828	(56,700)	102.2%	2,737,711
02130.0101 - Current Personal Property Tax PCI	19,109,000	-	19,109,000	10,965,567	8,143,433	57.4%	10,129,143
02130.0201 - Delinquent Personal Property Tax PCI	1,300,000	-	1,300,000	1,067,202	232,798	82.1%	990,412
02130.0205 - Recovery-C/O Personal Property Tax	-	-	-	2,943	(2,943)	0.0%	12
02130.0900 - Personal Property Tax- Economic Development Incentive	(20,039)	-	(20,039)	(19,917)	(122)	99.4%	(27,061)
02170.0100 - Penalty-PSC Tax	-	-	-	3,747	(3,747)	0.0%	8,602
02170.0105 - Penalty-Delinquent Tax	666,958	-	666,958	518,608	148,350	77.8%	532,278
02170.0200 - Interest-PSC Tax	-	-	-	342	(342)	0.0%	246
02170.0205 - Interest-Delinquent Tax	369,812	-	369,812	217,549	152,263	58.8%	208,564
02510.0000 - Local Sales And Use Tax	17,500,000	-	17,500,000	12,049,210	5,450,790	68.9%	10,677,840
02510.0900 - Local Sales & Use Tax- Economic Development Incentive	(61,913)	-	(61,913)	(61,957)	44	100.1%	(60,103)
02515.0100 - Consumer Utility Tax-Electric	3,500,000	-	3,500,000	2,562,892	937,108	73.2%	2,511,435
02515.0105 - Consumer Utility Tax-Gas	647,354	-	647,354	420,222	227,132	64.9%	419,239
02515.0120 - Right of Way Fees	174,426	-	174,426	282,320	(107,894)	161.9%	196,140
02515.0900 - Pen & Int - Consumer Utility Tax, None	-	-	-	2	(2)	0.0%	-
02517.0000 - Communication Sales & Use Tax	1,855,000	-	1,855,000	1,430,991	424,009	77.1%	1,484,715
02520.0000 - Business License Tax	8,526,000	-	8,526,000	2,459,645	6,066,355	28.8%	2,179,713
02520.0010 - Consumption Tax-Electric	320,779	-	320,779	215,341	105,438	67.1%	211,750
02520.0015 - Consumption Tax-Gas	30,819	-	30,819	20,319	10,500	65.9%	20,755
02520.0030 - Pen & Int-Business License	96,072	-	96,072	31,154	64,918	32.4%	56,082
02520.0900 - Business License Tax- Economic Development Incentive	(19,054)	-	(19,054)	(19,054)	-	100.0%	(22,409)
02530.0001 - Motor Vehicle Licenses PCI	1,605,000	-	1,605,000	185,080	1,419,920	11.5%	192,206
02530.0201 - Delinquent Motor Vehicle License	190,000	-	190,000	107,723	82,277	56.7%	117,848
02535.0000 - Bank Stock Tax	750,000	-	750,000	25,766	724,234	3.4%	-
02540.0100 - Recordation Tax-City	650,000	-	650,000	643,260	6,740	99.0%	560,640
02540.0200 - Probate Tax	21,027	-	21,027	14,407	6,620	68.5%	21,224
02545.0000 - Tobacco Tax	825,000	-	825,000	565,261	259,739	68.5%	567,623
02550.0000 - Amusement Tax	420,000	-	420,000	467,562	(47,562)	111.3%	152,009
02550.0005 - Pen & Int - Amusement Tax	-	-	-	423	(423)	0.0%	262
02555.0000 - Lodging Tax	2,600,000	-	2,600,000	1,994,264	605,736	76.7%	1,434,205
02555.0005 - Pen & Int - Lodging Tax	-	-	-	7,178	(7,178)	0.0%	7,697
02555.0900 - Lodging Tax- Economic Development Incentive	(240,508)	-	(240,508)	(240,469)	(39)	100.0%	(218,963)
02560.0000 - Meals Tax	14,700,000	-	14,700,000	11,667,817	3,032,183	79.4%	9,283,572
02560.0005 - Pen & Int - Meals Tax	49,793	-	49,793	65,794	(16,001)	132.1%	41,992
02560.0900 - Meals Tax- Economic Development Incentive	(169,988)	-	(169,988)	(169,995)	7	100.0%	(164,943)
100 Taxes Total	142,591,640	-	142,591,640	103,574,703	39,016,937	72.6%	94,146,602
110 Permits, Fees, & Licenses							
03005.0000 - Animal Licenses	8,000	-	8,000	6,799	1,201	85.0%	4,990
03010.0200 - Permit Parking Fees	200,000	-	200,000	123,876	76,124	61.9%	158,054
03010.0205 - Permit Parking Fees- Lease Agreement, None	-	100,000	100,000	56,581	43,419	56.6%	-
03010.0400 - Land Disturbing Fees	20,000	-	20,000	20,454	(454)	102.3%	14,728
03010.0600 - Transfer Fees	1,600	-	1,600	2,022	(422)	126.4%	1,927
03010.0700 - Zoning Appeal Fees-Inspc	1,000	-	1,000	475	525	47.5%	1,075
03010.0701 - Letter of Approval-Zoning, None	-	-	-	-	-	0.0%	-
03010.0702 - Zoning Certification Letter	3,000	-	3,000	4,000	(1,000)	133.3%	3,000
03010.0705 - Legal Notice Advertising	12,000	-	12,000	5,645	6,355	47.0%	5,963
03010.0710 - Site Plan Reviews	15,000	-	15,000	11,175	3,825	74.5%	9,553
03010.0715 - Conditional Use Permits	4,000	-	4,000	1,621	2,379	40.5%	1,272
03010.0720 - Re-zoning Fees	8,700	-	8,700	3,776	4,924	43.4%	5,861
03010.0800 - Subdivision Plat Review	10,000	-	10,000	5,880	4,120	58.8%	16,575
03010.0900 - Building Insp Permit Fee	500,600	-	500,600	491,349	9,251	98.2%	247,173
03010.0901 - Elevator Inspect Admin Fee	21,000	-	21,000	16,549	4,451	78.8%	18,893
03010.0902 - Elevator Inspect Admin Fee Pen & Int	-	-	-	326	(326)	0.0%	740
03010.0920 - Sign Inspect Permit Fee	6,000	-	6,000	3,650	2,350	60.8%	2,900
03010.0925 - Demolition Fees	8,000	-	8,000	2,121	5,879	26.5%	4,100
03010.0927 - Building Plan Review	44,000	-	44,000	43,790	210	99.5%	19,613
03010.0928 - Vacant Building Registration Fee	35,000	-	35,000	19,358	15,642	55.3%	20,679
03010.0929 - Pen & Int-Vacant Building Registration Fee	-	-	-	1,352	(1,352)	0.0%	1,827
03010.0930 - Certificate of Occupancy for Existing Building	-	-	-	3,150	(3,150)	0.0%	3,225
03010.0931 - Temporary Certificate of Occupancy, None	-	-	-	8,550	(8,550)	0.0%	8,700
03010.0932 - Working Without a Building Permit	-	-	-	800	(800)	0.0%	300
03010.0933 - Short Term Rental Fee, None	24,450	-	24,450	18,883	5,567	77.2%	-
03010.0934 - Vacant Property Registration- Civil Penalties, None	-	-	-	9,727	(9,727)	0.0%	16,492
03010.1000 - False Alarm Service Assessment	110,000	-	110,000	28,078	81,922	25.5%	28,608
03010.1100 - Concealed Weapon Permit	30,000	-	30,000	20,416	9,585	68.1%	44,555
03010.2005 - Taxicab Application Fees	3,000	-	3,000	1,400	1,600	46.7%	1,450
03010.2010 - Precious Metal Permits	1,600	-	1,600	200	1,400	12.5%	400
03010.2011 - Rental Reinspect/FollowUp	-	-	-	150	(150)	0.0%	650
03010.2012 - Rental Intial Inspection	-	-	-	850	(850)	0.0%	600
03010.2013 - Annual/Periodic Inspect Fee	22,000	-	22,000	1,400	20,600	6.4%	700
03010.2014 - Rental Intial Inspect-No Show	-	-	-	-	-	0.0%	650
03010.2015 - Rental Inspect- Pre Court	-	-	-	-	-	0.0%	750
03010.2016 - Rental Inspect-Annual No Show	-	-	-	-	-	0.0%	50
03010.2027 - Right of Way Permit Fees, None	-	-	-	-	-	0.0%	(100)
03010.2028 - Dumpster Permit Fee , None	-	-	-	280	(280)	0.0%	300
03010.2029 - Dumpster Permit Fee- 30 Day Extension, None	-	-	-	200	(200)	0.0%	900
03010.2035 - Road, Water, Sewer (RWS) Site Plan Review- Minor , None	-	-	-	150	(150)	0.0%	-
03010.2050 - Misc Permit Fee & License	-	-	-	6,597	(6,597)	0.0%	6,251
110 Permits, Fees, & Licenses Total	1,088,950	100,000	1,188,950	921,630	267,320	77.5%	653,401
120 Fines & Forfeitures							
03510.0100 - Court Fines And Forfeitures, None	187,500	-	187,500	112,121	75,379	59.8%	120,435

Revenues	Adopted Budget	Budget Amendment	Amended Budget	Actual Amount 3/31/22	Remaining Budget w/o Encumbrances	Percentage of Amended Budget	Actual Amount 3/31/21
03510.0105 - Criminal Court Fees	2,500	-	2,500	1,571	929	62.8%	1,502
03510.0200 - Parking Fines	105,000	-	105,000	40,997	64,003	39.0%	63,963
120 Fines & Forfeitures Total	295,000	-	295,000	154,688	140,312	52.4%	185,901
130 Use of Money & Property							
04010.0100 - Interest on Investment	52,038	-	52,038	170,575	(118,537)	327.8%	178,303
04010.0101 - Interest-City Capital	13,833	-	13,833	65,753	(51,920)	475.3%	76,832
04010.0123 - Interest-Health Ins Resrv	-	-	-	1,401	(1,401)	0.0%	8,749
04010.0124 - Interest-OPEB	-	-	-	3,621	(3,621)	0.0%	4,146
04010.0156 - Interst-MktValueGain/Loss	-	-	-	(739,153)	739,153	0.0%	(168,556)
04010.0157 - Interest-SNAP Income	-	-	-	6,681	(6,681)	0.0%	39,380
04020.0105 - Gen Govt Property Rental	75,000	-	75,000	65,396	9,604	87.2%	92,581
04020.0115 - Public Safety Prop Rent	36,250	-	36,250	37,316	(1,066)	102.9%	36,250
04020.0125 - Human Services Prop Rent	100,000	-	100,000	75,000	25,000	75.0%	75,000
04020.0126 - 1517 Jackson Street Property Rental to LCS, None	-	-	-	-	-	0.0%	3,720
04020.0135 - Dwntrwn Parking Deck Lease	90,000	-	90,000	62,100	27,900	69.0%	55,200
04020.0200 - Culture & Rec. Prop Rent	15,070	-	15,070	11,303	3,768	75.0%	15,070
04020.0201 - Prop Rental-Stadium	3,500	-	3,500	16,210	(12,710)	463.1%	2,295
04020.0202 - Prop Rental-Market/Park.	92,000	-	92,000	88,088	3,912	95.7%	30,130
04020.0205 - Market Rent- Pen & Int	650	-	650	950	(300)	146.2%	561
04020.0207 - Rental of Museum Facilities, None	1,000	-	1,000	-	1,000	0.0%	1,210
130 Use of Money & Property Total	479,341	-	479,341	(134,759)	614,100	-28.1%	450,873
140 Charges for Services							
04510.0900 - Collection & Tax Lien Fees	35,000	-	35,000	28,147	6,853	80.4%	31,932
04510.0901 - DMV Admin Fee	278,000	-	278,000	221,302	56,698	79.6%	224,476
04510.0902 - DMV Select Agency	-	-	-	-	-	0.0%	-
04510.0915 - Processng Fee - Payroll deduction	5,000	-	5,000	2,890	2,110	57.8%	2,970
04510.0916 - Indirect Cost&Svc DetHome	274,936	-	274,936	206,202	68,734	75.0%	214,220
04510.0918 - Indirect Cost&Srvs Water	1,037,093	-	1,037,093	777,820	259,273	75.0%	816,709
04510.0919 - Indirect Cost&Srvs Sewer	270,088	-	270,088	202,566	67,522	75.0%	218,008
04510.0920 - Indirect Cost&Srvs WWTP	585,557	-	585,557	439,168	146,389	75.0%	516,857
04510.0921 - Indirect Cost&Srvs Airprt	181,077	-	181,077	135,808	45,269	75.0%	128,851
04510.0922 - Indirect Cost&Svc Strmwtr	321,580	-	321,580	241,185	80,395	75.0%	238,555
04515.0101 - Document Reprod Costs	6,000	-	6,000	5,664	336	94.4%	4,446
04515.0200 - Court Room Sherfff Fee, None	60,000	-	60,000	43,232	16,768	72.1%	43,767
04515.0300 - Fees For Court Officers	7,244	-	7,244	7,244	(0)	100.0%	7,244
04515.0301 - Legal Service Charges	40,000	-	40,000	40,000	-	100.0%	40,000
04515.0303 - Probation Supervisor Fee	13,789	-	13,789	5,657	8,132	41.0%	7,550
04515.0304 - Jail Fee, None	14,624	-	14,624	1,495	13,129	10.2%	812
04515.0305 - E-Summons Fee, None	5,300	-	5,300	10,033	(4,733)	189.3%	9,702
04515.0400 - Commonwealth Atty.Fees	7,000	-	7,000	4,388	2,612	62.7%	3,314
04515.0401 - CA Coll Fees- Gen Dist Ct	55,000	-	55,000	23,552	31,448	42.8%	26,186
04515.0402 - CA Coll Fees- J&D Court	10,050	-	10,050	3,731	6,319	37.1%	4,125
04515.0403 - CA Coll Fees- Circuit Crt	62,600	-	62,600	34,113	28,487	54.5%	28,431
04515.0404 - CA Coll Fees- FOIA Requests, None	-	-	-	2,124	(2,124)	0.0%	-
04520.0300 - Fire Prevention Fees	2,000	-	2,000	2,150	(150)	107.5%	1,850
04520.0301 - Ambulance Service Fees	2,640,000	-	2,640,000	2,147,788	492,212	81.4%	2,017,997
04520.0304 - Delinq Ambulance>120 Days	175,000	-	175,000	169,841	5,159	97.1%	204,917
04520.0901 - PIER Contract Payments	26,500	-	26,500	26,500	-	100.0%	26,500
04520.0903 - Police-Schools Resource Officer (SRO) Prog	140,000	-	140,000	133,264	6,736	95.2%	103,334
04520.0904 - Local Reimb-COL Confined Space	50,000	-	50,000	37,500	12,500	75.0%	37,500
04520.0905 - Police Report Sales	2,200	-	2,200	1,820	380	82.7%	1,540
04520.0906 - Range Use Fee	13,800	-	13,800	14,400	(600)	104.3%	12,800
04520.0908 - DUI Fees, None	-	-	-	3,039	(3,039)	0.0%	4,060
04520.0909 - LPD Off Duty	1,100,000	-	1,100,000	629,524	470,476	57.2%	554,061
04525.0103 - Curb & Gutter Charges, None	-	-	-	-	-	0.0%	2,525
04525.0106 - Downtown Parking Fees	39,811	-	39,811	18,794	21,017	47.2%	24,413
04525.0107 - PW Admin Stormwater Charges	134,895	-	134,895	114,863	20,032	85.2%	93,387
04525.0108 - PW Eng Stormwater Charges	14,332	-	14,332	5,966	8,366	41.6%	15,860
04525.0109 - PW Streets Stormwater Charges	164,132	-	164,132	143,034	21,098	87.1%	91,379
04525.0206 - Residential Disposal-Decals	-	-	-	-	-	0.0%	935
04525.0218 - Trash Bag Srvs-Waste Zero	50,000	-	50,000	123,320	(73,320)	246.6%	128,088
04525.0219 - Landlord Set Out Program , None	3,000	-	3,000	7,146	(4,146)	238.2%	1,005
04525.0220 - Refuse Disposal Fee, None	1,927,726	-	1,927,726	1,805,366	122,360	93.7%	984,840
04525.0221 - Penalty- Refuse Disposal Fee, None	-	-	-	16,128	(16,128)	0.0%	1,380
04525.0300 - Bldg Maint Charge-Other	-	-	-	14,692	(14,692)	0.0%	10,142
04530.0409 - Human Services Court Order Fees	-	-	-	271	(271)	0.0%	3,601
04530.0410 - Lynchburg Youth Group Home Charges	600,000	-	600,000	319,325	280,675	53.2%	186,945
04530.0412 - Horizon Contribution for Outstationed Benefit Workers, None	-	-	-	-	-	0.0%	-
04530.0413 - Local Reimb- Other Localities, None	-	-	-	401	(401)	0.0%	-
04535.0100 - Swimming Pool Fees	25,000	-	25,000	21,790	3,211	87.2%	-
04535.0150 - Recreation Program Fees	379,000	-	379,000	377,852	1,148	99.7%	177,322
04535.0151 - Recreation Program- Scholarship Fees , None	-	-	-	3,872	(3,872)	0.0%	-
04535.0200 - Point of Honor Admission Fees	5,000	-	5,000	-	5,000	0.0%	-
04535.0300 - Library Fines & Fees	20,000	-	20,000	19,714	286	98.6%	8,327
04535.0301 - Law Library Fees	30,000	-	30,000	16,140	13,860	53.8%	17,277
04535.0303 - Lost/Damaged Library Prop	2,500	-	2,500	2,333	167	93.3%	1,760
04535.0304 - Delinq Library Fines & Fees	1,200	-	1,200	870	330	72.5%	1,390
04535.0305 - Delinq Library Lost/Damaged	3,200	-	3,200	1,986	1,214	62.1%	5,755
04535.0306 - Delinq Library Pen & Int	1,000	-	1,000	1,389	(389)	138.9%	2,683
04540.0103 - Charges For Demolition	-	-	-	250	(250)	0.0%	-
04540.0105 - Comm Develop Stormwater Charges	580,501	-	580,501	435,376	145,125	75.0%	452,626
04599.0002 - Secure Vacant Stru Reimb	-	-	-	90	(90)	0.0%	1,696
04599.0004 - Neighborhood Services, None	25,000	-	25,000	18,301	6,699	73.2%	12,821
04599.0009 - Penalty and Interest- Neighborhood Services Receivables, None	-	-	-	319	(319)	0.0%	94
140 Charges for Services Total	11,425,735	-	11,425,735	9,071,737	2,353,998	79.4%	7,758,964
150 Miscellaneous Revenue							
05030.0105 - Suspense Revenue/Exp Ref	-	-	-	370	(370)	0.0%	26,192
05050.0105 - Pmt In Lieu Tax-WestCntbr	52,900	-	52,900	54,438	(1,538)	102.9%	53,799
05050.0110 - Pymt In Lieu of Tax-LRHA	25,000	-	25,000	22,641	2,359	90.6%	85,742
05050.0228 - Recreation Program- Donations, None	-	-	-	4,800	(4,800)	0.0%	-
05050.0230 - Friends of Lynchburg Library	17,130	-	17,130	9,522	7,608	55.6%	6,348
05050.0232 - Digg's Trust Rec-Pt Honor	37,000	-	37,000	37,000	-	100.0%	37,000
05050.0290 - Gifts And Misc.	-	-	-	-	-	0.0%	-
05050.0400 - Sale-Salvage/Surplus Prop	-	-	-	4,822	(4,822)	0.0%	4,191

Revenues	Adopted Budget	Budget Amendment	Amended Budget	Actual Amount 3/31/22	Remaining Budget w/o Encumbrances	Percentage of Amended Budget	Actual Amount 3/31/21
05050.0415 - Proceeds frm PropRoom.com	-	-	-	421	(421)	0.0%	169
05050.0500 - Sale-Real Property	-	-	-	-	-	0.0%	9,500
05050.2001 - Cash Overage And Shortage	-	-	-	(2,102)	2,102	0.0%	(3,796)
05050.2011 - Reimb.POH Carriage House	26,000	-	26,000	28,914	(2,914)	111.2%	27,750
05050.2013 - Photo Reprod And Royalty	50	-	50	800	(750)	1600.0%	10
05050.2016 - Dedicated Misc Rev HumSvc	-	-	-	30	(30)	0.0%	-
05050.2022 - Trash Cart Sales	-	-	-	-	-	0.0%	-
05050.2025 - Credit Card Rebate	110,000	-	110,000	105,565	4,435	96.0%	90,426
05050.2028 - WardsCrossingWestSvcFee	143,277	-	143,277	143,277	-	100.0%	143,277
05050.2034 - P&R Spec Event Sponsorship, None	15,000	-	15,000	9,075	5,925	60.5%	4,542
05050.2046 - Visitor Ctr Merchandise	5,000	-	5,000	125	4,875	2.5%	115
05050.2049 - Residential Trash Violation, None	5,000	-	5,000	9,937	(4,937)	198.7%	1,520
05050.2052 - Parking Lease Agreement	100,000	(100,000)	-	-	-	0.0%	77,803
05050.2055 - Hillcats - Donation Youth Athletic Programs	10,000	-	10,000	10,000	-	100.0%	-
05050.2056 - Commission on City Vending Machine Sales	-	-	-	2,981	(2,981)	0.0%	1,837
05050.2059 - Court Restitution, None	-	-	-	3,770	(3,770)	0.0%	5,395
05050.2060 - Community Market Retail Sales, None	500	-	500	291	209	58.2%	431
05050.2061 - Main St Alt CARES Funding for Project Accounting, None	-	-	-	-	-	0.0%	-
05050.2065 - FOIA Requests, None	-	-	-	200	(200)	0.0%	-
05050.2090 - Miscellaneous Revenue	51,200	-	51,200	83,628	(32,428)	163.3%	25,446
150 Miscellaneous Revenue Total	598,057	(100,000)	498,057	530,504	(32,447)	106.5%	597,695
300 State Non-Categorical Aid							
06100.0300 - Rolling Stock Taxes	90,000	-	90,000	88,584	1,416	98.4%	88,947
06100.0400 - Mobile Home Titling Taxes	1,000	-	1,000	2,598	(1,598)	259.8%	2,955
06100.0600 - Deeds Of Conveyance	150,000	-	150,000	168,488	(18,488)	112.3%	142,386
06100.0800 - Recordation Taxes-State	150,000	-	150,000	-	150,000	0.0%	-
06100.0900 - Auto Rental Tax-DMV	336,400	-	336,400	350,900	(14,500)	104.3%	309,349
06100.0905 - Peer to Peer Vehicle Sharing Tax, None	-	-	-	1,691	(1,691)	0.0%	-
06100.1108 - Personal Prop Tax Relief	5,543,584	-	5,543,584	5,266,405	277,179	95.0%	5,266,405
06100.8001 - Games of Skill Tax, None	-	-	-	42,624	(42,624)	0.0%	140,256
300 State Non-Categorical Aid Total	6,270,984	-	6,270,984	5,921,290	349,694	94.4%	5,950,298
310 State Shared Exp (Cat.)							
06510.0200 - Commissioner of Revenue	201,758	-	201,758	134,051	67,707	66.4%	126,388
06510.0300 - Treasurer	118,690	-	118,690	78,637	40,053	66.3%	74,001
06510.1000 - Registrar/Electoral Board	95,450	-	95,450	1,710	93,740	1.8%	-
06515.0100 - Clerk of Cir Crt-Fringes	601,460	-	601,460	416,101	185,359	69.2%	391,198
06515.0200 - Sheriff	1,151,716	48,443	1,200,159	817,523	382,636	68.1%	733,075
06515.0400 - Commonwealth Attorney	1,131,821	-	1,131,821	755,225	376,596	66.7%	723,043
310 State Shared Exp (Cat.) Total	3,300,895	48,443	3,349,338	2,203,247	1,146,091	65.8%	2,047,705
320 State Categorical Aid							
06820.0200 - Juvenile Correct-Block Gt	247,716	-	247,716	185,787	61,929	75.0%	185,787
06820.0201 - Wireless E911	380,000	-	380,000	334,159	45,841	87.9%	276,754
06820.0203 - HB 599 Law Enforc.Asst	3,150,000	-	3,150,000	2,444,808	705,192	77.6%	2,623,476
06825.0100 - Street And Highway Maint.	8,842,661	-	8,842,661	6,792,082	2,050,579	76.8%	6,955,256
06830.0413 - SS State Adm Sub 0901	1,927,460	-	1,927,460	1,738,660	188,800	90.2%	1,583,963
06830.0414 - SS State Prog Sub 0902	4,899,698	-	4,899,698	2,562,063	2,337,635	52.3%	2,592,916
06835.0102 - SNAP Program Reimb	15,000	-	15,000	24,514	(9,514)	163.4%	16,092
06835.0300 - Finan Asst-Public Library	180,305	-	180,305	135,131	45,174	74.9%	133,323
320 State Categorical Aid Total	19,642,840	-	19,642,840	14,217,205	5,425,635	72.4%	14,367,567
330 State Aid in Suspense							
05030.0100 - Suspense Rev-Va EDI Pmts	-	-	-	-	-	0.0%	73
330 State Aid in Suspense Total	-	-	-	-	-	0.0%	73
520 Fed Cat Aid- Pass Thru							
07825.0300 - B&G Chrgs Commerce St Bld	-	-	-	-	-	0.0%	33,720
07830.0420 - Fed Pass Thru:Cost AllDMG	573,000	-	573,000	-	573,000	0.0%	-
07830.0421 - SS Fed Adm Sub 0901	5,404,691	-	5,404,691	3,649,606	1,755,085	67.5%	3,606,610
07830.0422 - SS Fed Prog Sub 0902	3,656,050	-	3,656,050	2,567,740	1,088,310	70.2%	2,570,669
07830.0430 - USDA Funding - Group Home, None	18,000	-	18,000	12,772	5,228	71.0%	8,795
07875.0003 - Human Service Lease	147,091	-	147,091	55,953	91,138	38.0%	98,060
07875.0021 - FINI Double-Dollars	12,000	-	12,000	22,853	(10,853)	190.4%	12,609
07875.0024 - CARES Act Funding for 2020 Presidential Election, None	-	-	-	13,900	(13,900)	0.0%	76,430
520 Fed Cat Aid- Pass Thru Total	9,810,832	-	9,810,832	6,322,824	3,488,008	64.4%	6,406,894
700 Proceed From Indebtedness							
08510.0005 - Refunding Bond Proceeds	-	-	-	-	-	0.0%	5,235,544
08510.0006 - Refunding Bond Proc Prem	-	-	-	-	-	0.0%	1,150,587
08510.0007 - Refundng Bnd Proceeds Sch	-	-	-	-	-	0.0%	3,888,572
08510.0008 - Refndng Bds Proc Prem Sch	-	-	-	-	-	0.0%	851,518
700 Proceed From Indebtedness Total	-	-	-	-	-	0.0%	11,126,220
Grand Total	195,504,274	48,443	195,552,717	142,783,069	52,769,648	73.0%	143,692,193

Fiscal Year	Fiscal Calendar 2022
Fiscal Quarter of Year	(Multiple Items)
Fund	1001 General Fund
Account Type	Expenses
Process Status	Posted

Expenditures	Adopted Budget	Budget Amendment	Amended Budget	Actual Amount 3/31/22	Remaining Budget w/ Encumbrances	Percentage Used w/ Encumbrances	Actual Amount 3/31/21
2022 Communications/Public Engagement							
0021 Public Information	518,284	78,605	596,889	391,460	110,379	81.5%	333,821
0022 Customer Service Center	193,163	6,035	199,198	127,063	72,135	63.8%	106,222
0029 Local Government Channel	178,380	7,292	185,672	125,955	59,717	67.8%	119,810
2022 Communications/Public Engagement Total	889,827	91,932	981,759	644,477	242,232	75.3%	559,853
2023 Council / Manager							
0028 Council / Manager	1,218,640	41,051	1,259,691	794,631	445,060	64.7%	596,156
0033 Parking Division	534,811	(534,811)	-	-	-	0.0%	291,822
2023 Council / Manager Total	1,753,451	(493,760)	1,259,691	794,631	445,060	64.7%	887,978
2030 City Attorney							
0050 City Attorney	854,164	32,120	886,284	559,550	326,257	63.2%	555,474
0051 Risk Management	758,581	-	758,581	758,581	-	100.0%	672,791
2030 City Attorney Total	1,612,745	32,120	1,644,865	1,318,131	326,257	80.2%	1,228,265
2035 State Treasurer							
0060 State Treasurer	178,297	6,290	184,587	125,710	58,877	68.1%	127,438
2035 State Treasurer Total	178,297	6,290	184,587	125,710	58,877	68.1%	127,438
2040 Commissioner Of Revenue							
0070 Com Rev-State/Loc Budget	845,143	38,256	883,399	573,654	286,635	67.6%	592,678
2040 Commissioner Of Revenue Total	845,143	38,256	883,399	573,654	286,635	67.6%	592,678
2045 City Assessor							
0080 City Assessor	786,429	27,754	814,183	544,225	239,061	70.6%	539,024
2045 City Assessor Total	786,429	27,754	814,183	544,225	239,061	70.6%	539,024
2050 Finance							
0090 Office of Management & Budget	693,230	60,031	753,261	536,284	208,295	72.3%	509,294
0093 Billings And Collections	1,425,057	382,261	1,807,318	1,061,572	551,624	69.5%	988,951
0094 Procurement	378,892	38,192	417,084	286,604	128,415	69.2%	266,879
0095 Accounting	1,108,590	64,600	1,173,190	777,991	304,369	74.1%	769,486
2050 Finance Total	3,605,769	545,084	4,150,853	2,662,450	1,192,703	71.3%	2,534,611
2055 Human Resources							
0110 Human Resources	906,401	48,783	955,184	576,627	378,215	60.4%	516,871
0111 Occupational Health Svs	216,440	99,413	315,853	126,041	189,812	39.9%	82,216
2055 Human Resources Total	1,122,841	148,196	1,271,037	702,668	568,028	55.3%	599,087
2057 Information Technology							
0115 Application Services	1,388,875	48,919	1,437,794	860,735	577,059	59.9%	951,646
0116 Network Services	1,705,457	57,398	1,762,855	1,184,599	574,083	67.4%	1,138,273
0117 I T Administration	467,301	10,780	478,081	226,859	243,865	49.0%	316,638
0125 GIS	353,851	22,775	376,626	267,709	108,917	71.1%	256,299
2057 Information Technology Total	3,915,484	139,872	4,055,356	2,539,903	1,503,924	62.9%	2,662,856
2065 Registrar							
0150 Registrar	226,795	66,021	292,816	202,688	89,732	69.4%	187,711
0151 Electoral Board	129,118	4,200	133,318	79,891	53,427	59.9%	104,915
2065 Registrar Total	355,913	70,221	426,134	282,579	143,159	66.4%	292,626
2090 Education							
0200 Lcl Sch Oper Contribution	39,828,498	400,001	40,228,499	25,850,001	14,378,498	64.3%	24,128,683
2090 Education Total	39,828,498	400,001	40,228,499	25,850,001	14,378,498	64.3%	24,128,683
2105 Circuit Court-Judge							
0300 Circuit Court-Judge	161,579	5,687	167,266	108,826	56,517	66.2%	104,661
2105 Circuit Court-Judge Total	161,579	5,687	167,266	108,826	56,517	66.2%	104,661
2110 General District Court							
0310 General District Court	65,473	4,140	69,613	29,568	36,695	47.3%	22,711
2110 General District Court Total	65,473	4,140	69,613	29,568	36,695	47.3%	22,711
2115 Juvenile & Dr Dist Court							
0320 Juvenile & Dr Dist Court	20,054	374	20,428	17,614	1,005	95.1%	14,417
2115 Juvenile & Dr Dist Court Total	20,054	374	20,428	17,614	1,005	95.1%	14,417
2120 24th Court Service Unit							
0330 24th Court Service Unit	1,425	-	1,425	436	989	30.6%	565
2120 24th Court Service Unit Total	1,425	-	1,425	436	989	30.6%	565
2125 Commonwealth's Attorney							
0340 Commonwealth Attorney	1,706,182	82,543	1,788,725	1,221,294	566,600	68.3%	1,227,674
0343 Com Atty Fines & Fees Coll	64,295	2,626	66,921	46,722	19,837	70.4%	47,138
2125 Commonwealth's Attorney Total	1,770,477	85,169	1,855,646	1,268,016	586,437	68.4%	1,274,812
2130 Magistrate's Office							
0350 Magistrate's Office	4,140	54	4,194	1,756	2,362	43.7%	2,662
2130 Magistrate's Office Total	4,140	54	4,194	1,756	2,362	43.7%	2,662
2135 Circuit Court-Clerk							
0360 Circuit Court-Clerk	951,570	56,024	1,007,594	693,555	314,039	68.8%	678,140

Expenditures	Adopted Budget	Budget Amendment	Amended Budget	Actual Amount 3/31/22	Remaining Budget w/ Encumbrances	Percentage Used w/ Encumbrances	Actual Amount 3/31/21
2135 Circuit Court-Clerk Total	951,570	56,024	1,007,594	693,555	314,039	68.8%	678,140
2200 City Sheriff							
0400 City Sheriff And Jail	2,350,312	180,622	2,530,934	1,775,622	755,312	70.2%	1,628,642
2200 City Sheriff Total	2,350,312	180,622	2,530,934	1,775,622	755,312	70.2%	1,628,642
2240 Police							
0420 Police Operations	18,521,407	1,010,178	19,531,585	12,834,746	6,268,788	67.9%	11,359,833
0421 Animal Warden	336,850	11,492	348,342	234,920	113,422	67.4%	236,937
0429 Range Operations	13,800	4,754	18,554	8,514	9,594	48.3%	7,945
0430 Police Off Duty Employmnt	1,026,182	1,875	1,028,057	642,307	385,750	62.5%	517,782
2240 Police Total	19,898,239	1,028,299	20,926,538	13,720,487	6,777,553	67.6%	12,122,496
2245 Emergency Services							
0422 Emergency Communications	3,005,817	79,323	3,085,140	2,035,924	797,965	74.1%	2,030,094
2245 Emergency Services Total	3,005,817	79,323	3,085,140	2,035,924	797,965	74.1%	2,030,094
2270 Fire							
0444 Fire Operations And Ems	17,025,627	804,904	17,830,531	12,684,361	4,970,819	72.1%	9,750,092
0446 TRT- PIER Program	76,500	-	76,500	52,939	23,561	69.2%	89,104
2270 Fire Total	17,102,127	804,904	17,907,031	12,737,300	4,994,380	72.1%	9,839,196
2400 Public Works							
0600 Public Works Administrat.	993,228	42,505	1,035,733	757,123	278,295	73.1%	739,200
0605 Engineering	4,165,373	306,618	4,471,991	2,609,594	1,639,071	63.3%	2,721,457
0632 Street Maintenance,II	3,678,644	1,545,215	5,223,859	1,810,985	1,971,688	62.3%	1,843,046
0635 Snow Removal	312,240	263,250	575,490	556,616	(18,209)	103.2%	234,728
0640 Refuse Collection	4,088,107	387,018	4,475,125	2,899,976	405,026	90.9%	2,692,713
0645 Parks/Grounds Maintenance	3,594,814	417,662	4,012,476	2,536,196	1,320,588	67.1%	2,186,518
0649 Baseball Stadium Maint	117,823	6,295	124,118	90,004	28,014	77.4%	58,363
0650 Building Maintenance	3,877,521	195,624	4,073,145	2,493,902	1,397,772	65.7%	2,603,652
0660 Human Services Maint.	74,590	2,383	76,973	28,813	40,914	46.8%	157,338
2400 Public Works Total	20,902,340	3,166,571	24,068,911	13,783,207	7,063,159	70.7%	13,237,016
2555 Health							
0800 Health Operations	785,000	-	785,000	539,185	-	100.0%	726,695
2555 Health Total	785,000	-	785,000	539,185	-	100.0%	726,695
2561 Juvenile Services							
0904 Juvenile Service Admin.	-	-	-	-	-	0.0%	-
0905 Juvenile Detention Home	518,523	-	518,523	463,903	54,620	89.5%	428,624
0906 Juvenile Services	1,802,259	71,843	1,874,102	1,261,613	603,955	67.8%	1,248,335
0915 Csa Service Providers	2,037,713	-	2,037,713	1,528,285	509,428	75.0%	1,382,735
0929 Lynchburg Outreach Prog	-	-	-	-	-	0.0%	-
2561 Juvenile Services Total	4,358,495	71,843	4,430,338	3,253,800	1,168,003	73.6%	3,059,695
2562 Social Services							
0901 Social Services Admin.	9,747,358	353,907	10,101,265	6,691,370	3,382,112	66.5%	6,571,612
0902 Public Assistance	8,745,172	53,675	8,798,847	5,909,923	2,888,924	67.2%	5,942,774
2562 Social Services Total	18,492,530	407,582	18,900,112	12,601,293	6,271,036	66.8%	12,514,386
2563 Recreation Services							
0116 Network Services	22,385	775	23,160	14,023	9,137	60.5%	7,151
1002 Parks/Rec/Market	418,007	12,556	430,563	284,411	142,695	66.9%	306,403
1010 Recreation, General Admin	672,333	27,536	699,869	479,669	217,451	68.9%	473,997
1011 Recreation Services	147,035	6,364	153,399	106,400	46,999	69.4%	105,880
1013 Recreation, Athletic	157,618	5,075	162,693	115,357	47,336	70.9%	105,007
1015 Recreation, Park Services	738,969	37,767	776,736	556,798	216,312	72.2%	558,334
1022 Recreation, Aquatics	101,114	508	101,622	64,847	36,775	63.8%	175
1023 Recreation, Naturalist	187,597	22,927	210,524	153,653	56,871	73.0%	138,510
1024 Special Events-Cty Sponsr	-	-	-	-	-	0.0%	-
1027 Recreation Programs	506,383	2,929	509,312	354,386	146,367	71.3%	249,399
1028 City-wide Centers	279,176	12,233	291,409	202,132	89,277	69.4%	199,080
1029 Neighborhood Centers	817,592	28,980	846,572	524,611	321,961	62.0%	493,722
2563 Recreation Services Total	4,048,209	157,649	4,205,858	2,856,287	1,331,181	68.3%	2,637,658
2610 Libraries							
1100 Public Library	1,591,242	48,576	1,639,818	1,040,700	595,976	63.7%	1,050,668
1120 Law Library	10,000	-	10,000	6,465	3,535	64.6%	7,511
2610 Libraries Total	1,601,242	48,576	1,649,818	1,047,164	599,512	63.7%	1,058,179
2611 Museum System							
1150 Museum	504,500	17,329	521,829	323,305	198,524	62.0%	247,097
2611 Museum System Total	504,500	17,329	521,829	323,305	198,524	62.0%	247,097
2715 Community Development							
1200 Director-Comm Plan/Dev	311,910	15,122	327,032	226,945	97,412	70.2%	213,285
1201 Planning	350,740	12,608	363,348	250,961	112,387	69.1%	275,795
1202 Inspections	997,162	59,014	1,056,176	648,029	408,147	61.4%	646,578
1205 Zoning	376,608	12,966	389,574	246,544	143,030	63.3%	274,262
2715 Community Development Total	2,036,420	99,710	2,136,130	1,372,479	760,976	64.4%	1,409,921
2720 Office Of Economic Devel							
1300 Economic Development	1,753,312	88,416	1,841,728	1,231,308	554,604	69.9%	1,183,938
2720 Office Of Economic Devel Total	1,753,312	88,416	1,841,728	1,231,308	554,604	69.9%	1,183,938

Expenditures	Adopted Budget	Budget Amendment	Amended Budget	Actual Amount 3/31/22	Remaining Budget w/ Encumbrances	Percentage Used w/ Encumbrances	Actual Amount 3/31/21
5000 Nondept Employee Benefits							
1430 Non-allocated Emp Benefit	4,133,501	-	4,133,501	2,678,494	1,455,007	64.8%	2,981,955
5000 Nondept Employee Benefits Total	4,133,501	-	4,133,501	2,678,494	1,455,007	64.8%	2,981,955
5050 Non-Departmental							
1506 Water Oper Fund Payments	887,886	-	887,886	665,915	221,972	75.0%	648,161
1508 Stormwater Fee-City Bldgs	95,000	-	95,000	66,707	28,293	70.2%	59,007
1509 Stormwater Fee-School Bld	75,100	-	75,100	52,499	22,601	69.9%	46,666
1512 College Lake Dam Repairs	-	119,869	119,869	2,859	8,016	93.3%	1,216
1513 Stormwater Detention Pond Repair	-	400	400	-	400	0.0%	3,460
1515 Alternative to CARES Funding	-	1,900,597	1,900,597	885,034	495,962	73.9%	775,872
1516 COVID Vaccinations	-	-	-	-	-	0.0%	6,123
1566 Managed Vacancy Program	-	-	-	-	-	0.0%	-
1567 Years of Service Awards	15,000	-	15,000	9,671	5,329	64.5%	10,414
1568 Retirement Recognition	5,000	-	5,000	4,170	830	83.4%	-
1569 Take Your Kids to Work Dy	1,000	-	1,000	-	1,000	0.0%	-
1570 Emp Appreciation Luncheon	3,000	-	3,000	1,701	1,299	56.7%	3,000
1573 Payment-Fleet Capital Chg	2,905,365	-	2,905,365	2,180,194	725,171	75.0%	1,949,388
1574 Health Management Program	15,000	-	15,000	(6,871)	21,871	-45.8%	(15,323)
1575 Employee Committee Funds	8,000	-	8,000	4,406	3,594	55.1%	8,000
1576 Line of Duty Act	271,500	-	271,500	230,762	40,738	85.0%	207,236
1578 Poverty Initiative	-	91,454	91,454	10,550	80,904	11.5%	30,903
1579 Recruitment	50,000	19,000	69,000	39,727	29,273	57.6%	18,200
1580 International Festival	500	7,308	7,808	842	6,966	10.8%	-
1581 Workplace Safety & Wellness	60,000	-	60,000	28,558	31,442	47.6%	21,992
1637 City Cemetery Master Plan	166,858	-	166,858	166,858	-	100.0%	132,438
5050 Non-Departmental Total	4,559,209	2,138,628	6,697,837	4,343,583	1,725,659	74.2%	3,906,753
5060 Support Local/State Organ							
1702 V.P.I. Extension Service	44,075	-	44,075	18,947	(33)	100.1%	15,761
1705 Lynchburg Humane Society	405,440	-	405,440	405,440	0	100.0%	405,440
1707 Cent Va Alli for Comm Liv	15,000	-	15,000	15,000	-	100.0%	15,000
1708 Horizon Behavioral Health	574,512	-	574,512	430,884	-	100.0%	430,884
1709 Cvcc Board & Related Oper	1,955	-	1,955	1,955	-	100.0%	1,967
1711 Cent Va Planning Dist Com	47,258	-	47,258	47,258	(0)	100.0%	46,770
1715 Greater Lynch. Transit Co	1,642,346	-	1,642,346	949,839	692,507	57.8%	250,000
1721 Blue Ridge Regional Jail	5,543,931	-	5,543,931	4,870,697	(712,749)	112.9%	4,121,313
1724 Legal Aid Society	13,160	-	13,160	13,160	-	100.0%	12,167
1739 Contrib- Amazement Square	369	-	369	-	369	0.0%	-
1743 Central Va Reg Radio Brd	704,670	-	704,670	400,125	304,545	56.8%	684,740
1748 Elizabeth's Early Learn Center	17,594	-	17,594	-	17,594	0.0%	15,854
5060 Support Local/State Organ Total	9,010,310	-	9,010,310	7,153,305	302,233	96.6%	5,999,896
7450 Debt Service							
5985 Refunded Debt Payments	-	-	-	-	-	0.0%	11,003,401
5990 Principal Bonds/BANS/LOC	11,131,298	-	11,131,298	6,201,842	4,929,456	55.7%	6,351,422
5994 Interest Bonds/BANS/LOC	6,495,424	-	6,495,424	4,455,126	2,040,298	68.6%	4,506,419
5996 Debt Issuance Costs	-	-	-	-	-	0.0%	118,505
5997 Debt - Misc. Charges	3,875	-	3,875	1,250	2,625	32.3%	1,875
7450 Debt Service Total	17,630,597	-	17,630,597	10,658,218	6,972,379	60.5%	21,981,623
7570 Other Financing Uses							
9710 Operating Transfers Out	8,229,557	2,125,239	10,354,796	8,192,934	2,161,862	79.1%	6,486,975
7570 Other Financing Uses Total	8,229,557	2,125,239	10,354,796	8,192,934	2,161,862	79.1%	6,486,975
Grand Total	198,270,832	11,572,104	209,842,936	138,462,095	64,271,823	69.4%	139,303,281

FINANCE COMMITTEE

Agenda Item Summary

MEETING DATE: **May 24, 2022**

AGENDA ITEM #: **3**

CONSENT:

REGULAR: **X**

WORK SESSION:

CLOSED SESSION:

ACTION:

INFORMATION: **X**

(Confidential)

ITEM TITLE: Revenue Update

RECOMMENDATION: Review the collections received from five of the City's revenue sources.

SUMMARY: Five of the City's major revenue sources are taxes collected on a monthly basis: Local Sales and Use Tax, Consumer Utility Tax – Electric, Meals Tax, Lodging Tax, and Amusement Tax. Since the last Finance Committee meeting, revenue information through March 2022 has been posted for these five revenue streams.

PRIOR ACTION(S): This information is provided monthly to the Finance Committee.

FISCAL IMPACT: None

CONTACT(S): Donna Witt, Chief Financial Officer, 455-3968

ATTACHMENT(S): Comparison of Collections Budget to Actual FY 2021 – FY 2022

REVIEWED BY:

**Comparison of Collections
Budget to Actual FY 2021 - FY 2022**

	Actual FY 2019	Actual FY 2020	Actual FY 2021	Adopted FY 2022	Actual FY 2022	Actual FY 2022 to Adopted FY 2022	Actual FY 2022 to Actual FY 2021
SALES & USE TAX							
<i>ADOPTED FY 2022 BUDGET - \$17,500,000</i>							
JULY	\$1,361,089	\$1,306,001	\$1,503,837	\$1,413,787	\$1,595,391	\$181,604	\$91,554
AUGUST	1,287,868	1,400,949	1,396,989	1,313,336	1,567,107	253,771	\$170,118
SEPTEMBER	1,305,048	1,423,548	1,531,422	1,439,719	1,702,723	263,004	\$171,301
OCTOBER	1,304,503	1,418,032	1,498,945	1,409,187	1,727,125	317,938	\$228,180
NOVEMBER	1,370,625	1,413,245	1,516,545	1,425,733	1,705,132	279,399	\$188,587
DECEMBER	1,597,108	1,706,366	1,908,243	1,793,976	2,128,639	334,663	\$220,396
JANUARY	1,144,052	1,277,127	1,321,858	1,242,704	1,623,093	380,389	\$301,235
FEBRUARY	1,180,302	1,233,105	1,283,097	1,206,264	1,496,509	290,245	\$213,412
MARCH	1,412,888	1,295,372	1,808,603	1,700,302	1,940,064	239,762	\$131,461
TOTAL	\$11,963,483	\$12,473,745	\$13,769,539	\$12,945,008	\$15,485,783	\$2,540,775	\$1,716,244
CONSUMER UTILITY TAX - ELECTRIC							
<i>ADOPTED FY 2022 BUDGET - \$3,500,000</i>							
JULY	\$343,448	\$323,666	\$329,721	\$316,099	\$320,904	\$4,805	(\$8,817)
AUGUST	332,393	335,376	331,969	318,254	340,374	22,120	\$8,405
SEPTEMBER	324,940	322,201	313,877	300,910	321,494	20,584	\$7,617
OCTOBER	318,779	294,402	260,312	249,558	285,740	36,182	\$25,428
NOVEMBER	282,758	269,899	248,561	238,292	265,895	27,603	\$17,334
DECEMBER	346,515	329,023	309,832	297,032	331,167	34,135	\$21,335
JANUARY	344,673	335,735	362,641	347,659	336,155	(11,504)	(\$26,486)
FEBRUARY	369,067	308,797	354,521	339,875	361,163	21,288	\$6,642
MARCH	309,674	299,490	317,734	304,607	296,578	(8,029)	(\$21,156)
TOTAL	\$2,972,247	\$2,818,589	\$2,829,168	\$2,712,286	\$2,859,470	\$147,184	\$30,302

	Actual Collected FY 2019 ²	Actual Collected FY 2020 ²	Actual Collected FY 2021 ²	Adopted FY 2022	Actual Assessed FY 2022	Actual Assessed FY 2022 to Adopted FY 2022	Actual Collected FY 2022 ²	Actual Collected FY 2022 to Adopted FY 2022	Actual Collected FY 2022 to Assessed FY 2022
MEALS TAX									
ADOPTED FY 2022 BUDGET - \$14,700,000									
JULY ¹	\$1,157,381	\$1,167,412	\$1,090,332	\$1,052,346	\$1,413,796	\$361,450	\$1,381,486	\$329,140	(\$32,310)
AUGUST	1,208,215	1,327,301	1,186,360	1,140,916	1,488,707	\$347,791	1,506,141	\$365,225	17,434
SEPTEMBER	1,301,166	1,348,242	1,203,439	1,177,862	1,476,642	\$298,780	1,457,339	\$279,477	(19,303)
OCTOBER	1,321,368	1,327,690	1,283,797	1,241,809	1,572,095	\$330,286	1,537,383	\$295,574	(34,712)
NOVEMBER	1,178,554	1,270,798	1,109,005	1,152,630	1,459,285	\$306,655	1,452,953	\$300,323	(6,332)
DECEMBER	1,265,209	1,303,873	1,124,410	1,082,368	1,535,918	\$453,550	1,560,912	\$478,544	24,994
JANUARY	1,146,583	1,229,966	1,044,041	1,114,670	1,281,225	\$166,555	1,277,126	\$162,456	(4,099)
FEBRUARY	1,197,647	1,097,969	1,242,188	1,092,035	1,477,865	\$385,830	1,494,478	\$402,443	16,613
MARCH	1,372,343	935,569	1,527,017	1,444,385	1,626,612	\$182,227	1,608,939	\$164,554	(17,673)
TOTAL	\$11,148,466	\$11,008,820	\$10,810,589	\$10,499,021	\$13,332,145	\$2,833,124	\$13,276,757	\$2,777,736	(\$55,388)
LODGING TAX									
ADOPTED FY 2022 BUDGET - \$2,600,000									
JULY ¹	\$291,530	\$235,865	\$155,637	\$203,296	\$246,185	\$42,889	\$242,273	\$38,977	(\$3,912)
AUGUST	266,637	359,491	213,511	240,709	344,128	103,419	333,446	92,737	(10,682)
SEPTEMBER	242,417	257,054	257,411	222,656	268,391	45,735	263,845	41,189	(4,546)
OCTOBER	293,555	295,030	226,390	255,799	338,177	82,378	317,407	61,608	(20,770)
NOVEMBER	203,731	221,028	160,421	192,526	225,650	33,124	194,097	1,571	(31,553)
DECEMBER	145,951	144,469	112,888	123,967	182,108	58,141	193,575	69,608	11,467
JANUARY	197,294	203,671	108,941	152,823	186,381	33,558	173,332	20,509	(13,049)
FEBRUARY	194,605	174,980	199,008	195,346	251,299	55,953	276,290	80,944	24,991
MARCH	261,044	170,886	190,764	215,567	241,615	26,048	233,321	17,754	(8,294)
TOTAL	\$2,096,764	\$2,062,474	\$1,624,971	\$1,802,689	\$2,283,934	\$481,245	\$2,227,586	\$424,897	(\$56,348)
AMUSEMENT TAX									
ADOPTED FY 2022 BUDGET - \$420,000									
JULY ¹	\$72,761	\$90,398	\$13,970	\$19,173	\$59,531	\$40,358	\$59,351	\$40,178	(\$180)
AUGUST	51,694	56,722	19,248	25,161	54,181	29,020	55,160	29,999	979
SEPTEMBER	54,943	62,500	19,538	27,469	45,763	18,294	45,639	18,170	(124)
OCTOBER	67,036	69,849	18,752	26,011	56,571	30,560	55,688	29,677	(883)
NOVEMBER	73,743	78,870	17,830	26,748	53,819	27,071	54,292	27,544	473
DECEMBER	74,641	87,576	15,570	22,913	92,078	69,165	91,535	68,622	(543)
JANUARY	80,790	76,124	19,575	33,402	46,648	13,246	46,525	13,123	(123)
FEBRUARY	57,393	61,618	27,526	32,340	59,501	27,161	59,372	27,032	(129)
MARCH	79,134	32,690	32,509	45,385	75,730	30,345	74,242	28,857	(1,488)
TOTAL	\$612,135	\$616,347	\$184,518	\$258,602	\$543,822	\$285,220	\$541,804	\$283,202	(\$2,018)

¹ Due to year end accounting activities, a portion of revenues associated with May and June were posted in June and July.

² "Actual Collected" includes all revenue received per month regardless of whether the payment is current or delinquent.

February 22, 2022

// A regular meeting of the Council of the City of Lynchburg was held on the 22nd day of February, 2022, at 4:00 P.M. in the Council Chamber, City Hall, MaryJane Dolan, President, presiding. The following Members were present:

Present: MaryJane Dolan, Beau Wright, Jeff Helgeson, J. Randy Nelson, Treney Tweedy,
Sterling A. Wilder, Chris Faraldi 7

Absent: 0

// In the matter of Community Development, Agenda Item #1, Ms. Rachel Frischeisen, City Planner II, presented Council with the Tyreeanna and Pleasant Valley Neighborhood Plan. The Tyreeanna and Pleasant Valley Neighborhood Plan is a product of the input received from neighborhood residents, citizen members of the project's Steering Committee, City of Lynchburg staff and the consultant firm Hill Studio working together to envision opportunities for sustainable growth in the neighborhood. The draft plan includes recommendations for recreation improvements for parks and trails, neighborhood gateway enhancements, as well as quality of life improvements in the neighborhood. The plan has been developed under the direction established by the City's Comprehensive Plan 2013 - 2030 to build strong neighborhoods; conserve the City's unique places and resources; promote business vitality; enhance the attractiveness of gateways and travel corridors; and protect the natural environment while also promoting sensitive development and redevelopment. To achieve this vision, the Tyreeanna and Pleasant Valley Neighborhood Plan is to be adopted as a supplement to the Comprehensive Plan 2013 - 2030. The presentation was for information only and no Council action was required.

Councilmember Wilder asked how the neighborhood received the plan overall. Ms. Frischeisen replied that the feedback received has been mixed; there have been some families that have lived in the neighborhood for generations and remember being annexed. Staff hope that investing in this neighborhood plan would help lay the foundation of working with the neighborhood. Councilmember Wilder stated that he is glad to see the plan include single-family homes since those developments do not always come forward. He wondered if there was an opportunity to bring in commercial development. He asked staff how long this plan would take to implement. Ms. Frischeisen referenced a matrix found in the back of the plan that identifies short-, mid-, and long-term goals of the plan.

February 22, 2022

Councilmember Nelson stated that the lack of sewer connectivity in the neighborhood has always posed a problem. He asked how critical sewer is for all of the amenities, features, and commercial development aspects to the plan and what a cost estimate would look like. Ms. Frischeisen stated that the Department of Water Resources is currently working on a comprehensive plan that would identify all of the unsewered areas of the city and what it would take to get sewer to those areas, however, she did not want to speak for the department. He asked if all tenants in the neighborhood are on septic. Ms. Frischeisen replied that not all, but most tenants are.

Councilmember Helgeson stated that he was not comfortable with providing sewer and water hook-ups for new citizens when there are still neighborhoods in the community affected by the annexation that are without those amenities.

Councilmember Tweedy stated that she believes the investment in this community is long overdue and that Council and staff need to be creative in thinking of ways to fund this because it was worth the investment. She also noted that the plan included an RV park and that the nearest park currently is in Amherst County.

Councilmember Faraldi asked staff if there have been talks with connecting trails to the Liberty University trail system. Ms. Frischeisen stated that there had not been but that it was a good idea.

// In the matter of Planning, Agenda Item #2, Mayor Dolan opened the bidding process for the Colonnade Encroachment Franchise Agreement. As a result of the legal notice published in the News and Advance on January 27, 2022, and then again on February 4, 2022, the Clerk of Council Ms. Alicia L. Finney received one bid from Colonnade Partners, LLC. Mayor Dolan addressed the audience and asked if there were any additional bids offered; there were none and Mayor Dolan declared the bidding closed. Councilmember Tweedy made the motion to accept the sole bid, seconded by Vice Mayor Wright, and the following vote was recorded:

Ayes:	Dolan, Wright, Helgeson, Nelson, Tweedy, Wilder, Faraldi	7
-------	--	---

Noes:		0
-------	--	---

February 22, 2022

Mayor Dolan announced that a public hearing will be conducted on February 22, 2022, at 7:30 p.m. in Council Chamber to hear from members of the public regarding the adoption of an ordinance granting the franchise to the successful bidder.

// In the matter of Budget, Agenda Item #3, Council continued review of the FY 2023 – 2027 Capital Improvement Program (CIP) and Personal Property Tax Discussion. Deputy City Manager Dr. Reid Wodicka briefed Council on the CIP, and Commissioner of the Revenue Mr. Mitch Nuckles led Council through the Personal Property discussion.

Councilmember Nelson stated that he would like to see some of the projects that do not have a clear economic development tie be funded through other opportunities and not allocating money within the budget for them. For example, the stage at Riverfront Park, aside from the bathrooms, and the trail extensions from Peaks View Park to Ivy Creek Park. He explained that those funds could be reallocated to address sewer extensions to neighborhoods.

Councilmember Helgeson stated that the city is comprised of fifty square miles but a lot of the projects in the CIP focus on the downtown area. He proposed using the ARPA funds to fund the police headquarters. He also stated that if Council were to fund every project in the proposed CIP then that would leave no room in the budget to offer citizens any tax relief down the road.

Councilmember Tweedy stated that if a lot of the projects are centralized to downtown then it could be because it is the oldest part of the city with an aging infrastructure. She asked staff if it was possible to break down the plan based on neighborhoods so that citizens can visually understand where these funds are being spent and see that they are being spent across the city. Dr. Wodicka replied that staff would be able to put together.

Councilmember Wilder stated that the infrastructure in the downtown area is older and needs attention. He also stated that the area is a gateway to the city and investing in parks and recreation projects downtown helps keep people in the area.

Councilmember Faraldi asked why the approach of using all ARPA funds to fund the police headquarters was not feasible. Dr. Wodicka replied that staff were trying to spread the funds to multiple

stakeholders and constituencies throughout the city. Councilmember Faraldi stated that he is not opposed to some of the projects that would bring economic development to the city, however, some of the residents were promised things a long time ago, like access to sewer, so he is interested in exploring what that might look like.

Vice Mayor Wright stated that this CIP comes with no tax burden to the citizens and is supportive of sprinkling ARPA funds for multiple projects that benefit citizens instead of using them all on the police headquarters.

Mr. Nuckles opened the floor for any questions or comments on utilizing a 75% ratio against the assessed value for personal property.

Councilmember Helgeson stated citizens build wealth by investing in assets that appreciate in value. He is appreciative of the personal property refund, but would like to see a rebate for real estate also.

Vice Mayor Wright stated that nobody expected cars to appreciate in value. He is appreciative of staff bringing this recommendation forward and if Council did not act to correct this, it would be at a total cost of a few million from the taxpayer.

Councilmember Faraldi stated that this is the fair and right thing to do for citizens. He stated for the record that he did not view this as a substitute for the real estate tax burden.

Councilmember Nelson stated that the proposal is equitable in that it will benefit more citizen because more people in the city own a vehicle than they do real estate.

Councilmember Wilder stated that he was in support of the proposal.

// In the matter of the Library, Agenda Item #4, City Manager Mr. Wynter C. Benda asked to table the discussion of the Unsolicited Proposal for the Branch Library discussion for the sake of time; Council agreed by consensus.

// In the matter of Planning, Agenda Item #5(a), Council was briefed on a Conditional Use Permit for the Spencer Pointe Apartments. City Planner Mr. Tom Martin provided Council with a summary of the

request. Woda Cooper Development, Inc. is petitioning for a CUP to allow the construction of a fifty-unit apartment development in a B-1, Limited Business District at 1700 Graves Mill Road. A CUP to allow the construction of fifty townhomes on the property was approved on August 11, 2009, but expired. The Planning Commission recommended Approval (4-0, with 2 members absent, Bowden, Perault) of the rezoning petition. The item will be brought back to Council for action at its March 8, 2022 Council meeting.

Councilmember Faraldi asked if there was any discussion by the Planning Commission in regards to the magnitude of the project. Mr. Martin replied that a traffic study was completed and determined the impacts to traffic would be negligible. Councilmember Faraldi stated that he liked that the back of the property would remain wooded and commented on being mindful of maintaining a natural look when developing more parts of the city. He stated that he does not think it is right to use B1 zoning for residential purposes and requested to have a conversation on this at a later date.

Councilmember Helgeson stated he is not in favor of having more rental apartments in a business zone.

// In the matter of Transportation, Agenda Item #5(b), Council was briefed on VDOT SMARTSCALE pre-applications for FY 2029. City Engineer Mr. Lee Newland provided Council with a summary of the request. In order to be able to submit projects for Round 5 of SMARTSCALE, the City is required to submit a list of proposed projects in the form of pre-applications to VDOT for review. For the FY 2029 SMARTSCALE process, staff has identified three potential projects. These projects come from various studies by VDOT and/or the MPO.

- A Candler's Mountain Road Study from University Boulevard to Sunnymeade Road in Campbell County identified the offset intersection of Liberty Mountain Drive as a concern that needed to be addressed by aligning the two roads or another solution to be determined.
- A Potential Safety Improvement (PSI) Study identified the intersection of Langhorne Road, Rivermont Terrace and Vassar Street. A concept plan is underway, to include public outreach, to determine what is the best solution for this intersection.

- A Corridor Study along Graves Mill Road identified an improvement to the bridge over 501. The improvement recommended is modifying it to a diverging diamond interchange, similar to Route 15 over I-64 in Zion Crossroads (attached).

It is required that City staff submit these projects as “pre-applications” several months prior to the formal application and as such, the item will return for Council action at a regular Council meeting either in June or July.

Councilmember Helgeson stated that he has heard from citizens on Vassar Street and Langhorne Road about not wanting a roundabout. Mr. Newland stated that there will be a public meeting to garner citizen input when determining the best solution.

// In the matter of Transportation, Agenda Item #5(c), Council was briefed on the Liberty Mountain Drive acceptance from Virginia Department of Transportation (VDOT). City Engineer Mr. Lee Newland provided Council with a brief summary of the request to approve a resolution asking the Commonwealth Transportation Board to transfer the street as an addition to the City's Street Inventory. VDOT has requested that the City of Lynchburg formally accept into our street maintenance system two sections of road that are currently considered frontage roads in their system. These two sections are:

- A – B. Liberty Mountain Drive from Candler's Mountain Road south to Liberty University Drive
- B – C. Liberty Mountain Drive from Liberty University Drive south to the end of public maintenance, approximately 0.25 miles from the City limits with Campbell County. This 0.25-mile section is currently maintained by LU and not VDOT. The City can work with LU and add it into our system next year.

The total length of these two sections is 0.92 miles, which would add 1.84 lane miles to the City street system. By taking these streets into the City system, the City will be responsible for any and all required maintenance including repaving, street lighting, mowing, snow removal, etc. If City Council approves the addition of these street sections, the Commonwealth Transportation Board will take action on this item at a future meeting. These streets have been reviewed by Public Works and are in relatively good condition. There is an area that will require maintenance and VDOT has agreed, by letter, to perform that

maintenance at no charge to the City. This is planned to be accomplished later this year. The item will appear before City Council for action at its March 8, 2022 meeting.

// In the matter of Roll Call, Agenda Item #6, Councilmember Tweedy thanked the organizers of the Martin Luther King, Jr. walk that had to be postponed originally due to inclement weather. Councilmember Faraldi encouraged citizens to research a grant the area's Veteran Council is hoping to obtain; he encouraged participants to engage on an issue the Department of Labor is considering regarding masking in the workplace. Councilmember Wilder also thanked the organizers of the Martin Luther King, Jr. walk; he asked staff to continue addressing challenges on Washington Street; he acknowledged a few events scheduled at both the Academy Center of the Arts and at the YWCA. Vice Mayor Wright thanked staff for their work with the Tyreeanna neighborhood plan. Mayor Dolan asked staff to prepare the adoption of the budget calendar for the regular City Council meeting scheduled for that night.

// The meeting was recessed at 6:17 p.m.

// City Council reconvened the meeting at 7:30 p.m. The following members were present:

Present: MaryJane Dolan, Beau Wright, Jeff S. Helgeson, J. Randy Nelson, Treney Tweedy, Sterling A. Wilder, Chris Faraldi	7
--	---

Absent:	0
---------	---

Vice Mayor Wright gave the Invocation, followed by the Pledge of Allegiance.

// In the matter of Recognitions, Mayor Dolan recognized a member of the Mayor's Youth Council, Mr. Teddy Tharp, Junior at E.C. Glass, who was in attendance.

Mayor Dolan also proclaimed the month of February as Benefit Program Specialist Month, stating that Lynchburg's Benefit Programs Specialists have been at the forefront of public efforts to meet the needs of steadily maintaining a high rate of application processing and case management to ensure those qualified for social services benefits receive and continue to receive them. Director of Human Services Mr. Preston Sellers was in attendance to accept.

// Councilmember Wilder made the motion to amend the agenda to discuss two items not on the agenda: adoption of the FY 2023 Budget Calendar and meeting location changes, and the adoption of the

Personal Property Tax credit. Vice Mayor Wright seconded the motion. Council agreed to amend the agenda by consensus.

// In the matter of the Consent Agenda Item A, copies of the minutes of the November 9, 2021 Council meeting have been previously furnished to Council, and on motion of Councilmember Tweedy, seconded by Councilmember Wilder, Council by the following recorded vote approved the minutes as presented:

Ayes: Dolan, Wright, Helgeson, Nelson, Tweedy, Wilder, Faraldi 7

Noes: 0

// In the matter of the Consent Agenda Item B, copies of the minutes of the November 16, 2021 Legislative meeting have been previously furnished to Council, and on motion of Councilmember Tweedy, seconded by Councilmember Wilder, Council by the following recorded vote approved the minutes as presented:

Ayes: Dolan, Wright, Helgeson, Nelson, Tweedy, Wilder, Faraldi 7

Noes: 0

// In the matter of a Franchise Agreement, Agenda Item #7, a public hearing was held and Council considered adopting Ordinance #O-22-014 granting a non-exclusive limited franchise to Colonnade Partners, LLC, to permit certain encroachments into the city public rights-of-way of Rotunda Street and Colonnade Street and into a drainage easement held by the city.

There was no one to speak in favor or opposition, either by phone, email, or in-person, so the public hearing was closed and the matter rested with Council.

Vice Mayor Wright made the motion to approve the ordinance, stating this was the only bid received and he believes it to be a reasonable one. Councilmember Tweedy seconded the motion.

With no other discussion from Council, the following vote was recorded:

Ayes: Dolan, Wright, Helgeson, Nelson, Tweedy, Wilder, Faraldi 7

Noes: 0

// In the matter of Public Comment Item A, Council heard from Ms. Vickie Craig, speaking on behalf of the group Central Virginia Alliance for Community Living, who recognized the Lynchburg Sheriff's Department who were key partners for the agency in the holiday gift program, "Elves for Elders".

// In the matter of Public Comment Item B, Council heard from Mr. Gary Taylor who addressed Council on schools in Virginia, Lynchburg City Schools' budget as it pertains to salaries, and school boards. He provided Council with handouts regarding his topics of discussion and gave a brief overview of the materials. He asked Council to consider requesting the Lynchburg City School Board adjust the teacher salary gap as compared to other localities to put it into proper perspective.

// In the matter of City Code, Agenda Item #8, Council considered adopting Ordinance #O-22-015 amending and reenacting Section § 37-109 of the City Code related to taxicab rates permitted within the City. Council was previously briefed on this item during its December 14, 2021 Business Item Briefings.

Councilmember Faraldi asked if there was any consideration on behalf of the City as to the justification for being involved in this regulation. Mr. Hughes responded that the request stemmed from safety issues. Councilmember Faraldi stated he would vote no on principal; he does not think the City should be involved with the process because as business owners and that cab companies should set rates without the input of Council.

Councilmember Wilder made a motion to approve the ordinance, stating that since the four taxicab owners are all in agreement and want this change, he supports it. Councilmember Tweedy seconded the motion, thanking the cab companies and their owners for working together.

Councilmember Helgeson stated that voting in favor of this would affect the price citizens would have to pay and stated that Council should be promoting competition among the businesses to help drive prices down.

Councilmember Nelson stated that he would be supporting this motion because without regulation, bigger companies would drive out the smaller businesses.

Vice Mayor Wright stated that there is a certain amount of public safety associated with this ordinance and that the police department would like to be involved with the verification and certification of taxi drivers. He stated his support with adjusting the rates to keep up with inflation.

February 22, 2022

Mayor Dolan stated that she is in support of the motion since it is a request for an immediate change and that she would be in favor of a conversation in the future on whether or not government should be involved with setting the rates.

With no other discussion from Council, the following vote was recorded:

Ayes: Dolan, Wright, Nelson, Tweedy, Wilder 5

Noes: Helgeson, Faraldi 2

// In the matter of Schools, Agenda Item #9, a second reading was conducted of Resolution #R-22-013 amending the FY 2022 General Fund budget and appropriating \$2,347,404 from the unexpended FY 2021 Schools Operating Fund appropriations for transfer to the FY 2022 Schools Operating Fund and to the FY 2022 Schools Capital Fund.

Vice Mayor Wright made the motion to approve the resolution, seconded by Councilmember Nelson who stated that there is a need for these resources.

Councilmember Helgeson stated that he will be voting against this since this money will be going into a reserve that the schools will determine how to spend at a later date. He would rather see the funds in a City reserve.

With no other discussion from Council, the following vote was recorded:

Ayes: Dolan, Wright, Nelson, Tweedy, Wilder 5

Noes: Helgeson, Faraldi 2

// In a matter of an item not on the agenda, Personal Property Tax credit, Councilmember Faraldi made the motion to adopt Resolution #R-22-016 approving the Personal Property Tax credit, seconded by Councilmember Nelson.

Councilmember Helgeson stated that he is in support of this resolution and hopes that Council can find a way to offer a Real Estate Tax rebate as well.

With no other discussion from Council, the following vote was recorded:

February 22, 2022

Ayes: Dolan, Wright, Helgeson, Nelson, Tweedy, Wilder, Faraldi 7

Noes: 0

// In the matter of an item not on the agenda, FY 2023 Budget Calendar, Mayor Dolan read the following Resolution #R-22-017:

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF LYNCHBURG:

1. That the portion(s) of the Lynchburg City Council's Rules of Procedure relating to the location of the work session portion of the said Council's regular meetings is hereby suspended through April 5, 2022. All other parts of said Rules of Procedure shall remain in full force and effect.
2. That, with the exception of the March 22, 2022, work session portion of the Lynchburg City Council's regular meeting, the Lynchburg City Council's work session portion of its regular meetings shall be held in the 2nd Floor Training Room of the City Hall, at 4:00 p.m., through April 5, 2022. The March 22, 2022, work session portion of the Lynchburg City Council's regular meeting shall be held at the Lynchburg Regional Business Alliance, 300 Lucado Place, Lynchburg, VA 24504 at 4:00 p.m.
3. That, as shown on Exhibit "A", identified as the City of Lynchburg Budget Calendar FY 2023, incorporated herein by reference, the following additional meetings of the Lynchburg City Council are hereby scheduled pursuant to the said Rules of Procedure and applicable Virginia law(s):
 - A. March 22, 2022, 7:00 p.m. - 7:30 p.m., Council Chamber - City Hall: Public Hearing
FY2023 Proposed Budget
 - B. March 24, 2022, 4:00 p.m. - 6:00 p.m., 2nd Floor Training Room - City Hall: Work Session
 - C. March 29, 2022, 4:00 p.m. - 6:00 p.m., 2nd Floor Training Room - City Hall: Work Session
March 29, 2022, 7:00 p.m., Council Chamber - City Hall: Public Hearing
Water Resources Rate Study
 - D. March 31, 2022, 4:00 p.m. - 6:00 p.m., 2nd Floor Training Room - City Hall: Work Session
 - E. April 5, 2022, 4:00 p.m. - 6:00 p.m., 2nd Floor Training Room - City Hall: Work Session
4. That the Clerk of Council shall notify the public and media of the above shown changes in the said Council's regular meetings and the additional meetings in accordance with Virginia law.
5. That this Resolution shall be effective on March 9, 2022.

Councilmember Helgeson stated that he is not supportive of adding the additional Thursday meetings, citing some scheduling conflicts, and stated that he will not be present at those meetings. He stated that he is not supportive of the location change to the 2nd Floor Training Room since it seems more closed off to the public.

February 22, 2022

Vice Mayor Wright made the motion to approve the resolution stating he is in favor of trying out an accelerated budget schedule and is supportive of the location change in hopes that it would allow for a more conducive conversation surrounding the budget. Councilmember Tweedy seconded the motion.

Councilmember Nelson stated that his reservations with moving the meeting to the 2nd Floor Training Room have to do with the comfort of the public. The space is smaller than Council Chamber and any member of the public who are still trying to socially distance might not be able to comfortably do so in the 2nd Floor Training Room.

With no other discussion from Council, the following vote was recorded:

Ayes: Dolan, Wright, Tweedy, Wilder, Faraldi 5

Noes: Helgeson, Nelson 2

// On motion of Councilmember Tweedy, seconded by Councilmember Wilder, Council, by the following recorded vote, elected to hold a closed meeting to discuss and consider information and negotiations relating to the City's construction of a new police headquarters and acquisition of land for the same under the authority of the Public-Private Education Facilities and Infrastructure Act of 2002, pursuant to §§ 2.2-3705.6(11), 2.2-3711(6), and 2.2-3711(3) of the Code of Virginia, 1950, as amended

Councilmember Helgeson stated that he will be voting in opposition to the closed session because he wanted to hold the session in the Council Chamber conference room, not Council Chamber.

Ayes: Dolan, Wright, Nelson, Tweedy, Wilder, Faraldi 6

Noes: Helgeson 1

// The meeting was reopened to the public.

// Councilmember Helgeson made the following motion:

WHEREAS, the Council of the City of Lynchburg has convened a closed meeting on this date, pursuant to an affirmative recorded vote and in accordance with the provisions of The Virginia Freedom of Information Act; and

February 22, 2022

WHEREAS, Section 2.2 3712 of the Code of Virginia requires a certification by City Council that such closed meeting was conducted in conformity with Virginia law;

NOW, THEREFORE, BE IT RESOLVED that the Council of the City of Lynchburg certifies that, to the best of each member's knowledge, (i) only public business matters lawfully exempted from open meeting requirements by Virginia law were discussed in the closed meeting to which this certification resolution applies, and (ii) only such public business matters as were identified in the motion convening the closed meeting were heard, discussed or considered by Council.

The motion was seconded by Councilmember Wilder, and Council, by the following recorded vote, adopted the motion:

Ayes:	Dolan, Wright, Helgeson, Nelson, Tweedy, Wilder, Faraldi	7
-------	--	---

Noes:		0
-------	--	---

// The meeting adjourned at 8:57 p.m.

Clerk of Council

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **May 24, 2022**

AGENDA ITEM #: **7**

CONSENT:
ACTION: **X**

REGULAR: **X**
INFORMATION:

WORK SESSION:

CLOSED SESSION:
(Confidential)

ITEM TITLE: Redistricting – Proposed Ward Adjustment

RECOMMENDATION: After a public hearing, adopt the City's ward boundaries.

SUMMARY: Redistricting is the process of redrawing the boundaries of districts that elect representatives who serve specific geographic areas. Redistricting occurs every 10 years following the United States decennial census and is the responsibility of state and local governments.

During the April 26, 2022 work session, City Council directed staff to advertise the ward boundaries outlined in Scenario D for public hearing. Following public hearing, City Council may adopt the proposed ward boundaries.

PRIOR ACTION(S):

February 8, 2022:	City Council Work Session on Redistricting
March 8, 2022:	City Council Work Session on Redistricting
April 12, 2022:	City Council Work Session on Redistricting
April 26, 2022	City Council (4-3) directed staff to advertise Scenario D for public hearing.

FISCAL IMPACT: N/A

CONTACT(S):

Kent White, Community Development Director – 455-3900
Tom Martin, City Planner – 455-3900
Matthew Freedman, City Attorney – 455-3980

ATTACHMENT(S):

Ordinance
Scenario D Ward Map

REVIEWED BY: MMB WCB

077A

AN ORDINANCE TO AMEND AND REENACT THE CODE OF THE CITY OF LYNCHBURG, 1981, BY AMENDING SECTIONS 14-17, 14-18, 14-19, AND 14-20 OF ARTICLE II OF CHAPTER 14, THE AMENDMENTS BEING CHANGES AND REDISTRICTING OF THE CITY'S FOUR (4) ELECTION WARDS

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF LYNCHBURG:

1. That the Code of the City of Lynchburg, 1981, be and the same is hereby amended and reenacted by amending Section 14-17 of Article II of Chapter 14 as follows:

Sec. 14-17. First ward.

The first ward of the city shall include all that portion of the city bounded as follows:

~~Beginning at a point of the intersection of the centerline of Graves Mill Road and the 1976 Corporate Limits Line, said point being the southwestern most point in the First Ward; and running in a northerly direction following the city's corporate limits to the point where the city's corporate limits and the Norfolk Southern Railroad intersect; thence proceeding in a southerly direction following the centerline of the Norfolk Southern Railroad to the point that the centerline of the Norfolk Southern Railroad and the centerline of the Blackwater Creek Bikeway intersect; thence proceeding in a westerly direction following the centerline of the Blackwater Creek Bikeway to the point that the centerline of the Blackwater Creek Bikeway and the centerline of the Norfolk Southern Railroad meet; thence proceeding in a westerly direction following the centerline of the Norfolk Southern Railroad to the point that the centerline of the Norfolk Southern Railroad and the centerline of Ivy Creek intersect; thence proceeding in a northerly direction following the meandering of the centerline of Ivy Creek to the point that an extension of the centerline of Club Drive and the centerline of Ivy Creek intersect; thence proceeding in a northeasterly direction following the centerline of Club Drive to the point that the centerline of Club Drive and the centerline of Landon Street meet; thence proceeding in a northeasterly direction following the centerline of Landon Street to the point that the centerline of Landon Street and the centerline of Langhorne Road intersect; thence proceeding in a northerly direction following the centerline of Langhorne Road to the point that the centerline of Langhorne Road and the centerline of Rivermont Terrace meet; thence proceeding in a northerly direction following the centerline of Rivermont Terrace to the point that the centerline of Rivermont Terrace and the centerline of Rivermont Avenue intersect; thence proceeding in a westerly direction following the centerline of Rivermont Avenue to the point that the centerline of Rivermont Avenue and the centerline of Link Road intersect; thence proceeding in a southwesterly direction following the centerline of Link Road to the point that the centerline of Link Road and the centerline of Ivy Creek intersect; thence proceeding in a southwesterly direction following the meandering of the centerline of Ivy Creek to the point that the centerline of an unnamed branch of Ivy Creek intersect; thence proceeding in a southeasterly direction following the meandering of the creek to the point that the centerline of the unnamed branch of Ivy Creek and the centerline of a westerly extension of Devonshire Road intersect; thence proceeding in a southerly direction following the centerline of Devonshire Road to the point that the centerline of Devonshire Road and the centerline of Old Forest Road intersect; thence proceeding in a southwesterly direction following the centerline of Old Forest Road to the point that the centerline of Old Forest Road and the centerline of Forest Brook Road intersect; thence proceeding in a southerly direction following the centerline of Forest Brook Road to the point that the centerline of Forest Brook Road and the centerline of Lakeside~~

~~Drive intersect; thence proceeding in a westerly direction following the centerline of Lakeside Drive to the point that the centerline of Lakeside Drive and the centerline of Wyndale Drive intersect; thence proceeding in a southwesterly direction following the centerline of Wyndale Drive to the point that the centerline of Wyndale Drive and the centerline of Fleetwood Drive intersect; thence proceeding in a southeasterly direction following the centerline of Fleetwood Drive to the point that an extension of the centerline of Fleetwood Drive and the centerline of Blackwater Creek intersect; thence proceeding in a westerly direction following the meandering of the centerline of Blackwater Creek to the point of confluence between Blackwater Creek and Tomahawk Creek; thence proceeding in a westerly direction following the meandering of the centerline of Tomahawk Creek to the point that the centerline of Tomahawk Creek and the centerline of McConville Road intersect; thence proceeding in a southeasterly direction following the centerline of McConville Road to the point that the centerline of McConville Road and the centerline of Graves Mill Road intersect; thence proceeding in a westerly direction following the centerline of Graves Mill Road to the point that the centerline of Graves Mill Road and the 1976 Corporate Limits intersect, said point being the beginning and ending point of the First Ward.~~

Beginning at a point, said point being the intersection of the City of Lynchburg Corporate Limit, the centerline of the Norfolk Southern Railroad, and the western bank of the James River; thence proceeding in a northwesterly direction and following the City of Lynchburg Corporate Limit to a point, said point being the intersection of the City of Lynchburg Corporate Limit and the centerline of Lakeside Drive; thence proceeding in an easterly direction along the centerline of Lakeside Drive to a point, said point being the intersection of the centerline of Lakeside Drive and the centerline of Old Forest Road; thence proceeding in a northwesterly direction along the centerline of Old Forest Road to a point, said point being the intersection of the centerline of Old Forest Road and the centerline of the Norfolk Southern Railroad; thence proceeding in a northeasterly direction along the centerline of the Norfolk Southern Railroad to a point, said point being the intersection of the centerline of the Norfolk Southern Railroad and the centerline of the Langhorne Bridge Extension Trail, formerly the Norfolk Southern Railroad; thence proceeding in a northeasterly direction along the centerline of the Langhorne Bridge Extension Trail to a point, said point being the intersection of the centerline of the Langhorne Bridge Extension Trail and the centerline of the Blackwater Creek Bikeway, formerly the Norfolk Southern Railroad; thence proceeding in a northeasterly direction along the centerline of the Blackwater Creek Bikeway to a point, said point being the intersection of the Blackwater Creek Bikeway and the centerline of the Norfolk Southern Railroad; thence proceeding in a northerly direction along the centerline of the Norfolk Southern Railroad to a point, said point being the intersection of the centerline of the Norfolk Southern Railroad and the centerline of Columbia Avenue; thence proceeding in a northerly direction along the centerline of Columbia Avenue to a point, said point being the intersection of the centerline of Columbia Avenue and the centerline of the Norfolk Southern Railroad; thence proceeding in a northerly direction along the centerline of the Norfolk Southern Railroad to the point of beginning.

2. That the Code of the City of Lynchburg, 1981, be and the same is hereby amended and reenacted by amending Section 14-18 of Article II of Chapter 14 as follows:

Sec. 14-18. Second ward.

The second ward of the city shall include all that portion of the city bounded as follows:

~~Beginning at the point of the intersection of the city's corporate limits and the centerline of the Norfolk Southern Railroad, said point being the northern most point in the second ward; thence proceeding in a southeasterly direction following the city's corporate limits to the point that the city's corporate limits and the centerline of Martin Street intersect; thence proceeding in a northwesterly direction following the centerline of Martin Street to the point that the centerline of Martin Street and the centerline of U.S. 460 Richmond Highway intersect; thence proceeding in an easterly direction following the centerline of U.S. 460 Richmond Highway to the point that the centerline of the US460 Richmond Highway and the centerline of Campbell Avenue intersect; thence proceeding in a northwesterly direction following the centerline of Campbell Avenue to the point that the centerline of Campbell Avenue and the centerline of Florida Avenue intersect; thence proceeding in a northerly direction following the centerline of Florida Avenue to the point that the centerline of Florida Avenue and the centerline of the Norfolk and Southern Railroad intersect; thence proceeding in a westerly direction following the centerline of the Norfolk and Southern Railroad to the point that the centerline of the Norfolk and Southern Railroad and the centerline of the north/south line of the Norfolk and Southern Railroad intersect; thence proceeding in a northerly direction following the centerline of the Norfolk and Southern Railroad to the point that the centerline of the Norfolk Southern Railroad and the centerline of the Lynchburg Expressway intersect; thence proceeding in a westerly direction following the centerline of the Lynchburg Expressway to the point that the centerline of the Lynchburg Expressway and an extension of the centerline of Cliff Street intersect; thence proceeding in a northwesterly direction following the centerline of Cliff Street to the point that the centerline of Cliff Street and the centerline of Stephenson Avenue intersect; thence proceeding in a northerly direction following the centerline of Stephenson Avenue to the point that the centerline of Stephenson Avenue and the centerline of Twelfth Street intersect; thence proceeding in an easterly direction following the centerline of Twelfth Street to the point that the centerline of Twelfth Street and the centerline of Campbell Avenue intersect; thence proceeding in a northwesterly direction following the centerline of Langhorne Road to the point that the centerline of Langhorne Road and the centerline of Memorial Avenue intersect; thence proceeding in a westerly direction following the centerline of Memorial Avenue to the point that the centerline of Memorial Avenue and the centerline of Lakeside Drive intersect; thence proceeding in a northwesterly direction following the centerline of Lakeside Drive to the point that the centerline of Lakeside Drive and an extension of the centerline of an unnamed branch of Blackwater Creek intersect, said point being in the vicinity of the intersection of the centerline of Lakeside Drive and the centerline of Alleghany Avenue; thence proceeding in a northerly direction following the meandering of the centerline of the unnamed branch of Blackwater Creek to the confluence of the unnamed branch of Blackwater Creek and Blackwater Creek; thence proceeding in a northerly direction following the meandering of the centerline of Blackwater Creek to the point that the centerline of Blackwater Creek and the centerline of Langhorne Road intersect; thence proceeding in northerly direction following the centerline of Langhorne Road to the point that the centerline of Langhorne Road and the centerline of the Norfolk Southern Railroad intersect; thence proceeding in an easterly direction following the centerline of the Norfolk and Southern Railroad to the point that the centerline of the Norfolk and Southern Railroad and the centerline of the Blackwater Creek Bikeway meet; thence proceeding in an easterly direction following the centerline of the Blackwater Creek Bikeway to the point that the centerline of the Blackwater Creek Bikeway and the centerline of the Norfolk Southern Railroad intersect; thence proceeding in a northerly direction following the centerline of the Norfolk and Southern Railroad to the point that the centerline of the Norfolk and Southern Railroad and the City's Corporate Limits intersect, said point being the beginning and ending point of the Second Ward.~~

Beginning at a point on the City of Lynchburg Corporate Limit, said point being the intersection of the centerline of Martin Street and the centerline of Old Courthouse Turnpike; thence proceeding in a northwesterly direction along the centerline of Martin Street to a point, said point being the intersection of the centerline of Martin Street and the centerline of Richmond Highway; thence proceeding in a westerly direction approximately one hundred and three (103) feet to a point along the centerline of Richmond Highway, said point being the intersection of the centerline of Richmond Highway and the centerline of the Norfolk Southern Railroad; thence proceeding in a northwesterly direction along the centerline of the Norfolk Southern Railroad to a point, said point being the intersection of the centerline of the Norfolk Southern Railroad and the centerline of Mayflower Drive; thence proceeding in a southwesterly direction along the centerline of Mayflower Drive to a point, said point being the centerline of Mayflower Drive and the centerline of Perkins Street; thence proceeding in a southerly direction along the centerline of Perkins Street to a point, said point being the intersection of the centerline of Perkins Street and the centerline of Odd Fellows Road; thence proceeding in a northwesterly direction along the centerline of Odd Fellows Road to a point, said point being the intersection of the centerline of Odd Fellows Road and the centerline of Albert Lankford Drive; thence proceeding in a northeasterly direction along the centerline of Albert Lankford Drive to a point, said point being the intersection of the centerline of Albert Lankford Drive and the centerline of Carroll Avenue; thence proceeding in a northeasterly direction along the centerline of Carroll Avenue to a point, said point being the intersection of the centerline of Carroll Avenue and the centerline of the Norfolk Southern Railroad; thence proceeding in a westerly direction along the centerline of the Norfolk Southern Railroad to a point, said point being the intersection of the centerline of the Norfolk Southern Railroad and the centerline of the Lynchburg Expressway; thence proceeding in a northeasterly direction along the centerline of the Lynchburg Expressway to a point, said point being the intersection of the centerline of the Lynchburg Expressway and the centerline of the Norfolk Southern Railroad; thence proceeding in a westerly direction along the centerline of the Norfolk Southern Railroad to a point, said point being the intersection of the centerline of the Norfolk Southern Railroad and the centerline of James Street; thence proceeding in a northwesterly direction along the centerline of James Street to a point, said point being the intersection of the centerline of James Street and the centerline of Fulks Street; thence proceeding in a southwesterly direction along the centerline of Fulks Street to a point, said point being the intersection of the centerline of Fulks Street and the centerline of Wythe Road; thence proceeding in a northwesterly direction along the centerline of Wythe Road to a point, said point being the intersection of the centerline of Wythe Road and the centerline of Oakley Avenue; thence proceeding in a northwesterly direction along the centerline of Oakley Avenue to a point, said point being the intersection of the centerline of Oakley Avenue and the centerline of Lakeside Drive; thence proceeding in a westerly direction along the centerline of Lakeside Drive to a point, said point being the intersection of the centerline of Lakeside Drive and the centerline of Old Forest Road; thence proceeding in a northwesterly direction along the centerline of Old Forest Road to a point, said point being the intersection of the centerline of Old Forest Road and the centerline of the Norfolk Southern Railroad; thence proceeding in a northeasterly direction along the centerline of the Norfolk Southern Railroad to a point, said point being the intersection of the centerline of the Norfolk Southern Railroad and the centerline of the Langhorne Bridge Extension Trail, formerly the Norfolk Southern Railroad; thence proceeding in a northeasterly direction along the centerline of the Langhorne Bridge Extension Trail to a point, said point being the intersection of the centerline of the Langhorne Bridge Extension Trail and the centerline of the Blackwater Creek Bikeway, formerly the Norfolk Southern Railroad; thence proceeding in an northeasterly direction along the centerline of the Blackwater Creek Bikeway to a point, said point being the intersection of

the Blackwater Creek Bikeway and the centerline of the Norfolk Southern Railroad; thence proceeding in a northerly direction along the centerline of the Norfolk Southern Railroad to a point, said point being the intersection of the centerline of the Norfolk Southern Railroad and the centerline of Columbia Avenue; thence proceeding in a northerly direction along the centerline of Columbia Avenue to a point, said point being the intersection of the centerline of Columbia Avenue and the centerline of the Norfolk Southern Railroad; thence proceeding in a northerly direction along the centerline of the Norfolk Southern Railroad to a point, said point being the intersection of the centerline of the Norfolk Southern Railroad, the City of Lynchburg Corporate Limit, and the western bank of the James River; thence proceeding in a southeasterly direction and following the City of Lynchburg Corporate Limit to the point of beginning.

3. That the Code of the City of Lynchburg, 1981, be and the same is hereby amended and reenacted by amending Section 14-19 of Article II of Chapter 14 as follows:

Sec. 14-19. Third ward.

The third ward of the city shall include all that portion of the city bounded as follows:

~~Beginning at a point of the intersection of the centerline of Langhorne Road and the centerline of Memorial Avenue, said point being the northern most point in the Third Ward; and running in a southeasterly direction following the centerline of Langhorne Road to the point that the centerline of Langhorne Road and the centerline of Twelfth Street intersect; thence proceeding in a westerly direction following the centerline of Twelfth Street to the point that the centerline of Twelfth Street and the centerline of Stephenson Avenue intersect; thence proceeding in a southeasterly direction following the centerline of Stephenson Avenue to the point that the centerline of Stephenson Avenue and the centerline of Cliff Street intersect; thence proceeding in a southeasterly direction following the centerline of Cliff Street to the point that the centerline of Cliff Street and the centerline of the Lynchburg Expressway intersect; thence proceeding in an easterly direction following the centerline of the Lynchburg Expressway to the point that the centerline of the Lynchburg Expressway and the centerline of the north/south line of the Norfolk Southern Railroad intersect; thence proceeding in a southerly direction following the centerline of the north/south line of the Norfolk Southern Railroad to the point that the centerline of the north/south line of the Norfolk Southern Railroad and the centerline of the east/west line of the Norfolk Southern Railroad intersect; thence proceeding in an easterly direction following the centerline of the east/west line of the Norfolk Southern Railroad to the point that the centerline of the east/west line of the Norfolk Southern Railroad and the centerline of Florida Avenue intersect; thence proceeding in a southwesterly direction following the centerline of Florida Avenue to the point that the centerline of Florida Avenue and the centerline of Campbell Avenue intersect; thence proceeding in a southeasterly direction following the centerline of Campbell Avenue to the point that the centerline of Campbell Avenue and the centerline of US460 Richmond Highway intersect; thence proceeding in a westerly direction following the centerline of U.S. 460 Richmond Highway to the point that the centerline of U.S. 460 Richmond Highway and the centerline of Martin Street intersect; thence proceeding in a southeasterly direction following the centerline of Martin Street to the point that the centerline of Martin Street and the city's corporate limits intersect; thence proceeding in a westerly direction following the city's corporate limits to the point that the city's corporate limits and the centerline of Timberlake Road intersect; thence proceeding in a northeasterly direction following the centerline of Timberlake Road to the point that the centerline of Timberlake Road and the centerline of Fort Avenue intersect; thence~~

~~proceeding in a northeasterly direction following the centerline of Fort Avenue to the point that the centerline of Fort Avenue and the centerline of Oakridge Boulevard intersect; thence proceeding in a westerly direction following the centerline of Oakridge Boulevard to the point that the centerline of Oakridge Boulevard and the centerline of Sussex Street intersect; thence proceeding in a northeasterly direction following the centerline of Sussex Street to the point that the centerline of Sussex Street and the centerline of Richmond Street intersect; thence proceeding in a northeasterly direction following the centerline of Richmond Street to the point that the centerline of Richmond Street and the centerline of Rockbridge Avenue intersect; thence proceeding in a northwesterly direction following the centerline of Rockbridge Avenue to the point that the centerline of Rockbridge Avenue and the centerline of Lakeside Drive intersect; thence proceeding in an easterly direction following the centerline of Lakeside Drive to the point that the centerline of Lakeside Drive and the centerline of Memorial Avenue intersect; thence proceeding in a northeasterly direction following the centerline of Memorial Avenue to the point that the centerline of Memorial Avenue and the centerline of Langhorne Road intersect, said point being the beginning and ending point of the Third Ward.~~

Beginning at a point on the City of Lynchburg Corporate Limit, said point being the intersection of the centerline of Martin Street and the centerline of Old Courthouse Turnpike; thence proceeding in a northwesterly direction along the centerline of Martin Street to a point, said point being the intersection of the centerline of Martin Street and the centerline of Richmond Highway; thence proceeding in a westerly direction approximately one hundred and three (103) feet to a point along the centerline of Richmond Highway, said point being the intersection of the centerline of Richmond Highway and the centerline of the Norfolk Southern Railroad; thence proceeding in a northwesterly direction along the centerline of the Norfolk Southern Railroad to a point, said point being the intersection of the centerline of the Norfolk Southern Railroad and the centerline of Mayflower Drive; thence proceeding in a southwesterly direction along the centerline of Mayflower Drive to a point, said point being the centerline of Mayflower Drive and the centerline of Perkins Street; thence proceeding in a southerly direction along the centerline of Perkins Street to a point, said point being the intersection of the centerline of Perkins Street and the centerline of Odd Fellows Road; thence proceeding in a northwesterly direction along the centerline of Odd Fellows Road to a point, said point being the intersection of the centerline of Odd Fellows Road and the centerline of Albert Lankford Drive; thence proceeding in a northeasterly direction along the centerline of Albert Lankford Drive to a point, said point being the intersection of the centerline of Albert Lankford Drive and the centerline of Carroll Avenue; thence proceeding in a northeasterly direction along the centerline of Carroll Avenue to a point, said point being the intersection of the centerline of Carroll Avenue and the centerline of the Norfolk Southern Railroad; thence proceeding in a westerly direction along the centerline of the Norfolk Southern Railroad to a point, said point being the intersection of the centerline of the Norfolk Southern Railroad and the centerline of the Lynchburg Expressway; thence proceeding in a northeasterly direction along the centerline of the Lynchburg Expressway to a point, said point being the intersection of the centerline of the Lynchburg Expressway and the centerline of the Norfolk Southern Railroad; thence proceeding in a westerly direction along the centerline of the Norfolk Southern Railroad to a point, said point being the intersection of the centerline of the Norfolk Southern Railroad and the centerline of James Street; thence proceeding in a northwesterly direction along the centerline of James Street to a point, said point being the intersection of the centerline of James Street and the centerline of Fulks Street, thence proceeding in a southwesterly direction along the centerline of Fulks Street to a point, said point being the intersection of the centerline of Fulks Street and the centerline of Wythe Road; thence proceeding in a

northwesterly direction along the centerline of Wythe Road to a point, said point being the intersection of the centerline of Wythe Road and the centerline of Oakley Avenue; thence proceeding in a northwesterly direction along the centerline of Oakley Avenue to a point, said point being the intersection of the centerline of Oakley Avenue and the centerline of Richmond Street; thence proceeding in a southwesterly direction along the centerline of Richmond Street to a point, said point being the intersection of the centerline of Richmond Street, Langhorne Lane, and Sussex Street; thence proceeding in a southwesterly direction along the centerline of Sussex Street to a point, said point being the intersection of the centerline of Sussex Street and the centerline of Oakridge Boulevard; thence proceeding in an easterly direction along the centerline of Oakridge Boulevard to a point, said point being the intersection of the centerline of Oakridge Boulevard and the centerline of Fort Avenue; thence proceeding in a southwesterly direction along the centerline of Fort Avenue to a point, said point being the intersection of the centerline of Fort Avenue and the centerline of Timberlake Road; thence proceeding in a southwesterly direction along the centerline of Timberlake Road to a point, said point being the intersection of the centerline of Timberlake Road and the City of Lynchburg Corporate Limit; thence proceeding in a southeasterly direction and following the City of Lynchburg Corporate Limit to the point of beginning.

4. That the Code of the City of Lynchburg, 1981, be and the same is hereby amended and reenacted by amending Section 14-20 of Article II of Chapter 14 as follows:

Sec. 14-20. Fourth ward.

The fourth ward of the city shall include all that portion of the city bounded as follows:

~~Beginning at the point of the intersection of the 1976 Corporate Limits and the centerline of Timberlake Road, said point being the southern most point in the Fourth Ward; and running in a westerly direction following the 1976 corporate limits line to the point that the 1976 corporate limits and the centerline of Graves Mill Road intersect; thence proceeding in an easterly direction following the centerline of Graves Mill Road to the point that the centerline of Graves Mill Road and the centerline of McConville Road intersect; thence proceeding in a northwesterly direction following the centerline of McConville Road to the point that the centerline of McConville Road and the centerline of Tomahawk Creek intersect; thence proceeding in an easterly direction following the meandering of the centerline of Tomahawk Creek to the point of confluence between Tomahawk Creek and Blackwater Creek; thence proceeding in an easterly direction following the meandering of the centerline of Blackwater Creek to the point that an extension of Fleetwood Drive and the centerline of Blackwater Creek intersect; thence proceeding in a northwesterly direction following the centerline of Fleetwood Drive to the point that the centerline of Fleetwood Drive and the centerline of Wyndale Drive intersect; thence proceeding in an easterly direction following the centerline of Wyndale Drive to the point that the centerline of Wyndale Drive and the centerline of Lakeside Drive intersect; thence proceeding in an easterly direction following the centerline of Lakeside Drive to the point that the centerline of Lakeside Drive and the centerline of Forest Brook Road intersect; thence proceeding in a northerly direction following the centerline of Forest Brook Road to the point that the centerline of Forest Brook Road and the centerline of Old Forest Road intersect; thence proceeding in a northeasterly direction following the centerline of Old Forest Road to the point that the centerline of Old Forest Road and the centerline of Devonshire Road intersect; thence proceeding in a northerly direction following the centerline of Devonshire Road to the point of that a westerly extension of Devonshire Road and the centerline of a unnamed branch of Ivy Creek intersect; thence proceeding in a northerly direction following the meandering of the creek~~

~~to the point that the centerline of the unnamed branch of Ivy Creek and the centerline of Ivy Creek intersect; thence proceeding in an easterly direction following the meandering of the centerline of Ivy Creek to the point that the centerline of Ivy Creek and Link Road intersect; thence proceeding in a northeasterly direction following the centerline of Link Road to the point that the centerline of Link Road and the centerline of Rivermont Avenue intersect; thence proceeding in an easterly direction following the centerline of Rivermont Avenue to the point that the centerline of Rivermont Avenue and the centerline of Rivermont Terrace intersect; thence proceeding in a southerly direction following the centerline of Rivermont Terrace to the point that the centerline of Rivermont Terrace and the centerline of Langhorne Road intersect; thence proceeding in a southerly direction following the centerline of Langhorne Road to the point that the centerline of Langhorne Road and the centerline of Landon Street intersect; thence proceeding in a westerly direction following the centerline of Landon Street to the point that the centerline of Landon Street and the centerline of Club Drive intersect; thence proceeding in a southwesterly direction following the centerline of Club Drive to the point that an extension of the centerline of Club Drive and the centerline of Ivy Creek intersect; thence proceeding in a southeasterly direction following the meandering of the centerline of Ivy Creek to the point that the centerline of Ivy Creek and the centerline of Langhorne Road intersect; thence proceeding in a southerly direction following the centerline of Langhorne Road to the point that the centerline of Langhorne Road and the centerline of Blackwater Creek intersect; thence proceeding in a southerly direction following the meandering of the centerline of Blackwater Creek to the point that the centerline of Blackwater Creek and the centerline of a unnamed branch of Blackwater Creek intersect; thence proceeding in a southeasterly direction following the meandering of the centerline of a unnamed branch of Blackwater Creek to the point that an extension of the unnamed Branch of Blackwater Creek and the centerline of Lakeside Drive intersect, said point being in the vicinity of the intersection of the centerline of Lakeside Drive and the centerline of Alleghany Avenue; thence proceeding in a southwesterly direction following the centerline of Lakeside Drive to the point that the centerline of Lakeside Drive and the centerline of Rockbridge Avenue intersect; thence proceeding in a southeasterly direction following the centerline of Rockbridge Avenue to the point that the centerline of Rockbridge Avenue and the centerline of Richmond Street intersect; thence proceeding in a southwesterly direction following the centerline of Richmond Street to the point that the centerline of Richmond Street and the centerline of Sussex Street intersect; thence proceeding in a southwesterly direction following the centerline of Sussex street to the point that the centerline of Sussex Street and the centerline of Oakridge Boulevard intersect; thence proceeding in an easterly direction following the centerline of Oakridge Boulevard to the point that the centerline of Oakridge Boulevard and the centerline of Fort Avenue intersect; thence proceeding in a southwesterly direction following the centerline of Fort Avenue to the point that the centerline of Fort Avenue and the centerline of Timberlake Road intersect; thence proceeding in a southwesterly direction following the centerline of Timberlake Road to the point that the centerline of Timberlake Road and the 1976 Corporate Limits intersect, said point being the beginning and ending point of the Fourth Ward.~~

Beginning at a point, said point being the intersection of the centerline of Oakley Avenue and the centerline of Lakeside Drive; thence proceeding in a westerly direction along the centerline of Lakeside Drive to a point, said point being the intersection of the centerline of Lakeside Drive and the City of Lynchburg Corporate Limit; thence proceeding in a southerly direction and following the City of Lynchburg Corporate Limit to a point, said point being the intersection of the City of Lynchburg Corporate Limit and the centerline of Timberlake Road; thence proceeding in a northeasterly direction along the centerline of Timberlake Road to a

point, said point being the intersection of the centerline of Timberlake Road and the centerline of Fort Avenue; thence proceeding in a northeasterly direction along the centerline of Fort Avenue to a point, said point being the intersection of the centerline of Fort Avenue and the centerline of Oakridge Boulevard; thence proceeding in a northwesterly direction along the centerline of Oakridge Boulevard to a point, said point being the intersection of the centerline of Oakridge Boulevard and the centerline of Sussex Street; thence proceeding in a northeasterly direction along the centerline of Sussex Street to a point, said point being the intersection of the centerline of Sussex Street, the centerline of Langhorne Lane, and the centerline of Richmond Street; thence proceeding in a northeasterly direction along the centerline of Richmond Street to a point, said point being the intersection of the centerline of Richmond Street and the centerline of Oakley Avenue; thence proceeding in a northwesterly direction along the centerline of Oakley Avenue to the point of beginning.

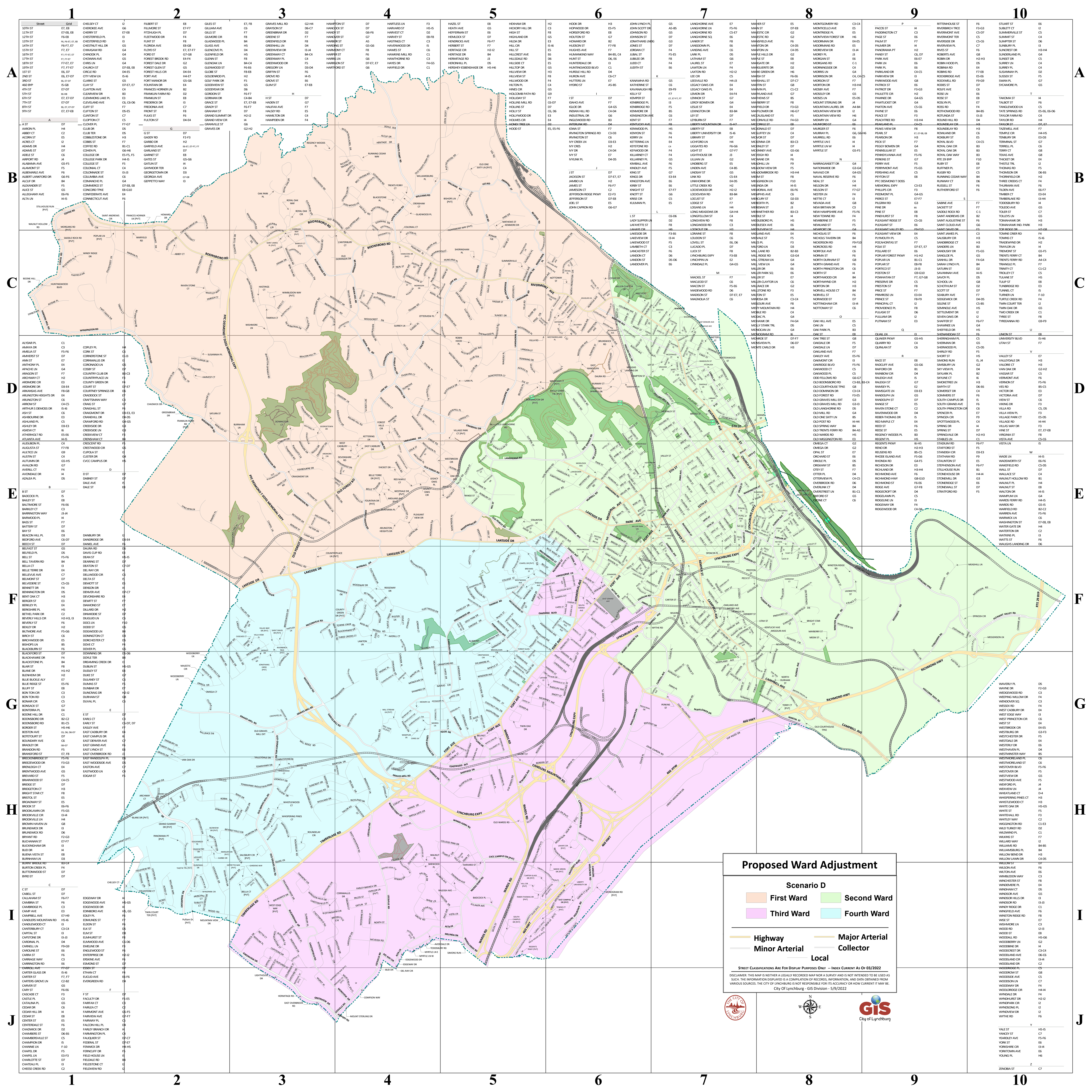
5. That the Geographic Information System (GIS) map of the above described four (4) election wards, entitled "Proposed Ward Adjustment", Scenario D, and dated 5/9/2022, is explicitly incorporated herein by reference for illustrative and reference purposes only. Such map is not intended to be relied upon as a precise representation of the above described ward boundaries, but rather an approximate representation of the above described ward boundaries. In the event of a conflict between the said Geographic Information System (GIS) map and the above described ward boundaries, then the above described ward boundaries shall control in all respects.

6. That the Clerk of Council shall send a certified copy of this Ordinance and a copy of the above said Geographic Information System (GIS) map to the City's General Registrar, Electoral Board, the Secretary of the Commonwealth of Virginia, the Virginia Department of Elections, and the Virginia Division of Legislative Services.

7. That this Ordinance shall be effective upon its adoption, but will not be implemented by the City until a certification of no objection has been issued by the Attorney General of Virginia, or his designee, relating to the aforesaid amendments.

Adopted:

Certified: _____
Clerk of Council



LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **May 24, 2022**

AGENDA ITEM #: **8**

CONSENT:
ACTION: **X**

REGULAR: **X**
INFORMATION:

WORK SESSION:

CLOSED SESSION:
(Confidential)

ITEM TITLE: Tyreeanna & Pleasant Valley Neighborhood Plan

RECOMMENDATION: Adopt the plan as part of the City's *Comprehensive Plan 2013-2030*.

SUMMARY: The Tyreeanna and Pleasant Valley Neighborhood Plan is a product of the input received from neighborhood residents, citizen members of the project's Steering Committee, City of Lynchburg staff and the consultant firm Hill Studio working together to envision opportunities for sustainable growth in the neighborhood. The draft plan includes recommendations for recreation improvements for parks and trails, neighborhood gateway enhancements, as well as quality of life improvements in the neighborhood.

Following the March 8, 2022 public hearing, City Council directed staff to hold an additional neighborhood outreach meeting. That meeting was held on May 9, 2022 at Fairview Neighborhood Center. A number of the residents who attended asked questions, offered comments and volunteered to be part of ongoing conversations on issues such as safety, transportation, sewer, maintenance and the future of City-owned property. The plan serves as a starting point for these discussions and, once adopted, provides the potential to leverage resources towards the neighborhood's collective goals.

PRIOR ACTION(S):

March 8, 2022: City Council held a public hearing for the Tyreeanna & Pleasant Valley Neighborhood Plan.

February 22, 2022: City Council held a work session for the Tyreeanna & Pleasant Valley Neighborhood Plan.

December 15, 2021: The Planning Commission recommended adoption (6-0, with 1 member absent, Marion) of the Tyreeanna & Pleasant Valley Neighborhood Plan.

The Planning Division recommended adoption of the Tyreeanna & Pleasant Valley Neighborhood Plan.

FISCAL IMPACT: None associated with adoption of the Neighborhood Plan. It is expected that implementation of the plan's recommendations would use a variety of neighborhood, non-profit, grant and public resources.

CONTACT(S): Rachel Frischeisen, Planner II – 455-3900
Kent White, Director Community Development – 455-3900

ATTACHMENT(S):

- Resolution
- Post meeting Follow-Up to Residents (Email and Presentation Slides from May 9, 2022 meeting)
- Planning Commission Minutes – December 15, 2021
- Planning Commission Resolution – December 15, 2021
- Tyreeanna & Pleasant Valley Neighborhood Plan

Note: Due to file size, the Tyreeanna & Pleasant Valley Neighborhood Plan may be difficult to load on some devices. The plan may also be viewed at the following link: [Tyreeanna & Pleasant Valley Neighborhood Plan Draft | City of Lynchburg, Virginia \(lynchburgva.gov\)](#)

REVIEWED BY: MMB WCB

078A

RESOLUTION:

A RESOLUTION ADOPTING THE TYREEANNA & PLEASANT VALLEY NEIGHBORHOOD PLAN AS PART OF THE CITY OF LYNCHBURG'S COMPREHENSIVE PLAN 2013-2030.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF LYNCHBURG that the Tyreeanna & Pleasant Valley Neighborhood Plan is hereby approved and adopted as part of the City's *Comprehensive Plan 2013-2030*.

Adopted:

Certified: _____
Clerk of Council

From: [Frischeisen, Rachel](#)
To: [Davidson, Anna](#)
Subject: FW: Tyreeanna & Pleasant Valley Neighborhood Plan
Date: Wednesday, May 18, 2022 10:50:45 AM
Attachments: [Tyreeanna Pleasant Valley 5-9 neighborhood meeting presentation.pdf](#)

From: Frischeisen, Rachel
Sent: Wednesday, May 18, 2022 8:48 AM
To: Frischeisen, Rachel <rachel.frischeisen@lynchburgva.gov>
Subject: RE: Tyreeanna & Pleasant Valley Neighborhood Plan

Good morning,

A few meeting attendees had asked for these presentation slides from last our meeting last week on 5/9, but in the interest of keeping everyone on the same page, I am sending them out to the larger group. They are attached here.

You can also find the draft plan online here: <https://www.lynchburgva.gov/tyreeanna-pleasant-valley-neighborhood-plan>

The themes we heard from our discussions at last Monday's meeting (5/9) are as follows:

- Sewer is a primary concern for many neighbors
 - The Department of Water Resources is currently working on a citywide plan to get sewer to our 19 areas that do not currently have it, including Tyreeanna & Pleasant Valley
 - Recognizing that it will take years to accomplish this, the plan makes recommendations for improvements that can be done in the meantime
- Maintenance concerns (these comments have been relayed to our Public Works Department)
 - Concerns about tall grass needing mowed on city property/right-of-way
 - Sight distance issues (specifically the evergreen trees along Tyreeanna Road – some have said they want these removed)
- US 460 (VDOT is aware of these comments)
 - Suggestions to potentially improve safety at jughandle
 - Phasing of traffic signal to have overlapping red lights
 - Flashing beacons to draw attention when the signal is changing
 - Signage improvements (many drivers are confused and think they are getting onto US 29 instead of the jughandle)
 - Overall, maintaining access to US 460 is very important to residents
- Safety is a common concern and very important to the neighborhood
- Concerns about property acquisition
 - The neighborhood has seen a decline in the number of housing units in the neighborhood over the years due to the City acquiring properties for landfill expansions and VDOT acquiring properties for highway projects
 - The residents do not want further property acquisitions impacting the neighborhood

- The plan does not currently call for property acquisitions
- There were lots of questions about project implementation
 - The projects in the plan are conceptual and the details have not been designed yet
 - More opportunities for neighborhood input as we work to implement each project

Thank you,
Rachel

**Please note that you are receiving this message because you indicated interest in joining our mailing list at the Tyreeanna & Pleasant Valley neighborhood meeting on May 9, 2022.*

From: Frischeisen, Rachel
Sent: Monday, May 16, 2022 2:56 PM
To: Frischeisen, Rachel <rachel.frischeisen@lynchburgva.gov>
Subject: Tyreeanna & Pleasant Valley Neighborhood Plan

Good afternoon,

The Tyreeanna & Pleasant Valley neighborhood plan is scheduled for City Council on Tuesday, May 24, 2022 at 7:30 PM. While there will not be a public comment period for the item, the meeting is open to the public and you may attend if you wish.

Please reach out if you have any questions.

Thank you,
Rachel

**Please note that you are receiving this message because you indicated interest in joining our mailing list at the Tyreeanna & Pleasant Valley neighborhood meeting on May 9, 2022.*

Rachel Frischeisen

Planner II
Department of Community Development
City of Lynchburg
900 Church Street, 2nd floor
Lynchburg, VA 24504
rachel.frischeisen@lynchburgva.gov

Tyreeanna & Pleasant Valley Neighborhood Meeting

Fairview Center

May 9, 2022 – 6:30 PM



Tonight's Agenda

- Introduction – Wynter C. Benda, City Manager
- Plan Overview – Rachel Frischeisen, Planner
- Discussion Tables

Planning Process

- Steering Committee
- Community Workshop
- COVID-19 impact
- Virtual Meeting
- Planning Commission
- Council public hearing



Key Takeaways from Public Input



- History
 - Important sites within the neighborhood



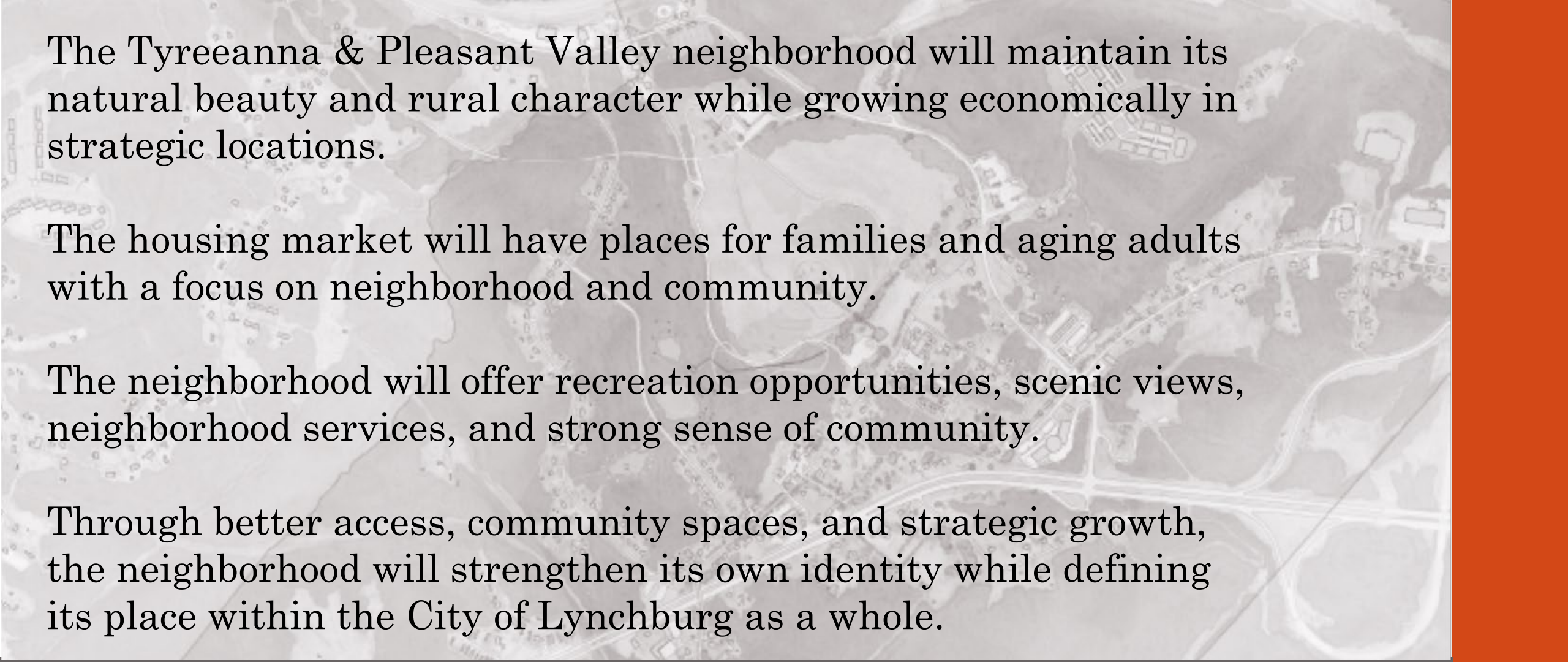
- Land Use
 - Need for a multi-generational community
 - Lack of public gathering space



- Mobility
 - Safety concerns for walking & biking
 - Traffic speeds



- Maintenance & Appearance

An aerial photograph of a suburban neighborhood, likely Tyreeanna & Pleasant Valley in Lynchburg, Virginia. The image shows a mix of residential lots, some with houses, and larger open spaces. A road, possibly a highway or major thoroughfare, runs diagonally across the lower right portion of the image. The overall tone is light and airy, with a focus on the layout of the neighborhood.

The Tyreeanna & Pleasant Valley neighborhood will maintain its natural beauty and rural character while growing economically in strategic locations.

The housing market will have places for families and aging adults with a focus on neighborhood and community.

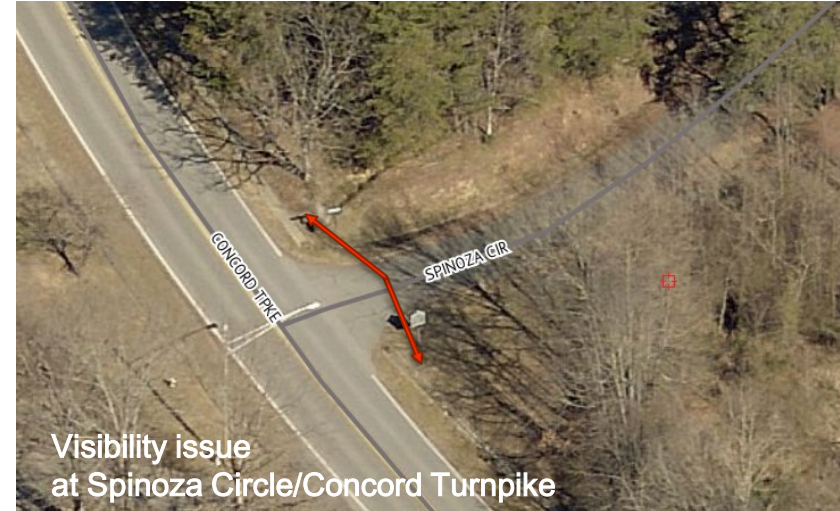
The neighborhood will offer recreation opportunities, scenic views, neighborhood services, and strong sense of community.

Through better access, community spaces, and strategic growth, the neighborhood will strengthen its own identity while defining its place within the City of Lynchburg as a whole.

Vision Statement

Shorter Term Recommendations

Maintenance & Appearance



Gateways



Example Neighborhood Gateway

- Recognize Pleasant Valley & Tyreeanna Areas with **neighborhood gateways**
- Signal visitors' arrival to Lynchburg with a **city gateway**



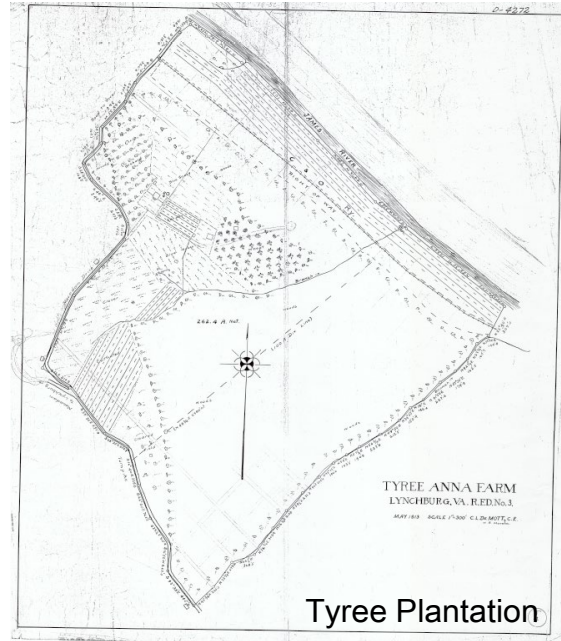
Preferred City Gateway Location at Concord Turnpike / US 460



Example Signage

Historic Resources

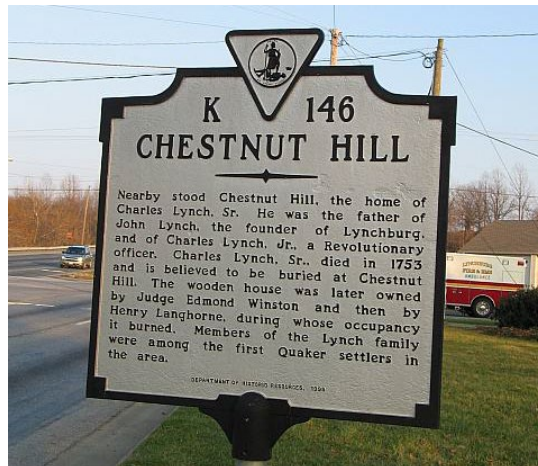
- Pleasant Valley
- Tyree Plantation
- Chestnut Hill
- Lower Basin



Tyree Plantation



Megginson School



Megginson Homestead



Lower Basin Building Example

Greenway System



Community Garden/Courtyard



Heritage Sculpture Park

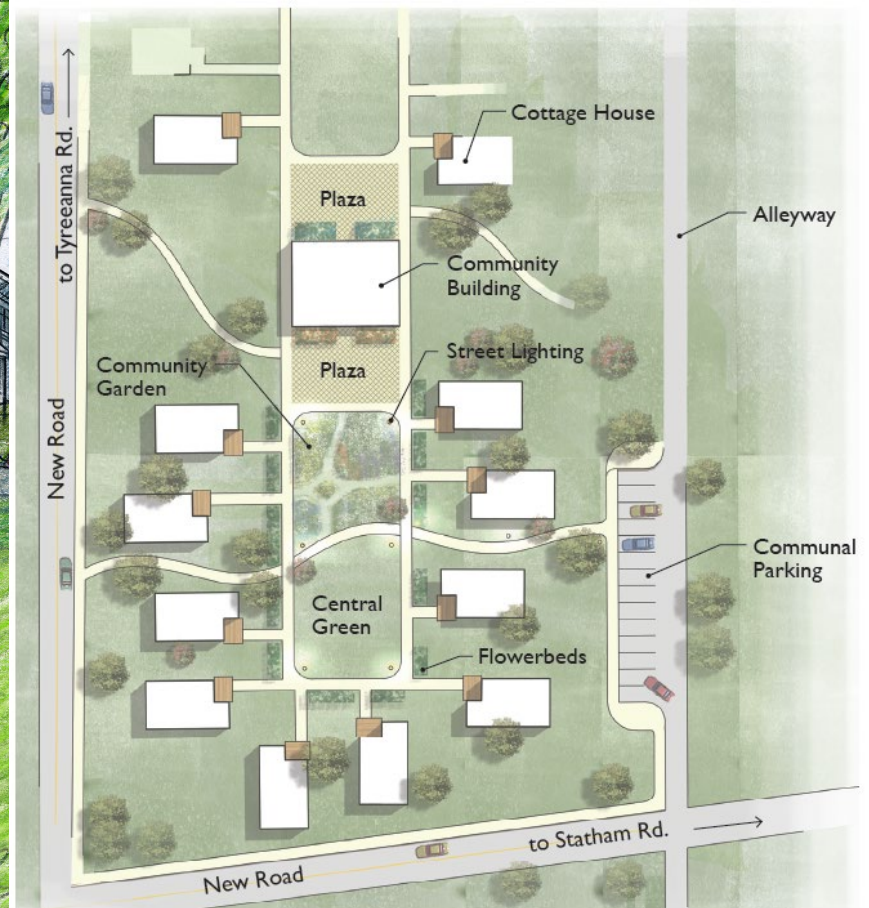


Interactive Playground



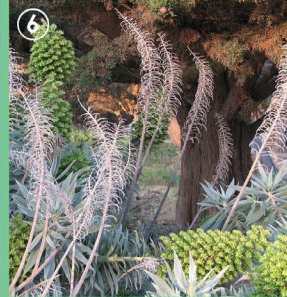
Fitness Stations

Pocket Neighborhood Concept



Longer Term Recommendations

REPURPOSED LANDFILLS



BALLOON FLESTA PARK

Location: Albuquerque, NM
Area: 358 acres

Key features: Balloon Flesta

Amenities: Ballooning, golfing, model aircraft flying, bicycle racing, car shows, concerts, movie productions, weddings, picnics, special events

1 2

CESAR CHAVEZ PARK

Location: Berkeley, CA
Area: 90 acres

Key features: Berkeley Kite Festival

Amenities: Large multi-purpose turf area, picnic areas, hiking trails, off-leash dog area, wildlife sanctuary

5 6 7



Cesar Chavez, built on the site of a former landfill, offers a wide range of recreational opportunities in a marina setting with spectacular views of the three bay bridges, Alcatraz, and Angel Island.

7 CESAR CHAVEZ PARK

GREEN HILLS COUNTY PARK

A day at Green Hills County Park provides a variety of recreational activities for all ages. The park includes a playground, trail access, picnic shelter and restroom facilities.



McALPINE CREEK COMMUNITY PARK

The disposal area was covered with grass and trees. Soccer fields, walking paths a dog park, and a parking lot were located on the disposal area.



MOUNT TRASHMORE PARK

MOUNT TRASHMORE PARK

Location: Virginia Beach, VA
Area: 165 acres

Key features: World-famous, 24,000-sf skate park graced by professional skateboarders

Amenities: Two manmade mountains, two lakes, two playgrounds, a skate park and vert ramp, and multi-use paths

3 4



McALPINE CREEK COMMUNITY PARK

Location: Charlotte, NC
Area: 462 acres

Amenities: A fishing pier, gazebo, horseshoes, 3-acre lake, picnicking, 5 soccer fields, 2-mile bike trail, 1.5-mile nature trail, cross-country course, meadows

11 12 13

For nine days in October, the New Mexico skies are painted as hundreds of balloons lift off from Albuquerque's Balloon Fiesta Park.



8 9 10

Tyreeanna Park

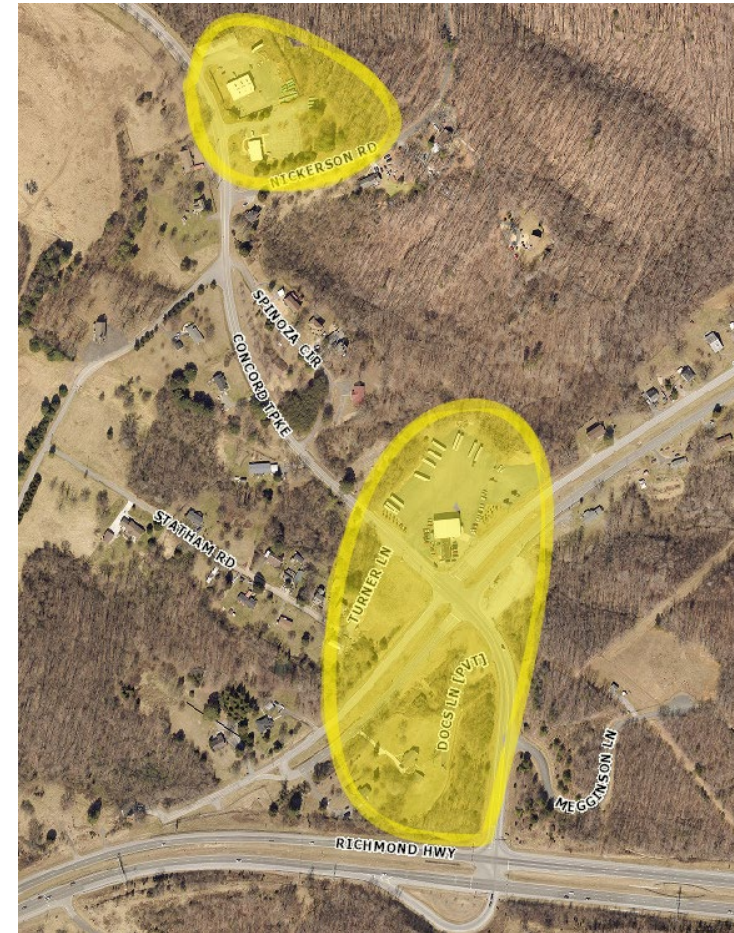
- 1 James River Pavilion & Walk
- 2 Interactive Sculpture
- 3 Dog Park
- 4 Pollinator Valley
- 5 Healing Arts Trail Loop
- 6 Tent Camping Loop
- 7 Tiny House Camping
- 8 RV Loop
- 9 Wild Flowers Field
- 10 Kite / Frisbee/ Balloon field
- 11 Slide & Sled
- 12 Community Center & Multi-Gen. Play
- 13 Elevated Canopy Walk
- 14 Active Sports Pump Track



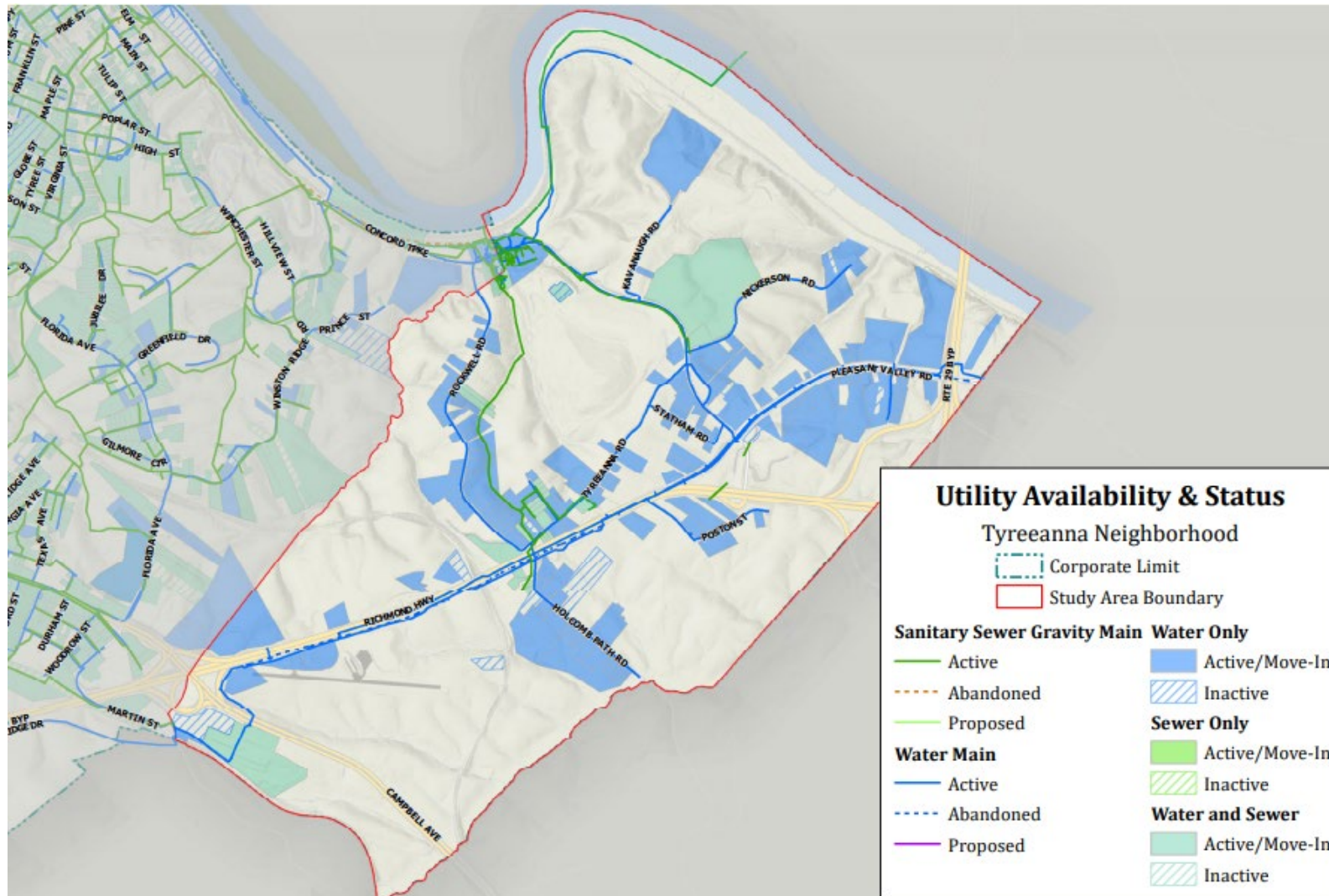
Neighborhood Commercial Areas



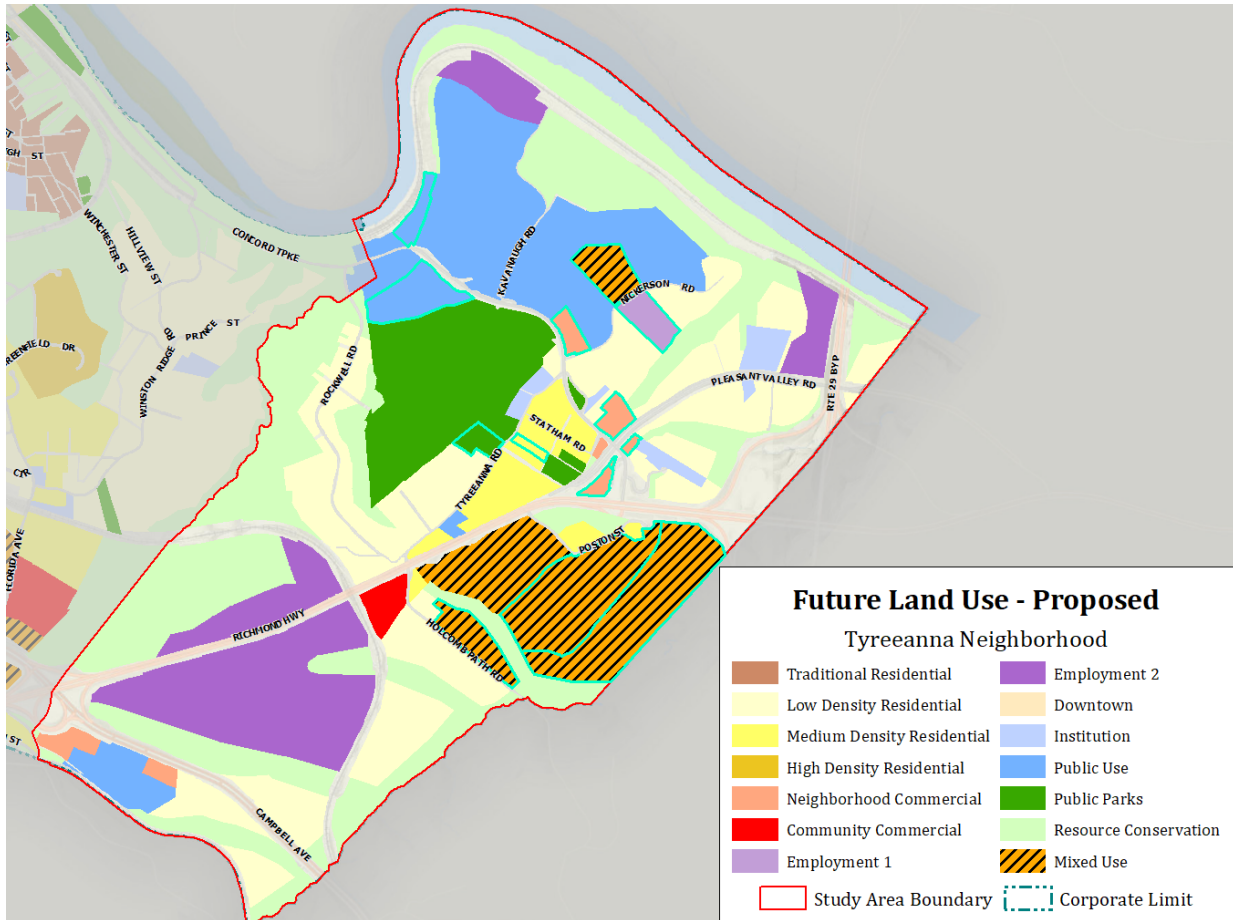
Crystal Springs commercial corner in a residential neighborhood. Roanoke, VA



Utility Infrastructure



Future Land Use & Zoning



- Mixed Use Areas
- Business/Research Park
- Neighborhood Commercial

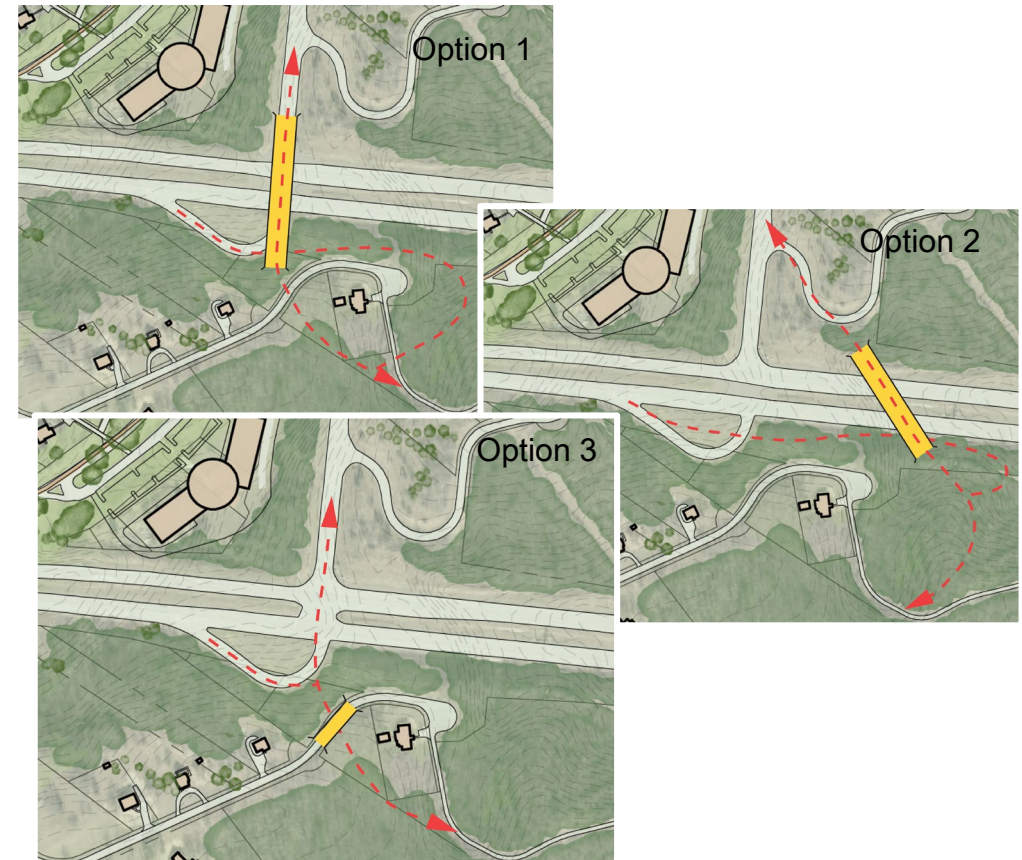


Connectivity

- James River Parkway

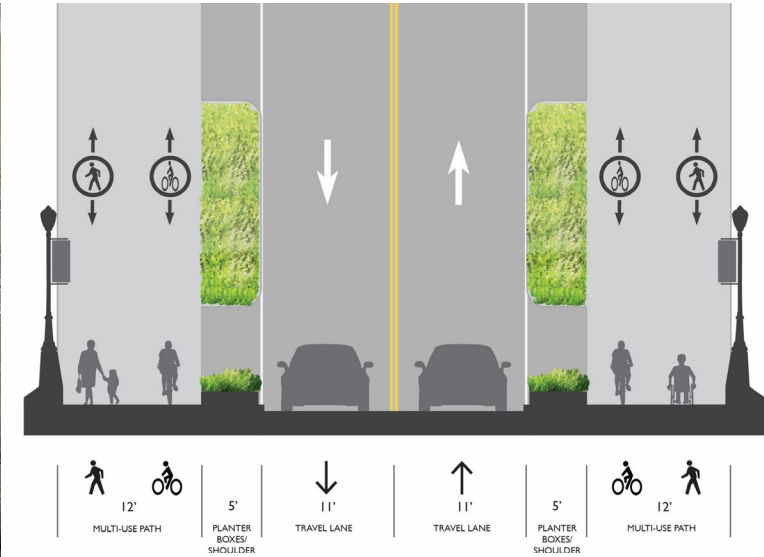


- Concord Turnpike & U.S.29/460 Bypass – “the Jughandle”



Connectivity

- Holcomb Path Road Bridge



Closing Thoughts

- One project does not come at the cost of another
 - Start with shorter term projects to improve quality of life before larger changes
- Plan is a starting point
 - More discussion with implementation of each project
- Ongoing process
 - We hope you'll stay involved!

Discussion Table Topics

- Housing & Infrastructure
- Maintenance & Appearance
- Transportation
- Recreation

December 15, 2021

Minutes of the Lynchburg Planning Commission, December 15, 2021, 4:00 p.m., City Hall, 900 Church Street, Council Chamber.

MEMBERS PRESENT:

Mr. Bob Bowden
Ms. Kensie Johnson, Vice-Chair
Mr. Cham Light
Mr. Mark Lowe
Dr. David Perault
Mr. Tom Rogers, Chair

MEMBERS ABSENT:

Ms. Nancy Marion

OTHERS PRESENT:

Mr. Tom Martin, City Planner; Ms. Rachel Frischeisen, Planner II; Ms. Anna Davidson, Planning Technician; and the public.

1. Roll Call:

After a quorum was established, Chair Rogers called the meeting to order at 4:01 p.m.

2. Approval of Minutes. Minutes of the November 10, 2021 meeting were approved as written.

Commissioner Johnson made a motion to approve the minutes as written. The motion was seconded by Commissioner Bowden and passed by the following vote:

AYES:	Bowden, Johnson, Light, Lowe, Perault, Rogers	6
NOES:		0
ABSTENTIONS:		0
ABSENT:	Marion	1

3. Public Hearings:

- a. Consideration of adopting the Tyreeanna & Pleasant Valley Neighborhood Plan as part of the City's Comprehensive Plan 2013 -2030. The proposed neighborhood plan proposes connectivity improvements, new recreation facilities including a greenway trail system and park at the former Concord Turnpike landfill, recommendations for the preservation of historic resources in the neighborhood, a compact neighborhood design concept, and gateway improvements at the entry to the neighborhood/city.**

As part of the plan, the Future Land Use Map is recommended for amendment at the Concord Turnpike Convenience Center from Public Park to Public Use; for property at 2340 Concord Turnpike from Employment 2 to Public Use; for property at 5031 Tyreeanna Road from Low Density Residential to Public Park; for property at 5106 and 5110 Tyreeanna Road from Public Park to Medium Density Residential; for property at 2600 Concord Turnpike (partial) and 2704 Concord Turnpike from Public Use to Neighborhood Commercial; for property at 2600 Concord Turnpike (partial) from Public Use to Mixed Use; for property at 200 Nickerson Road (partial) from Low Density Residential to Employment; for property at 5118, 5122, 5124, 5128, 5132, 5136, and 5206 Pleasant Valley Road from Resource Conservation to Neighborhood Commercial; 5205 Pleasant Valley Road from Community Commercial to Neighborhood Commercial;

property at 208, 214, 222, 244 Poston Street, 212, 218, 304, 310 Holcomb Path Road, from Low Density Residential and Medium Density Residential to Mixed Use.

Ms. Rachel Frischeisen, Planner II, provided the following summary to the Commission. The Comprehensive Plan is the guiding document for making the City a great place for citizens. In addition, there are smaller area plans such as the Tyreeanna Neighborhood Plan. Ms. Frischeisen described the specific aspects of the Comprehensive Plan that the Tyreeanna Neighborhood Plan will implement. This plan is attempting to focus on neighborhood scale and quality of life improvements to strengthen the existing neighborhood. There are other departments in the City that are also looking at how they can best serve neighborhoods such as Tyreeanna. She noted that Lynchburg has a limited amount of developable land but does continue to grow. Tyreeanna has a large amount of open green space that can be repurposed. This plan sets the vision for how this should occur. She stated a number of residents have expressed that they like the neighborhoods rural character, thus this plan seeks to find a balance to preserve that character and progress in a way that meets the needs of the neighborhood.

Ms. Frischeisen described the process of the 2019 Steering Committee that was formed to outline the larger concerns that the neighborhood citizens expressed. The key concerns given in this process were the importance of the historic sites in the neighborhood, lack of public gathering space, safety concerns for walking and biking, and the maintenance/appearance. These guiding principles were established: 1) ensure the neighborhood is a great place to live, 2) enhance and preserve the neighborhood's natural resources, 3) celebrate the history of the neighborhood, 4) make this neighborhood a multigenerational community, and 5) improve the connections to and within this neighborhood. Ms. Frischeisen outlined the vision statement of this plan. She then showed the Commission an aerial view on the area with the key recommendations for this neighborhood. She shared the Future Land Use Map (FLUM) and its proposed changes. She noted the FLUM is a guiding document to base zoning decisions. It does not change what the owners are doing with their properties. Ms. Frischeisen noted that the recommendation of a park on the former Concord Turnpike landfill has remained constant since the 2003 plan was adopted. She stated there is no dedicated recreational space in this neighborhood. She noted that converting a former landfill into a park is a common use, as there are not many alternatives for landfills. There is a proposed connection to the park from the James River Parkway. There is also an entrance option off of Tyreeanna Road from a City owned property.

Ms. Frischeisen explained the pocket neighborhood concept that is proposed nearby the proposed park entrance. This project would be within an existing property. This is a housing model that is oriented around a community gathering space in the middle, such as a playground or garden. She also explained the Neighborhood Commercial areas that will be mixed land uses, encouraging people to walk or bike more. This can increase property value. They are strategically located typically near housing blocks.

Holcomb Path Road Bridge is a connector over Highway 460 and will be used as a neighborhood link that is part of the greenway system. The greenway system is three (3) phases. This will be a dedicated pathway for pedestrians and cyclists, connecting the Tyreeanna neighborhood and the Pleasant Valley neighborhood. The Historic Mile was designed to preserve important historic sites. Some of this route also coincides with the proposed greenway route. This plan reinforces other departments such as Economic Development and Tourism, and improves connectivity. Ms. Frischeisen noted the economic and environmental impacts that the implantation of sewer in this area would cause. Water resources has acknowledged the need for sewer here and are in the process of creating the master plan.

Chair Rogers opened the meeting for public comment.

Ms. Lana Musgrave was present to speak in favor of the petition. She has lived in the Tyreeanna neighborhood for more than twenty (20) years and bought a house here in 2012. She stated she appreciates the attention given to the development of the neighborhood in this meeting and encouraged the Commission to continue that attention. She stated that the neighborhood was given promises when the landfill was first established that were never were fulfilled. She stated she hopes that this will be the start of plans for the community and for the promises made to come to fruition.

Mr. Hans Schubert was present to speak in opposition of the petition. In 1977 he moved to Holcomb Path Road and since that time there has not been any connection to the Tyreeanna neighborhood. He noted it would be nice to get to downtown Lynchburg easily. He stated the residents of this area have been waiting for years for the highway construction to be completed. He noted that the City annexed this area and it still does not have mailboxes, a bus stop, or sewer on Holcomb Path Road. He stated the City should compensate the residents for disposing of their sewer since they are a part of the City of Lynchburg. Mr. Schubert asked what mixed use would be defined as.

Ms. Frischeisen stated she would address questions when the public hearing was closed.

Mr. Schubert stated he wanted to ensure that there would not be a fast food restaurant next door to his home. He remarked that he would like to see something that would make money for the City other than residential taxation. He also stated that the timing of the stop light at Concord Turnpike is not adequate.

Ms. Yvette Harris present to speak in favor of the petition. She stated she is excited about landfill opportunities and asked for the rationale for why several changes were being made such as rezoning from R-C, Resource Conservation district to B-3, Neighborhood Commercial district and others as she is concerned about the resident's quality of life. Ms. Harris noted that the summary given stated there will be no impact to the zoning but she is concerned about going from R-C, Resource Conservation to, Neighborhood Commercial. She stated that everything looks great in terms of putting stores in the landfill area but not in the areas that there are homes.

Mr. Schubert asked what the Holcomb Path Bridge will look like and where it will be.

Chair Rogers replied they will address this later in the meeting.

Ms. Frischeisen stated that in regard to Ms. Musgrave's concern about getting the plan implemented, the Planning Division is already starting to look at funding sources for the future projects, such as the City's Capital Improvements Program, future Community Development Block Grants (CDBG), and the funding mechanisms chart located in the back of the plan. She stated the City is considering how to prioritize these things. She also noted in regard to Mr. Schubert's question, that mixed use means an area will have a variety of uses. These would be residential and commercial and City Council action would be required along with the Planning Commission's input to establish such uses through rezoning's and/or Conditional Use Permits. She stated that there is no current proposal to build any mixed used projects. She reiterated that this does not impact the zoning but the FLUM is what that the Planning Department will consult and take into consideration as the petitions for land use changes are received.

Chair Rogers noted that the citizens are concerned that the summary states this will not impact zoning but do not understand how it will not. He clarified that when the City is looking at the future land use they are looking in the future.

Ms. Frischeisen stated that changing the FLUM does not change the zoning until somebody petitions the City to rezone it.

Commissioner Perault noted that there is a shift in emphasizing more development than what is currently in the FLUM. He noted a lot of Low Residential going to Higher Residential with the loss of Resource Conservation. He stated that we should not downplay what is being done to the FLUM because it is our guide.

Ms. Frischeisen showed the FLUM and explained what several parcels in the plan are currently zoned and what they are being used for. She noted any commercial uses in this area would be to scale with the neighborhood and will be used to meet the needs of the residents such as a B-1 or B-3 zoning. She noted the FLUM allows discretion when rezoning petitions come in.

Ms. Harris asked what Resource Conservation is. She stated there are two homes in an area shown on the map and would like to know what it means to go from Resource Conservation to Neighborhood Commercial.

Ms. Frischeisen responded that the parcels mentioned by Ms. Harris do have residences on them and that she spoke with one of the residents who asked if the City will attempt to acquire these properties. She stated the answer is no and the City is not actively seeking Commercial uses in these locations, but that in terms of long-term land use, Commercial would be a better fit for these properties given the location near U.S. 460. The FLUM is a guiding document, as it does not bind anything to a specific use, but is something the City can consult for future land use decisions.

Chair Rogers noted that there is a trucking company in the area shown on the map.

Ms. Frischeisen stated that Neighborhood Commercial uses surrounding the trucking company would be more beneficial to that site because the odds of that property ever being zoned anything other than Commercial are slim. She noted it makes sense for the land around it to be zoned as Commercial. She also noted the proximity to Highway 460 is something else to consider when zoning these surrounding areas as commercial.

Commissioner Bowden asked if this land was designated on the FLUM as Resource Conservation and if any rezoning had occurred.

Ms. Frischeisen replied it was most likely designated as Resource Conservation because it sits on a slope from Highway 460 and these areas are typically zoned as Resource Conservation but this does not mean it is a requirement.

Commissioner Light commended Ms. Frischeisen for the effort she has put into this presentation. He stated that 2205 Concord Turnpike was all owned by at one point by Charles Lynch and the house that is currently there is not thought to be his house but some of it may have been incorporated into the current house. He noted there is a grave on the property that Charles Lynch may be buried. He stated the marker has lettering on it but has deteriorated with age and that this is not part of the study but from a historical standpoint there needs to be an archaeological or architectural study of the property.

Ms. Frischeisen stated they will include a short section in the historic resources chapter for the potential of future study of this area.

Commissioner Light stated he would be interested to see if the owner would be cooperative with having a survey of the property done.

Ms. Frischeisen stated she will edit the plan to include a recommendation for future research on the history of the Charles Lynch property.

Commissioner Light stated it would be beneficial to get the land closer to Concord Turnpike included in the study.

Commissioner Bowden clarified what was talked about regarding the FLUM and its changes. He noted that the FLUM is a guide but does not indicate that those uses must happen. He also reiterated that any changes made to the FLUM will come before the Planning Commission and City Council. These would both be public hearings.

Ms. Harris noted her concern if the FLUM is changed from Resource Conservation to Neighborhood Commercial that it opens the door to commercial development.

Commissioner Bowden clarified that this meeting is about the conversation not about the conclusion. He also noted that if the FLUM is changed this does not mean the City advertises this for commercial use.

Commissioner Perault asked what is the current zoning of the parcels in question and noted that whatever they are currently zoned is going to designate what can and cannot be done.

Ms. Frischeisen replied that a small portion is zoned B-3, Community Business but the majority is zoned R-2, Low-Medium Density Residential. She noted that the proposed change to Neighborhood Commercial is a more appropriate use for these parcels.

Mr. Schubert asked if there are any plans on for employment opportunities for residents.

Ms. Frischeisen replied there is potential for mixed use development on the south side of U.S. 460 which would contain both commercial and residential uses, there is potential employment in the commercial portions.

Chair Rogers asked if there are any local examples of mixed use for reference. He asked for clarification if this will be a commuter neighborhood.

Ms. Frischeisen stated that a Traditional Neighborhood Development (TND) is a possibility for the southside of Highway 460. She noted in the plan that there is a designation for employment area off of Nickerson Road.

Chair Rogers asked if there are only houses and no commercial uses along Nickerson Road.

Chair Rogers noted that we cannot develop large pieces of land for employers without having the appropriate infrastructure. He asked if sewer was something that the City was looking into.

Ms. Frischeisen replied that the Department of Water Resources is looking at the cost per lot of extending sewer in several neighborhoods throughout the city through a sewer master plan process. She noted that because of the topography in the neighborhood, it is expensive.

Chair Rogers asked where the connecting bridge will be and end.

Ms. Frischeisen replied it is simply a connector to Holcomb Path Road and Tyreeanna Road.

Chair Roger noted that these two roads did connect at one time and this bridge would follow the same path.

Ms. Musgrave asked if you would be able to exit U.S. 460 at Holcomb Path Road and go across Tyreeanna Road.

Chair Rogers stated it looked as if there is no connection with U.S. 460 associated.

Ms. Frischeisen stated that the plan is proposing it as a connector between the two halves of the neighborhood. It would not have direct access onto the bridge from U.S. 460.

Ms. Harris commented that with the bridge, you could come straight across U.S. 460.

Chair Rogers noted that this is a plan and that it is just showing how it could work. He noted there are a lot of opportunities and potential in this plan.

Ms. Frischeisen stated that U.S. 460 belongs to VDOT and any changes done around U.S. 460 would be

in collaboration with them. The plan is not meant to articulate the exact details or the “how,” but “what could be.”

Commissioner Perault asked if the James River Parkway is conceptual.

Ms. Frischeisen stated the James River Parkway will connect from downtown Lynchburg into the landfill park.

Mr. Martin stated it would connect at Main Street and where it ties into Tyreeanna is conceptual.

Commission Perault asked if this would allow to bypass the Railroad crossing on Concord Turnpike.

Mr. Martin replied yes.

Chair Rogers noted that there are some good images of these concepts that are accessible to the public.

Commissioner Perault stated a citizen’s survey was done several years ago and riverfront access was asked about in this survey. He stated this area was identified as potential and asked if this was discussed in the plan.

Ms. Frischeisen stated it was not discussed in plan because of issues with the railroad. She noted that in terms of the greenway as it runs through Holcomb Path Road, over the proposed bridge, up Pleasant Valley Road, there is potential of Amherst extending their trail from riverfront park. There may be long term potential of access from the Amherst County side.

Commissioner Perault noted this area was identified in the survey since there is land between the railroad tracks and river.

Ms. Frischeisen stated this is correct but how to get people there safely has not been identified.

Chair Rogers asked if the area shown on the map is private farm land.

Ms. Frischeisen replied yes and that the railroad owns some pieces of land as well.

Commissioner Perault stated that Richmond has solved the railroad issue with putting crossings in place. He noted that the bigger issue is the ownership of the property.

Chair Rogers noted this is a good trail master plan discussion.

Ms. Frischeisen stated this something that can be added to the plan, studied, and options can be looked at for riverfront access.

Commissioner Perault stated that it is important.

Commissioner Lowe stated several years ago a concept plan was given with loop that went along the river by Percival’s Island and came down by the downtown market but was lacking a comeback underneath the bridge to complete the loop.

Ms. Frischeisen noted this was the recreation loop from the Downtown 2040 plan. She stated the challenge is the Carter Glass Bridge. If the trails were to expand, the proposed greenway in Tyreeanna could connect.

Commissioner Lowe stated there is a similar plan in a neighboring city.

Ms. Frischeisen noted that the City owns the John Lynch Bridge and it would not be as challenging to get some of the features discussed. She stated the City would have to work with VDOT on any of the other Lynchburg bridges across the river.

Commissioner Lowe stated he brought this up because it has been looked at in the past.

Ms. Frischeisen stated the 2040 Plan looks at river access at Foundry Park.

Chair Rogers noted that many of the questions have been addressed and the next goal is to send this to City Council.

Ms. Frischeisen replied this is correct and the several edits noted in the meeting will be made.

Chair Rogers asked if at Concord Turnpike if the road will be redone to put a bike trail into it.

Ms. Frischeisen stated this is a priority to look for opportunities to retrofit streets into "complete streets" or those with bike/pedestrian features but it will need evaluation. The plan recommends evaluating which streets are priority candidates for "complete streets."

The audience asked if there is any property in Tyreeanna that the city owns that is for sale.

Ms. Frischeisen noted that the city isn't actively marketing property for sale in the area but directed the audience to the department of Economic Development if they want to inquire about a specific property.

Commissioner Johnson made the following motion, seconded by Commissioner Lowe, and approved by the following vote:

"Based on the preceding Findings of Fact, the Planning Commission recommends to City Council, adoption of the Tyreeanna & Pleasant Valley Neighborhood Plan, including the amendments to the Future Land Use Map as outlined in the plan, for inclusion in and as part of the City's Comprehensive Plan 2013-2030."

AYES:	Bowden, Johnson, Light, Lowe, Perault, and Rogers	6
NOES:		0
ABSTENTIONS:		0
ABSENT:	Marion	1

Commissioner Perault applauded the work going into this.

Chair Rogers noted this a real effort to address the unkept promises noted by the audience.

4. Resolution of Service for Commissioner Mark Lowe:

Commissioner Light made a motion to accept the Resolution of Service, seconded by Commissioner Johnson, and approved by the following vote:

AYES:	Bowden, Johnson, Light, Lowe, Perault, and Rogers	6
NOES:		0
ABSTENTIONS:		0
ABSENT:	Marion	1

5. Upcoming Meetings:

The next regular meeting will be Wednesday, January 12, 2022.

6. Adjournment:

There being no further business, the meeting was adjourned at 5:26 p.m.

ATTEST: _____ ATTEST: _____
City Planner Chair Roger

RESOLUTION OF THE LYNCHBURG PLANNING COMMISSION

WHEREAS: The *Tyreeanna & Pleasant Valley Neighborhood Plan* has been developed under the direction established by the *Comprehensive Plan 2013 - 2030* to build strong neighborhoods; conserve the City's unique places and resources; promote business vitality; enhance the attractiveness of gateways and travel corridors; and protect the natural environment while also promoting sensitive development and redevelopment.

WHEREAS: The *Comprehensive Plan 2013-2030* recommends working with residents to develop community-based neighborhood plans that address neighborhood issues.

WHEREAS: the *Tyreeanna & Pleasant Valley Neighborhood Plan* has been prepared in collaboration with neighborhood residents and city departments.

WHEREAS: the *Tyreeanna & Pleasant Valley Neighborhood Plan* reflects the aspirations of the community, sets realistic goals and identifies specific recommendations to achieve those goals.

NOW THEREFORE BE IT RESOLVED by the Lynchburg Planning Commission that in order to promote the public necessity, convenience, general welfare and good zoning practice, the Planning Commission recommends to City Council, adoption of the *Tyreeanna & Pleasant Valley Neighborhood Plan*, including the amendments to the *Future Land Use Map* as outlined in the plan, for inclusion in and as part of the *City's Comprehensive Plan 2013-2030*.

Adopted: 12/15/21

Certified: Willie Z. M. S.

Secretary, Lynchburg Planning Commission

Tyreeanna & Pleasant Valley

Neighborhood Plan



Draft - February 2022

TABLE OF CONTENTS

1 INTRODUCTION

A. PURPOSE AND NEED.....	6
B. SCOPE	9
C. KEY RECOMMENDATIONS.....	10
D. PREVIOUS PLANS.....	12
E. ONGOING INITIATIVES.....	14
F. PLANNING PROCESS & COMMUNITY ENGAGEMENT	14

2. BACKGROUND AND HISTORY

A. NEIGHBORHOOD CONTEXT	19
B. HISTORICAL SIGNIFICANCE.....	20

3. EXISTING CONDITIONS

A. DEMOGRAPHICS	25
B. LAND USE	26
C. PHYSICAL ENVIRONMENT AND FORM.....	28
D. CLEANLINESS & MAINTENANCE.....	32

4. FUTURE LAND USE

A. SPECIFIC NEEDS & OPPORTUNITIES.....	34
B. RESIDENTIAL.....	35
C. COMMERCIAL.....	37
D. GOALS.....	38

5. CONNECTIVITY & NEIGHBORHOOD DESIGN

A. STREET NETWORK & CHARACTER	39
B. CONSIDERATIONS.....	40
C. DESIGN AND POLICY RECOMMENDATIONS	41
D. STREET IMPROVEMENT PROJECTS	43
E. GATEWAYS	47
F. OTHER MULTI-MODAL OPTIONS	48
G. GOALS.....	50

6. PARKS & OPEN SPACE

A. GATHERING PLACES	53
B. DESTINATION PARKS.....	54
C. GOALS.....	56

7. HISTORIC RESOURCES

A. IDENTIFICATION.....	57
B. RECOGNITION	57
C. PROTECTION.....	59
D. GOALS.....	60



8. MOVING FORWARD

A. NEIGHBORHOOD CONTEXT IN 2021 61

B. ECONOMIC DEVELOPMENT 62

C. UTILITY INFRASTRUCTURE 63

D. IDENTITY AND BRANDING..... 67

9. IMPLEMENTATION

A. PROCESS 69

B. POLICY 69

C. RESOURCES 69

D. PARTNERSHIPS 72

E. IMPLEMENTATION MATRIX..... 72

F. INCENTIVES AND FINANCING 72

APPENDIX

IMPLEMENTATION MATRIX TABLE

INCENTIVES AND FINANCING TOOLS TABLE



PAGE LEFT INTENTIONALLY BLANK

An aerial photograph of the Tyreeanna/Pleasant Valley area, overlaid with various planning and zoning maps. The map shows a mix of green fields, wooded areas, and some developed land with buildings and roads. A prominent yellow dashed line outlines a specific area of interest, possibly a future development or a boundary. A red line, likely a major road or boundary, runs diagonally across the lower right. A blue line represents a river or waterway in the upper left. A north arrow is located in the bottom left corner.

VISION STATEMENT

The Tyreeanna/Pleasant Valley neighborhood will maintain its natural beauty and rural character while growing economically in strategic locations. The housing market will have places for families and aging adults with a focus on neighborhood and community. The neighborhood will offer recreation opportunities, scenic views, neighborhood services, and strong sense of community. Through better access, community spaces, and strategic growth, the neighborhood will strengthen its own identity while defining its place within the City of Lynchburg as a whole.

TYREEANNA / PLEASANT VALLEY

1 INTRODUCTION

The Tyreeanna / Pleasant Valley Neighborhood Plan is a product of the input received from neighborhood residents, citizen members of the project's Steering Committee, City of Lynchburg planning staff, and the consultant firm Hill Studio working together to envision opportunities for sustainable growth in the neighborhood. The plan has been developed under the direction established by the City's *Comprehensive Plan 2013 - 2030* to build strong neighborhoods; conserve the City's unique places and resources; promote business vitality; enhance the attractiveness of gateways and travel corridors; and protect the natural environment while also promoting sensitive development and redevelopment.

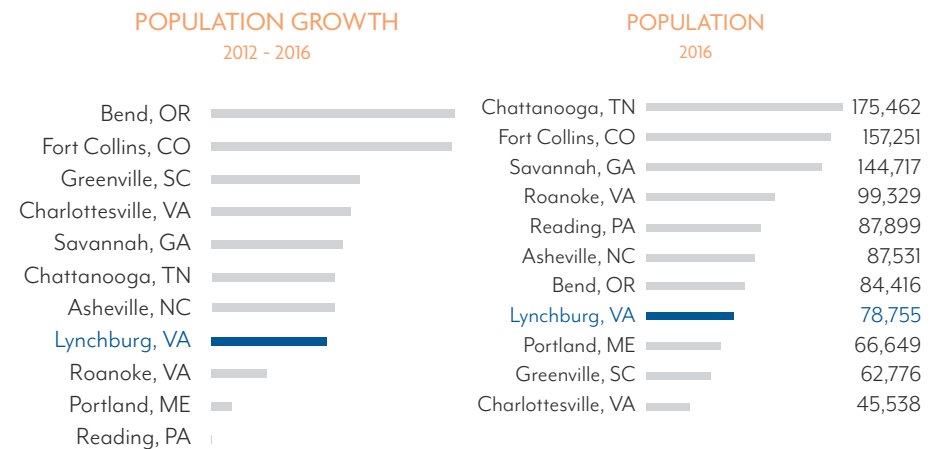
To achieve this vision, the Tyreeanna / Pleasant Valley Neighborhood Plan is [to be] adopted as a supplement to the City of Lynchburg Comprehensive Plan; as such, it reinforces and extends its goals and policies. Future initiatives and improvements in this community should be consistent with both the Comprehensive Plan and the Tyreeanna / Pleasant Valley Neighborhood Plan.

A. PURPOSE AND NEED

CITYWIDE

Development in Lynchburg is expected to continue, particularly in nearby Downtown. In the last 20 years, Lynchburg's public and private sector have invested significantly in the city's urban core in response to citywide population growth. According to the City's five-year economic development strategic plan, the *Blueprint for Opportunity*, the City of Lynchburg alone has spent over \$50 million in public spaces and infrastructure projects, which has generated substantial private investment and increased real estate values in the Central Business District (p. 39).

Given the limited amount of developable land and Lynchburg's challenging topography, continued growth must occur through infill development of vacant land, or redevelopment, in Downtown and surrounding areas; including the Tyreeanna / Pleasant Valley neighborhood. In addition to development pressures within the City, ongoing planning efforts by Amherst County create synergies for the City and County to partner on initiatives that will benefit both municipalities.

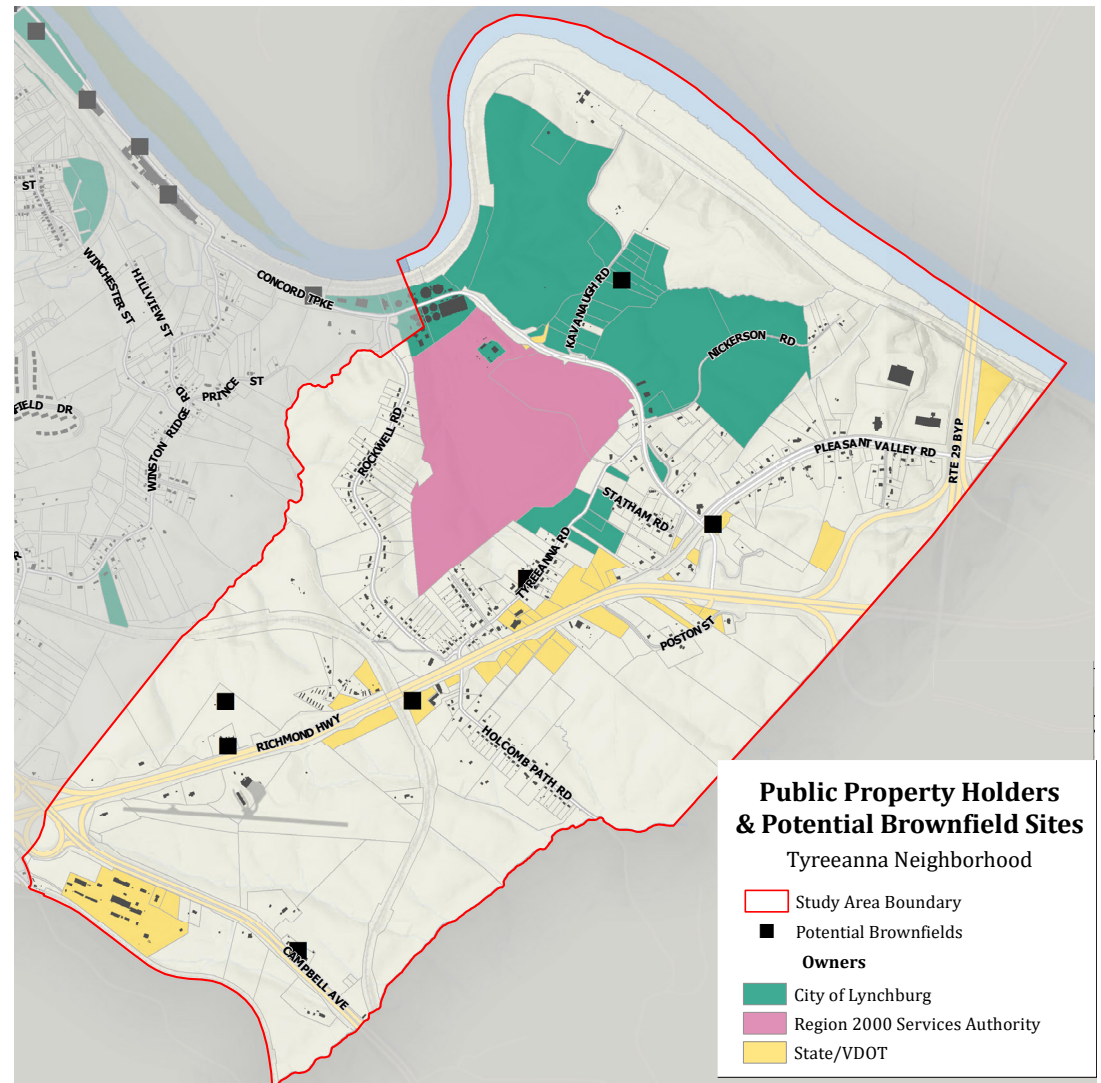


With a population of 78,000 residents, Lynchburg ranks eight among other benchmark cities. Between 2000-2016, the population in Lynchburg increased by 4%, which is higher than growth in comparable cities like Roanoke, VA (2.6%). (*Blueprint for Opportunity*, 2019). The 2020 Census data indicates a population growth of 4.6% since 2010.

NEIGHBORHOOD LEVEL

Tyreeanna / Pleasant Valley is an important corridor and gateway community connecting Downtown to Route U.S. 29/U.S. 460 Bypass. It is primarily a low-density residential area with a few industrial and commercial uses along Route U.S. 460 and Pleasant Valley Road. A significant number of parcels in Tyreeanna / Pleasant Valley are owned and managed by the City of Lynchburg and the Virginia Department of Transportation (VDOT).

The Tyreeanna / Pleasant Valley neighborhood is home to several sites that likely qualify as brownfields and may require environmental testing and remediation prior to their redevelopment. In 2018, the City of Lynchburg received \$300,000 from the Environmental Protection Agency (EPA) as part of its Brownfields Grants program to conduct environmental site assessments and develop cleanup plans, with particular emphasis on the Tyreeanna / Pleasant Valley neighborhood. Currently, assessments are underway at two City-owned properties located between Downtown and Tyreeanna. The City's Office of Economic Development and Tourism continues to pursue brownfields grants from the EPA as well as the state, and to work with brownfields property owners to assess and improve their sites through the "Fields of Opportunity" program. This program promotes investment and can assist with funding needed improvements at underutilized brownfields properties throughout the city.



City-Owned / VDOT Owned Properties & Brownfields (City)

As growth extends into the Tyreeanna / Pleasant Valley area, a unified vision will be important to establish priorities and leverage available resources. This plan looks to define that vision in a way that promotes the healthy balance of land uses; enhances the character and identity of the neighborhood; strengthens a sense of community and pride; improves the resident's quality of life; and protects Tyreeanna / Pleasant Valley from arbitrary development projects.

To that end, important considerations for this plan include:

- Improving safety for pedestrians and bicyclists
- Promoting and maintaining a clean curb appeal
- Strengthening sense of community
- Improving access and connections to and within the neighborhood.
- Fostering a balanced mix of uses and needed services
- Providing more housing options and opportunities
- Sustainable re-use of underutilized sites (such as the former landfill) for public spaces
- Establishing a strategy for sewer infrastructure improvements

GUIDING PRINCIPLES & NEIGHBORHOOD GOALS

The goals, projects, and initiatives of the Tyreeanna / Pleasant Valley Neighborhood Plan reflect the needs of the area and are based on a set of guiding principles. These principles were defined by citizen members of the Steering Committee, City staff, and the consultant team from public input received during the planning process.

The guiding principles for the Tyreeanna / Pleasant Valley Neighborhood Plan are as follows:

1. Ensure Tyreeanna / Pleasant Valley is a great place to live.
2. Enhance and preserve the neighborhood's natural resources.
3. Celebrate the history of the neighborhood.
4. Make Tyreeanna / Pleasant Valley a multigenerational community.
5. Improve connections to and within Tyreeanna / Pleasant Valley.



Photos of Tyreeanna / Pleasant Valley

B. SCOPE

The Tyreeanna / Pleasant Valley Neighborhood Plan is a long-range area plan to supplement the City of Lynchburg's *Comprehensive Plan 2013-2030* and the *Downtown 2040 Master Plan*. The physical boundaries of the planning area align with the boundaries of the neighborhood and takes into consideration the interaction with Route U.S.29/U.S. 460 Bypass, the James River, and Downtown Lynchburg.

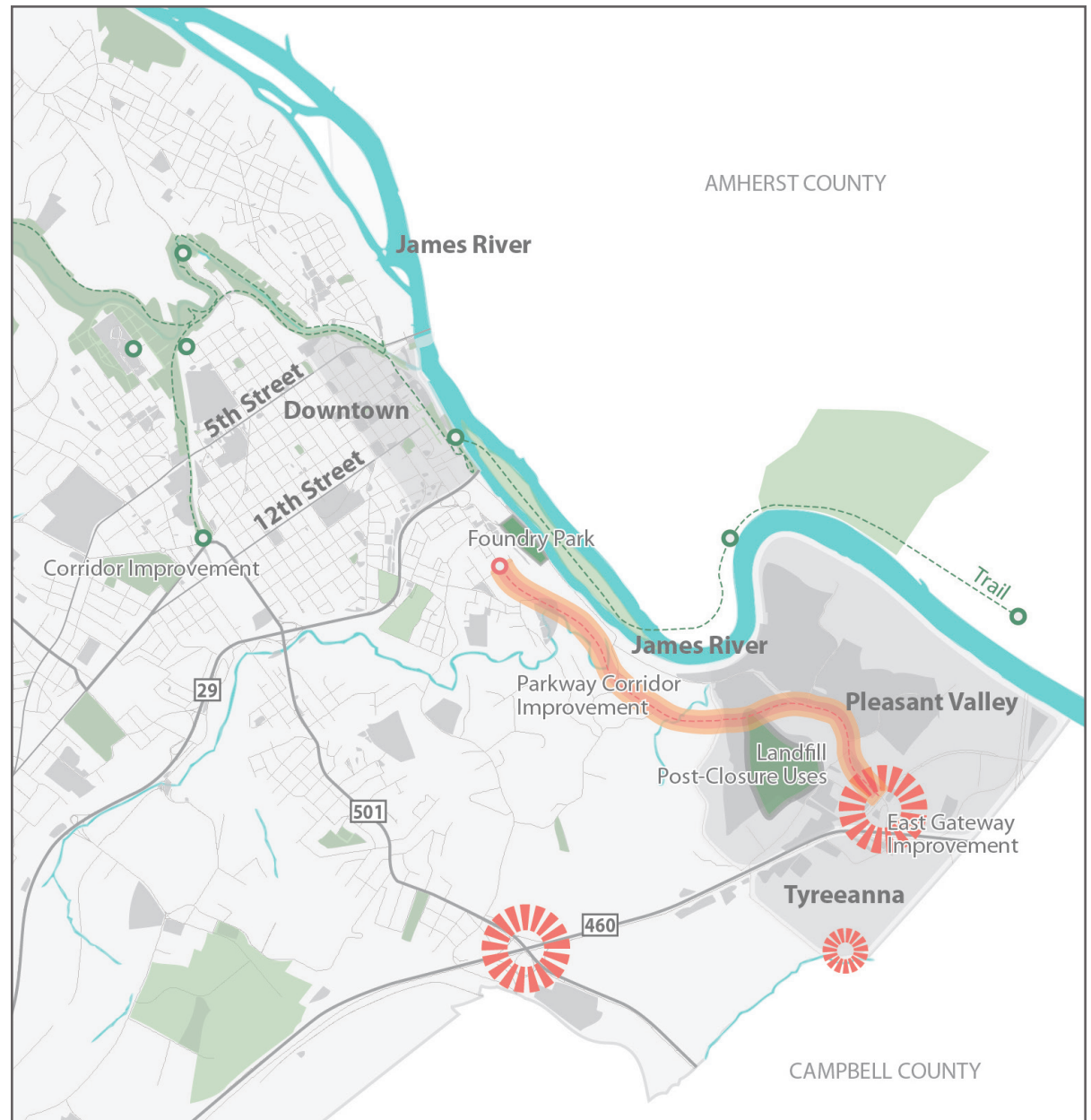


Diagram map illustrating neighborhood boundary, Route U.S. 460, river, main gateways, and green spaces.

A SMART GROWTH APPROACH TO TYREEANNA / PLEASANT VALLEY

Smart Growth is a planning theory that encourages economic growth, strong communities, and environmental health by concentrating growth in compact areas. Smart Growth gives priority to development that encourages a mix of building types and uses, provides better housing and transportation options, and fosters community engagement. At the core of the Smart Growth approach are the following central themes:

- Mix land uses
- Take advantage of compact design
- Create a range of housing opportunities and choices
- Create walkable neighborhoods
- Foster distinctive, attractive communities with a strong sense of place
- Preserve open space, farmland, natural beauty, and critical environmental areas
- Direct development towards existing communities
- Provide a variety of transportation choices
- Make development decisions predictable, fair, and cost effective
- Encourage community and stakeholder collaboration in development decisions

More than a vision, the Tyreeanna / Pleasant Valley Neighborhood Plan is a toolkit that will guide the neighborhood towards sustainable development. The plan aligns Smart Growth guidelines with the principles identified during the planning process to define the policies, projects, and initiatives that will help residents meet their community goals.

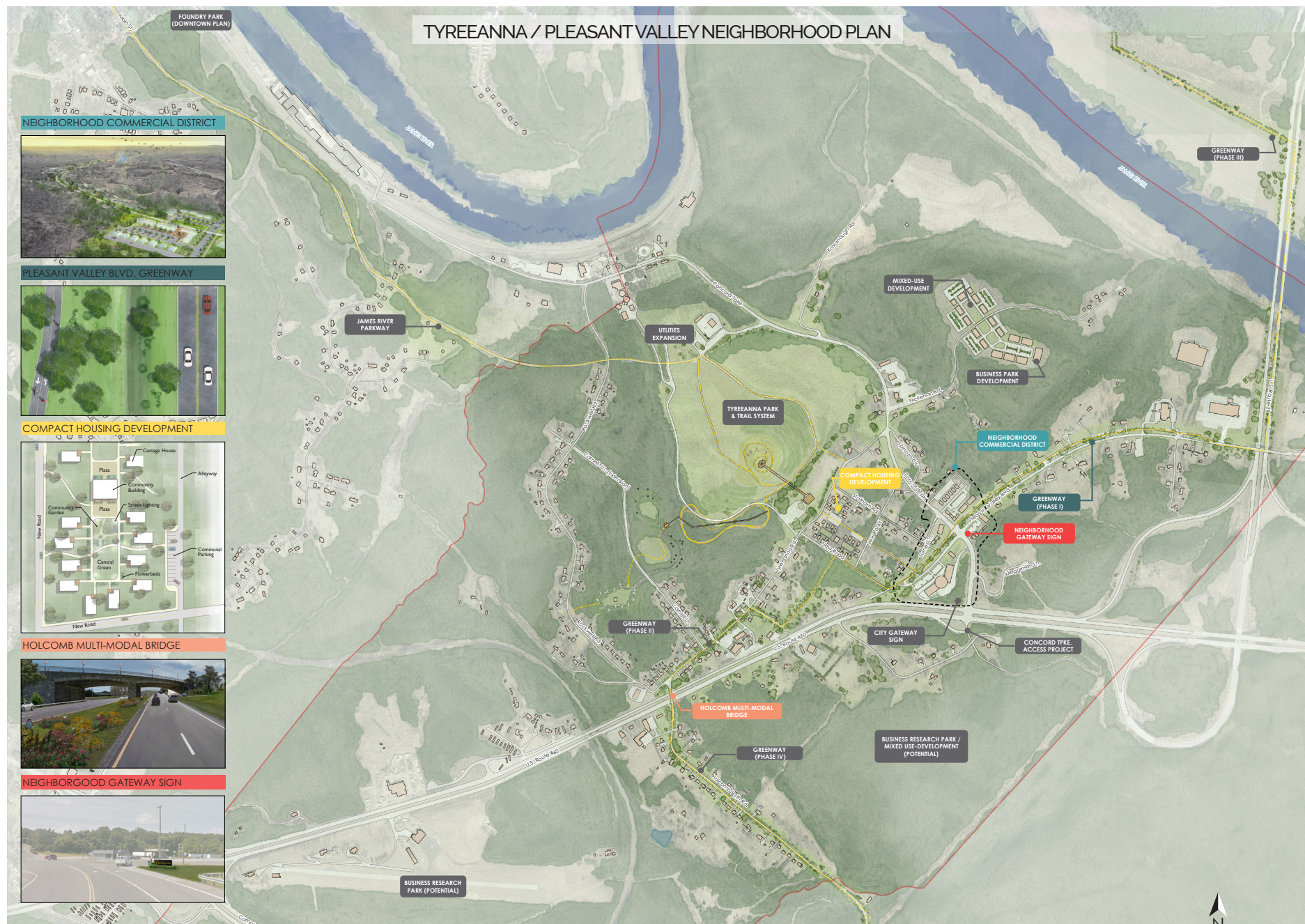
The topics covered in the plan include: Future Land Use, Connectivity & Neighborhood Design, Parks & Open Space, and Historic Resources. It also includes broader considerations to Moving Forward (Utility Infrastructure and Economic Development) and Implementation. For a complete summary of goals, policies, projects, and initiatives, see Chapter 11 Implementation.

C. KEY RECOMMENDATIONS

While all the recommendations of the plan are important in achieving the overall community vision, the recommendations below are identified as high-priority initiatives because of their strong potential to catalyze revitalization and promote sustainable growth in the Tyreeanna / Pleasant Valley neighborhood.

1. Define an identity for the neighborhood that builds upon its history and assets.
2. Establish an urban design palette that reflects the neighborhood's identity into the built environment.
3. Designate a neighborhood commercial area for neighborhood residents.
4. Develop a greenway system.
5. Repurpose brownfield sites for future development.
6. Transform the landfill into an attractive public outdoor destination.
7. Protect historic sites from development.
8. Foster the development of housing types for diverse demographics (young families and aging population groups)
9. Develop a streetscape plan for complete streets.
10. Design and install city and neighborhood gateways.

Right page: Illustrative master plan highlighting key initiatives proposed



D. PREVIOUS PLANS

2003 TYREEANNA / PLEASANT VALLEY NEIGHBORHOOD PLAN

In 2003, City Council adopted the Tyreeanna/Pleasant Valley Neighborhood Plan as part of the *Comprehensive Plan: 2002 - 2020*. Major issues facing the neighborhood at the time included compatibility of existing land uses, post-landfill closure, the Route 29 Bypass, commercial development potential, and other factors.

As written, the 2003 Plan has remained largely unimplemented due to a lack of funding. This outcome, in combination with the sentiment of remaining residents regarding the neighborhood's annexation into the Lynchburg in 1976, has eroded trust between the Tyreeanna / Pleasant Valley community and the City. In response, the City and Steering Committee are putting forward a more realistic plan for a cohesive and actionable vision. In contrast to previous efforts, this plan is meant to be a guide for City Council to prioritize resources in the upcoming years. It also provides a template to shape future development in a way that most benefits the existing community.

CITY OF LYNCHBURG COMPREHENSIVE PLAN

The City's *Comprehensive Plan 2013 - 2030* establishes specific goals for all Lynchburg neighborhoods, as well as general goals applicable to the Tyreeanna / Pleasant Valley neighborhood. These include:

- LU-2: Foster a vibrant mix of stable neighborhoods and cultural centers, open spaces, and thriving commercial and industrial areas to reinforce Lynchburg's quality of life in partnership with Lynchburg's citizens.
- AP-1: Recognize and reinforce the unique character of different neighborhoods and corridors in the City; preserve the elements that strengthen each area; and foster changes that enhance the area's stability, vitality, and resilience.

- AP-7: Revitalize and redevelop Tyreeanna to create a vibrant mixed-use neighborhood with strong connections to the River and Downtown in coordination with the City's long-term landfill plans.
- ED-2: Lead and coordinate existing efforts regarding business development, encouragement of entrepreneurship, and recruitment strategies.
- NH-2: Promote well-designed mixed-use residential neighborhoods that incorporate a variety of housing types and densities with pedestrian-oriented streets, small-scale neighborhood-oriented services; and parks to where residents are able to live, work, and play close to home.
- HCA-2: Celebrate the rich cultural heritage of the area and promote the City and region as a destination for culture, arts, recreation, and history.
- HCA-5: Engage the community, build social capital, and encourage citizen leadership.
- PR-3: Provide access to parks, trails, and recreation facilities and programs.
- T-2: Enhance mobility for all residents through safe and convenient access to transportation choices that attend to the needs of pedestrians, bicyclists, transit riders, and motorists. Streets should help move goods and people while accommodating trees, stormwater, and other utilities that enhance Lynchburg's livability.
- PU-1: Comply with all regulatory requirements to provide the citizens of Lynchburg with safe, dependable, and affordable services with sufficient system capacities to meet the City's long-term requirements.
- PFS-3: Increase awareness of the quantity and quality of the public and private facilities and services available to City residents.

DOWNTOWN 2040

The *Downtown 2040 Master Plan* was created as a supplement to the *Comprehensive Plan 2013 - 2030*. Although the *Downtown 2040 Master Plan* does not include Tyreeanna / Pleasant Valley within its geographic scope, the reflected values, goals, and policies outlined in the plan have a relative impact on this neighborhood. Some of the recommendations of the plan as they relate to the Tyreeanna / Pleasant Valley community are:

- Design and implement Foundry Park.
- Develop a Public Art Plan.
- Adopt design guides and implementation procedures for transportation design to foster implementation of a Complete Streets Policy.
- Retrofit entryways into Downtown for bicyclists and pedestrians.
- Extend trails to neighborhoods.
- Develop a master plan for the construction of the James River Parkway.
- Implement pedestrian and bicycle improvements on neighborhoods streets.
- Work with neighborhoods to identify and build potential spur trails.
- Increase bus frequency and enhance bus stops along key corridors.
- Extend paved trail network to reach additional neighborhoods and promote commuting via bicycle Downtown.

A BLUEPRINT FOR OPPORTUNITY

Economic development trends indicate that more and more people are moving to urban areas. While some urbanites move for economic reasons, others seek places with unique cultural, aesthetic, and demographic characteristics. Building upon market research and demographic analysis, Lynchburg's *Blueprint for Opportunity* is a 5-year strategic plan that will guide the City in its efforts to stay competitive as one of the best small cities in the country. The plan outlines specific goals and objectives that aim to establish a firm sense of place as well as attract and retain talent. Given the potential for growth in Tyreeanna / Pleasant Valley, the following objectives from the *Blueprint for Opportunity* are expected to have the most impact on future planning efforts in the neighborhood:

- 1.4 Develop the real estate, land, infrastructure, and incentive tools to support business expansion.
- 4.1 Adopt a placemaking strategy for Lynchburg's downtown core and neighborhoods.
- 4.2 Create strategies for "tourism experiences" to drive visitor and tourism growth.
- 4.3 Improve Lynchburg's connectivity

E. ONGOING INITIATIVES

LYNCHBURG PARKS MASTER PLAN

The City of Lynchburg is currently working on a *Parks and Recreation Needs Assessment and Master Plan* effort. The assessment will identify the types of park facilities, programs, and operational improvements needed citywide. Currently, the project is still in the public input phase.

MIDDLE JAMES RIVER VISION PLAN

In 2020, Amherst County was awarded participation in the National Park Service Rivers, Trails, and Conservation Assistance Program (RTCA), a nationally recognized program that provides NPS staff assistance to facilitate outdoor protection and recreational initiatives. The Amherst grant, which includes project partners the City of Lynchburg, Central Virginia Planning District Commission (CVPDC), and the James River Association (JRA), will guide a vision and action plan to expand interaction with the James River and its waterfront. *The Middle James River Vision Plan* is in the initial public input phase and there may be overlap between these projects, as the Tyreeanna / Pleasant Valley neighborhood has a significant amount of river shoreline at its border.

F. PLANNING PROCESS & COMMUNITY ENGAGEMENT

KICK-OFF MEETINGS

The planning process officially kicked-off in August of 2018 with a meeting between the consultant team and City staff. The discussion focused on the general scope of the plan and issues to cover, as well as the need to establish a community outreach strategy for the planning process. A steering committee structure consisting of City Department representatives and members of the Tyreeanna / Pleasant Valley neighborhood was recommended. City staff identified a number of key stakeholders and community leaders that would be invited to join the steering committee. The goal of this approach was to foster fruitful conversations regarding current and future needs of neighborhood residents as well the community's vision for future improvement and growth.

FOCUS GROUP SESSIONS

On the months following the kick-off meeting, the consultant team engaged in a series of round-table discussions with various City Departments, including Water Resources, Public Works, the Regional Landfill Authority, Neighborhood Services, Greater Lynchburg Transit Company (GLTC), and Parks and Recreation. The objective of these meetings was to get a better understanding of citywide objectives and initiatives impacting the Tyreeanna / Pleasant Valley neighborhood. Several topics surfaced during these conversations, with the most relevant listed as follows:

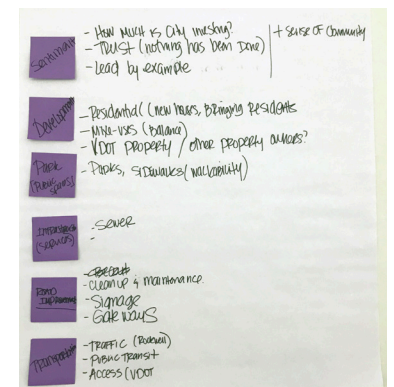
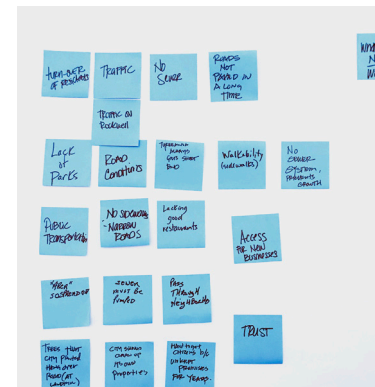
- Lynchburg has little land vacant left for development. Due to the magnitude of proposed utility extensions across the city and the lack of job centers in Tyreeanna / Pleasant Valley, the neighborhood and city would benefit from a larger economic-driven plan to extend sewer infrastructure east of Route U.S. 460 as part of an anchor strategy.
- The James River is an untapped resource for the neighborhood and the city. Strategies to increase access to the river for recreation should be addressed in this plan.
- The previous plan was driven primarily by road safety and improvement projects by the Virginia Department of Transportation (VDOT). The new plan needs to focus on addressing residents' concerns as well as improving and strengthening the neighborhood as a vibrant community.
- While the decommissioned landfill is deemed unsuitable for conventional development, the large tract of land presents a great opportunity for an outdoor recreation destination and to catalyze growth.

RESIDENT STEERING COMMITTEE MEETING

On February 15th, 2019, the project team hosted an initial steering committee meeting with neighborhood residents at the Pleasant Valley Baptist Church. The purpose of the event was to introduce the planning effort to the residents, connect with potential steering committee members, and foster an open conversation regarding community needs. Attendees participated in a “Rose, Bud, Thorn” exercise that helped the group identify the assets, opportunities, and challenges perceived in the Tyreeanna / Pleasant Valley neighborhood. Some of the general themes that emerged at the meeting include road improvements, public spaces, infrastructure, development types, and sense of community.



Resident meeting at Pleasant Valley Baptist Church



Thoughts and themes from the Rose, Bud, Thorn exercise

The project team performed interviews to major property owners in the area to discuss their plans for development as well as potential alignment with city and neighborhood goals. There was a consensus that any initiative will take a concerted effort with Lynchburg's main employers such as manufacturing companies and higher education institutions.



COMMUNITY WORKSHOP

On May 13th, 2019, the project team hosted a community wide workshop at the Pleasant Valley Baptist Church. Neighborhood businesses and residents were invited to learn more about the City's efforts to improve the neighborhood and to provide input on topics that surfaced at the Resident Steering Committee meeting.

The first part of the workshop provided attendees with an overview of the project and updates regarding the planning process. Each attendee was asked to gather at one of four tables, for 10-15 minutes at a time, to share their thoughts and ideas on specific topics, including Community and Recreation, Economic Development, Land Use, Utilities, and Transportation. Key takeaways from topic discussions are listed below:

- In spite of population loss over the past few years, there is a strong sense of community in the neighborhood. Churches have become centers for resident support and activity. However, residential growth is needed for existing churches and businesses to survive.
- Increased traffic from U.S. Route 460 has become a challenge particularly in residential areas such as Rockwell Road, where vehicular and truck traffic have increased.
- Access to the neighborhood is difficult, specifically from Route U.S. 460, where entrances to local roads are restricted.
- Residents rely heavily on their vehicles as a mode of transportation yet they don't believe there is demand for a bus route.
- Streetscape improvements are needed in order to make the neighborhood more walkable.
- Beautification, cleanliness, and property maintenance is a challenge across the neighborhood. Residents believe the City should lead by example in this regard.
- Parks and recreational areas that are accessible from residential areas and cater to diverse population groups are needed in the neighborhood.
- A zoning change at the corner of Pleasant Valley Road and Concord Turnpike creates challenges to develop a welcoming environment and gateway at this prominent intersection.

TYREEANNA & PLEASANT VALLEY

2040 Neighborhood Plan

SAVE THE DATE !!!
May 13, 2019 @ 6pm

COMMUNITY WORKSHOP

Time:
6pm - 8pm

Location:
Pleasant Valley Baptist Church
5517 Pleasant Valley Rd.
Lynchburg, VA 24504

"Why should I attend?"

This workshop is an opportunity to learn more about the City's efforts to improve our neighborhoods and provide input. Ideas will be collected on alternatives regarding land use, circulation, services, open space, and more to position Tyreeanna for success in years to come.

Please join us at the time and location shown here. Share your initial thoughts on the back side of this postcard and **return by May 5th, 2019** to any of the locations below:

For more information contact:
Rachel Frischeisen
rachel.frischeisen@lynchburgva.gov
434.455.3900

Templeton's Market 4928 Richmond Hwy. (daily)	Pleasant Valley Baptist Church 5517 Pleasant Valley Rd. (during service)	Tyreeanna United Methodist Church 5215 Tyreeanna Rd (during service)
--	---	---

Share your thoughts below:

1. What is the most pressing need in the neighborhood

2. What kind of development will help the neighborhood thrive? (check all the apply)

☐ Commercial	☐ Mixed-Use (commercial & residential)
☐ Residential	☐ Recreation
☐ Industrial	☐ Other:

3. What are the top 3 priorities the neighborhood plan should address?

"What's happening?"

The **Tyreeanna / Pleasant Valley Neighborhood Plan** update presents an exciting opportunity to create a new vision for the future of our community. The process has been established as a collaborative that places neighborhood residents and businesses at the core of the planning process.

By engaging the public in this process, we will ensure that the plan is reflective of the community it serves.

Through a **6-month planning process**, a steering committee and planning team will engage community members in conversations about the future of Tyreeanna and Pleasant Valley. Planning work with the consultant team, Hill Studio, includes **data collection, public outreach, and a neighborhood-wide workshop**.

The outcome will be a **community-driven plan** to guide development in Tyreeanna and Pleasant Valley according to the vision set-forth by neighborhood residents and businesses.

Please join us in this community effort to create that vision!

PHASE I
LISTEN & GATHER

DATA COLLECTION
STEERING COMMITTEE DISCUSSIONS
PUBLIC OUTREACH

PHASE II
PLAN & DESIGN

ANALYZE DATA
DESIGN WORKSHOP
STEERING COMMITTEE DISCUSSIONS

PHASE III
PRIORITIZE & STRATEGIZE

FINAL MASTER PLAN
PRIORITIZATION & BUDGETING
FINAL PRESENTATION

Community Workshop Flyer sent out to Tyreeanna / Pleasant Valley residents

City staff and members of the consultant team facilitated and documented conversations at each table.

Following the community workshop, the project team compiled ideas and thoughts from the event and identified common themes. These themes led to the development of the guiding principles and neighborhood goals of this plan.

The impact of COVID-19 caused the public process to be placed on hold while in-person meetings could not safely be held throughout the majority of 2020 and 2021. Although this delay was not ideal, the recommendations outlined in this plan are still relevant and important for improving quality of life in the Pleasant Valley / Tyreeanna neighborhood.

VIRTUAL NEIGHBORHOOD MEETING

On December 2, 2021, a virtual neighborhood meeting was held via Zoom. The meeting was available to view via the internet, City LTV Channel 15, Facebook, and later posted to Youtube. Participants were able to use the chat function to



Community Workshop at Pleasant Valley Baptist Church

2. BACKGROUND AND HISTORY

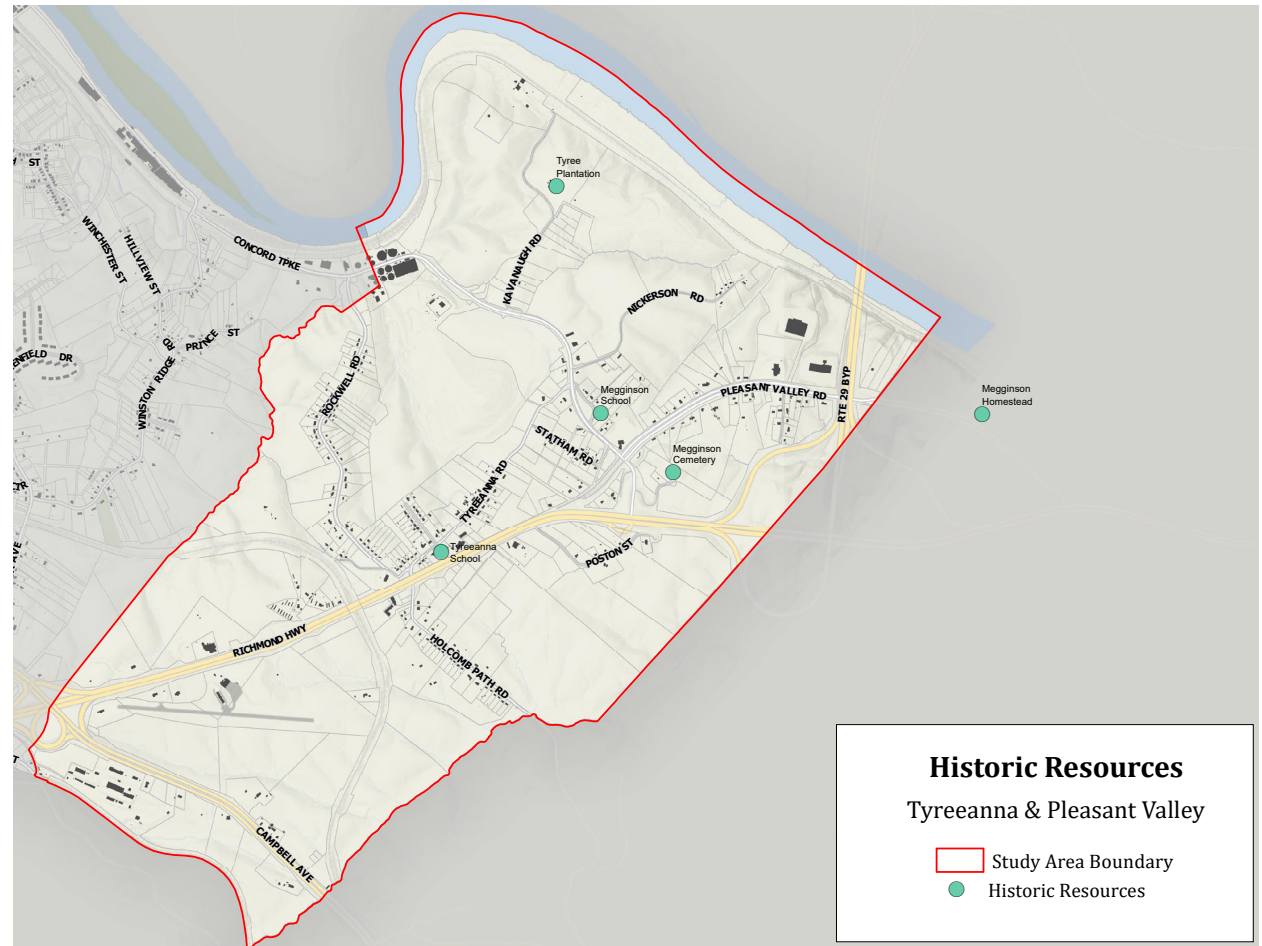
A. NEIGHBORHOOD CONTEXT

BACKGROUND

The majority of the Tyreeanna / Pleasant Valley neighborhood is a low to medium density residential area with some industrial and public utility land uses. This area became part of the City of Lynchburg by order of annexation in 1976 from Campbell County.

As with many Virginia cities in the 1960s through 1980s, Lynchburg pursued annexation as a way to increase its developable land and thus its tax base during periods of increasing urbanization and costs of services. Since 1904 there were 160 annexation attempts across Virginia, with 128 (80%) being approved. The state issued a moratorium on annexations in 1987 which halted the rapid claiming of land.

Now that annexation is no longer an option for the land-constrained cities, the City of Lynchburg must look within its own boundaries to support a growing population while maintaining community character. The moratorium on annexation has also compelled localities (both cities and counties) to form partnerships and agreements to achieve economic prosperity for both parties.

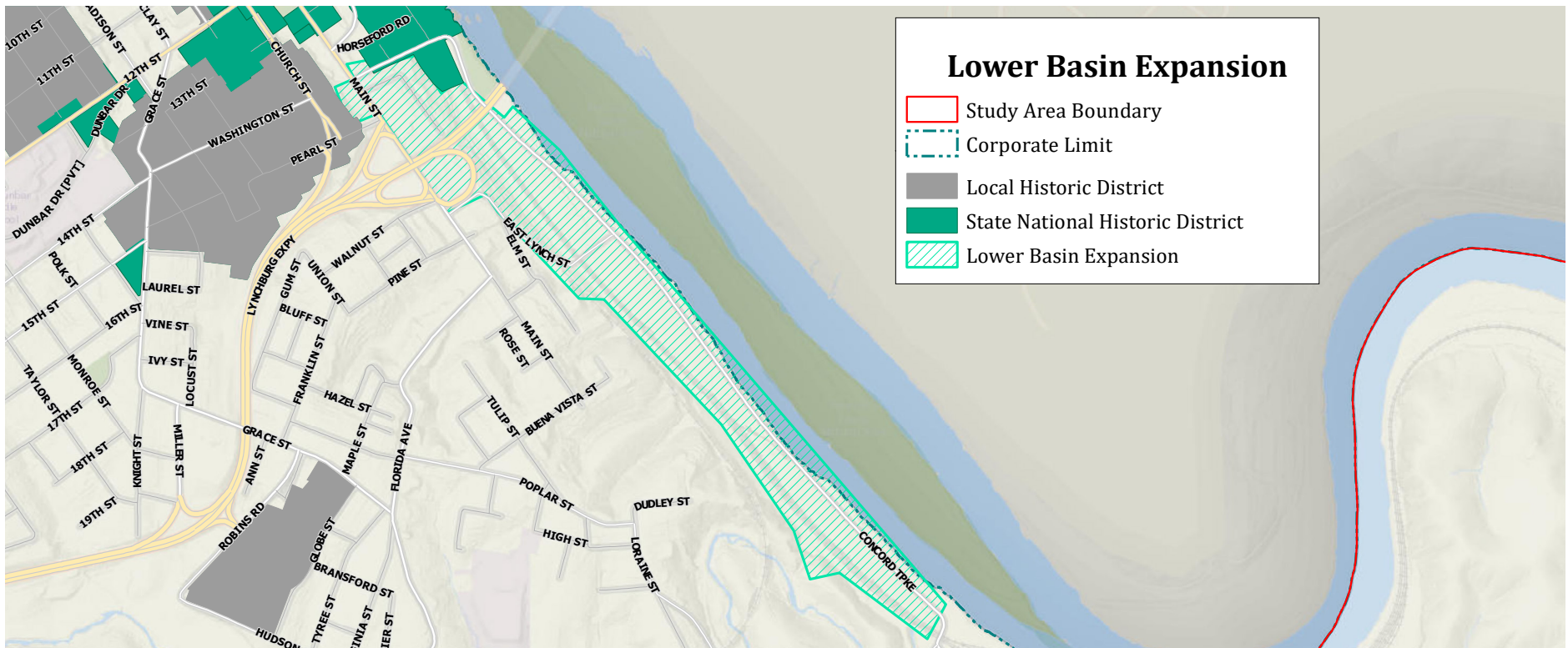


B. HISTORICAL SIGNIFICANCE

LOWER BASIN HISTORIC DISTRICT

First listed in 1987, the Lower Basin Historic District includes prime examples of turn-of-the-20th-century industrial architecture. The industries that utilized the space were an important part of Lynchburg's economy from the 1890s to the 1950s. In December 2018, an expansion of the Lower Basin was determined to be eligible for listing on the Virginia Landmarks Register and National Register of Historic Places. The expansion includes the area past Downtown and reaches to the south where Concord Turnpike makes a dogleg turn across the C&O Railroad corridor.

The expansion area remained an active and dense commercial and industrial corridor until the downturn of manufacturing and tobacco in the late 1980's that lead to the current decline and vacancy of the area. This is particularly evident along the industrial corridor of Concord Turnpike. Several buildings have since been demolished due to neglect and deterioration, including the majority of the Lynchburg Plow Foundry and John H. Heald Company complex; however, remnants of both complexes remain, and the rest of the surviving buildings have been minimally altered since that time.



While the James River was Lynchburg's primary means of receiving and shipping goods and services, the Kanawha Canal and the C&O Railroad supplanted it during this time. This area was used for manufacturing, industry, and tobacco storage, along with general commercial use.



Photos of Lower Basin Expansion Area

LOWER BASIN TO TYREEANNA / PLEASANT VALLEY

Chestnut Hill

Located just outside the neighborhood study area, 2205 Concord Turnpike was owned by Charles Lynch, Sr. and was known as Chestnut Hill. Charles Lynch, Sr. was the father of John Lynch, founder of Lynchburg. This tract of land was divided between Lynch's heirs and part of it was the original land for the City of Lynchburg.

The original house on the property is said to have burned some time after Lynch's death; however, there may be some outbuildings that date to the Lynch period that are still standing. There is also a large grave marker near the house which, based on size and apparent age, is suspected to be the grave marker for Charles Lynch.



Chestnut Hill, located near the intersection of Concord Turnpike & Rockwell Road

PLEASANT VALLEY

Megginson Homestead

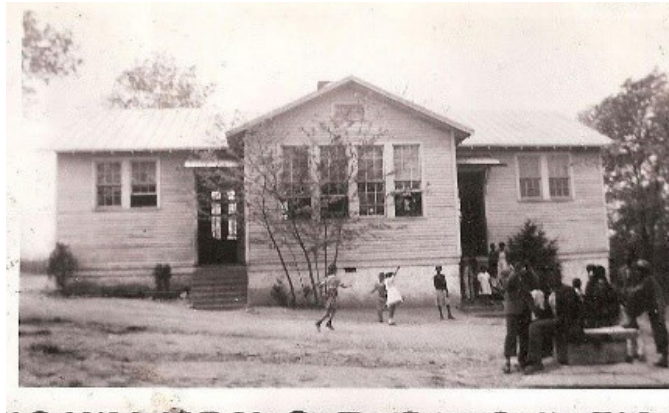
The Megginson family has been an integral part of Pleasant Valley since the 1880s, when the Megginson Homestead at 6080 Pleasant Valley Road was established. The homestead was the final home of Hanie Megginson (~1796 – 1901), who lived free for 35 years after being enslaved since birth and was the matriarch of the Megginson family. Her son, Albert Megginson (1831-1923), became a key historic figure in the area. Albert bought land after the Civil War to create his homestead and donated a portion of that land to the African American community. At the height of its production, the homestead contained 34 acres of improved land; encompassed 100 acres of woodland; raised cows, pigs, horses, and chickens; and grew oats, wheat, flint corn, and tobacco.



Megginson Homestead

Megginson School

While neither Albert Megginson nor his wife Judie Johnson Megginson (1840-1925) could read or write, they valued learning and made educational opportunities available for their children and community. One of the pieces of land that Albert Megginson donated was for an African-American Church/School which was named the Megginson School in his honor. The school cost a total of \$5,000: \$300 was provided by the African-American community, \$4,000 from a local school board, and the remaining \$700 from the Julius Rosenwald Fund. The Rosenwald fund was established during Reconstruction and leveraged private funding to construct schools for African-Americans with little access to public education. There were over 5,000 Rosenwald schools built in the Southern U.S., with more than 600 in the state of Virginia.



Historic Photo of Megginson Rosenwald School



Historical Marker for Megginson Rosenwald School

Historical Significance of Rosenwald Schools

Rosenwald schools are eligible for listing in the National Register of Historic Places under Criterion A (Education, Ethnic History – African American), and Criterion C (Architecture) with a period of significance from 1917 to 1932.

Under Criterion A the Rosenwald schools are eligible for their association with Rosenwald School Building Fund which constituted an important avenue for the advancement of African-American education during much of the first half of the twentieth century. The Julius Rosenwald Fund contributed to the construction of 664 schools, 18 teachers' homes and vocational buildings in Virginia.

The school buildings reflect not only one of the most ambitious school building projects ever undertaken but they symbolize the African-Americans' struggle for educational opportunities in a segregated South. They are also eligible under Ethnic Historic - African American for their association with the development of important community centers for African American communities and often set the standard for the neighborhood in regard to architecture, sanitation, and maintenance.

Under Criterion C they are eligible in the area of Architecture. The Rosenwald schools reflect innovations in educational architectural design and set the standard for school construction for years to come. One of the greatest contributions of the Julius Rosenwald Fund was the development of floor plans and specifications for a variety of schools. These plans and specifications ensured every community a quality school.

The designs commissioned by the Rosenwald School Building fund revolutionized rural school architecture. See the Rosenwald Schools in VA MPD for additional information

Source: https://www.dhr.virginia.gov/wp-content/uploads/2018/04/012-5041_Rosenwald_Schools_2004_NRHP_MPD_FINAL.pdf

Besides funding, the Rosenwald Fund also provided plans for the school, which is a textbook example of “Floor Plan No. 20, Two Teacher Community School, to face East or West only.” The plan was published by the Rosenwald Fund in a booklet titled “Community School Plans” in 1924, though its use for this school (built 1-2 years earlier) is evidence that the Fund was providing the plans to communities before they published the booklet.

Today, the Megginson School is located at 136 Spinoza Circle, which has been recognized by the Virginia Department of Historic Resources as a property meeting the criteria for listing on the National Register of Historic Places as presented in the Rosenwald Schools of Virginia MPD.

Megginson Cemetery & Pleasant Valley Baptist Church

The Megginson Cemetery may have been the site of the first one room Church-School for African-Americans in the area before the Megginson School was established.

In addition to providing land for the Megginson School, Albert Megginson also donated land to Pleasant Valley Baptist Church.



Megginson Cemetery on Megginson Lane

TYREEANNA AREA

Tyree Plantation

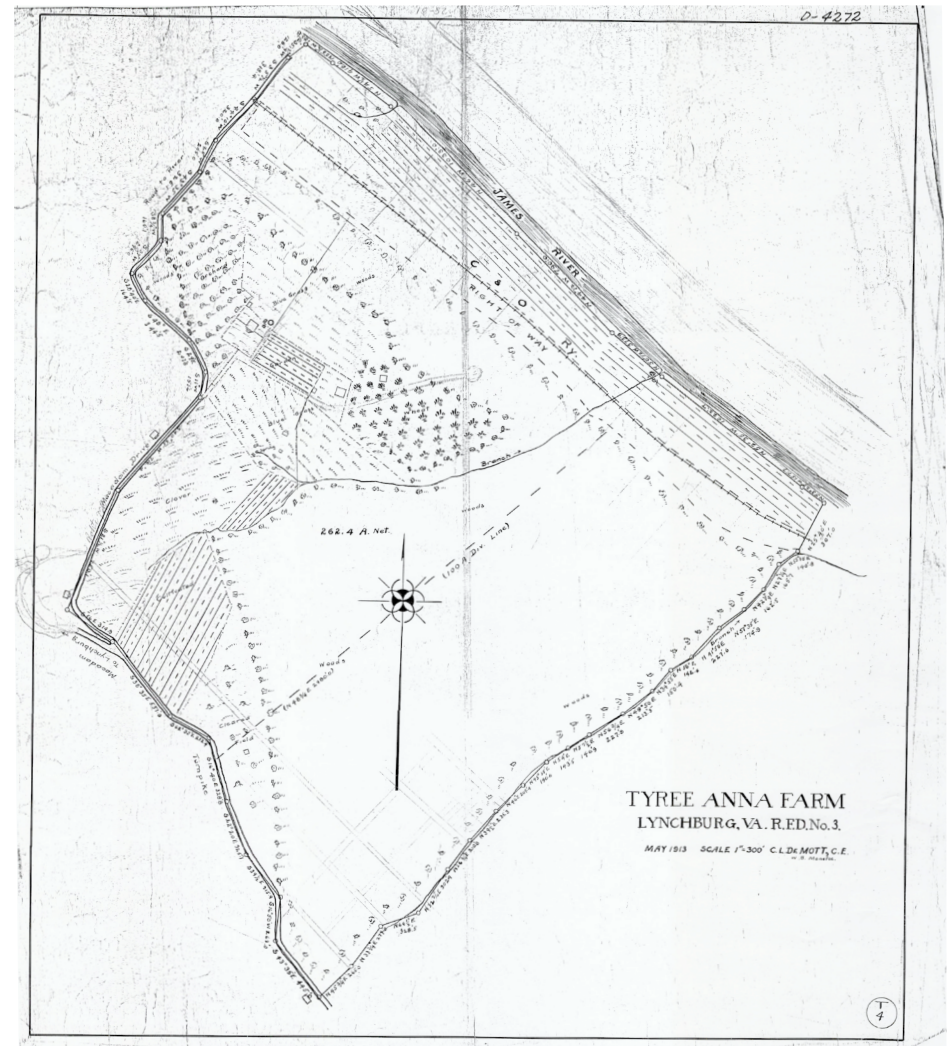
Located on what is today known as Kavanaugh Road, the Tyree Plantation was a tobacco farm that overlooked the James River and was a stop on the railroad leading from Richmond westward. Built in the mid-1800s by John Henley Tyree (1806-1876) and Anna Phoebe Bransford Tyree (1812-1876), the plantation house was turned into a hotel in the 1880s, and later burned in 1936. The Tyreeanna name is presumed to have originated from the Tyree Plantation.

Tyreeanna United Methodist Church

Located at 5219 Tyreeanna Road, this church was founded in 1857 through John Henley Tyree and Anna Phoebe Bransford Tyree, owners of the Tyree Plantation. The original church was destroyed in a fire on March 31, 1953. The current church structure was constructed later that year.



Tyreeanna United Methodist Church



1913 Tyreeanna Subdivision

3. EXISTING CONDITIONS

A. DEMOGRAPHICS

The following demographic information has been analyzed to compile important characteristics for the Tyreeanna / Pleasant Valley neighborhood. The data, provided by ESRI Community Analyst, combines projections with the 2010 Census to provide valuable insight in identifying this plan's recommendations and guiding future planning efforts.

		Tyreeanna Neighborhood	Lynchburg	Virginia
Population	Total	625	82,517	8,685,513
By Gender	Male	317	35,474	4,273,370
	Female	299	40,094	4,412,142
By Race	Black	45.2%	64.4%	65.1%
	White	50.0%	29.3%	19.5%
By Age	Under 10	11.5%	10.5%	11.5%
	10-14	6.1%	4.9%	6.2%
	15-24	10.2%	22.0%	12.7%
	25-34	12.1%	15.3%	13.8%
	35-44	13.4%	10.3%	13.2%
	45-54	11.1%	9.1%	12.5%
	55-64	15.3%	10.5%	13.3%
	65-74	12.1%	9.1%	10.1%
	75-84	5.3%	5.4%	4.8%
	85+	2.7%	2.8%	1.8%
Households	Total	257	31,165	3,309,888
Type	Family	167	17,512	2,186,215
	Non-Family	90	13,653	1,123,673
Income				
Median Household Income		\$43,102	\$51,966	\$76,442
Housing				
Housing Units	Total	290	34,974	3,651,919
	Occupied	57.2%	92.2%	90.7%
	Vacant	11.4%	7.8%	9.4%
Ownership	Owner Occupied	57.2%	54.0%	60.5%
	Renter Occupied	31.4%	38.2%	30.2%
House Value	Median	\$98,913	\$181,090	\$311,462

Source: esri Community Analyst (U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2021 and 2026 Esri converted Census 2000 data into 2010 geography)

POPULATION & HOUSEHOLDS

As of 2019, there were a total of 628 residents estimated in the neighborhood. Roughly 50% of residents identify as white alone and 45% identify as black alone. In terms of age group, there is a significant concentration of baby boomers ranging between the ages of 45 and 80 years old (44%). There is also a smaller concentration of children under 14 years old (18%). There were approximately 257 households. From conversations with residents of the Tyreeanna / Pleasant Valley neighborhood, there is the possibility that many children in the area are living with their grandparents. The median household income is \$43,102.

OCCUPANCY, TENURE AND HOME VALUES

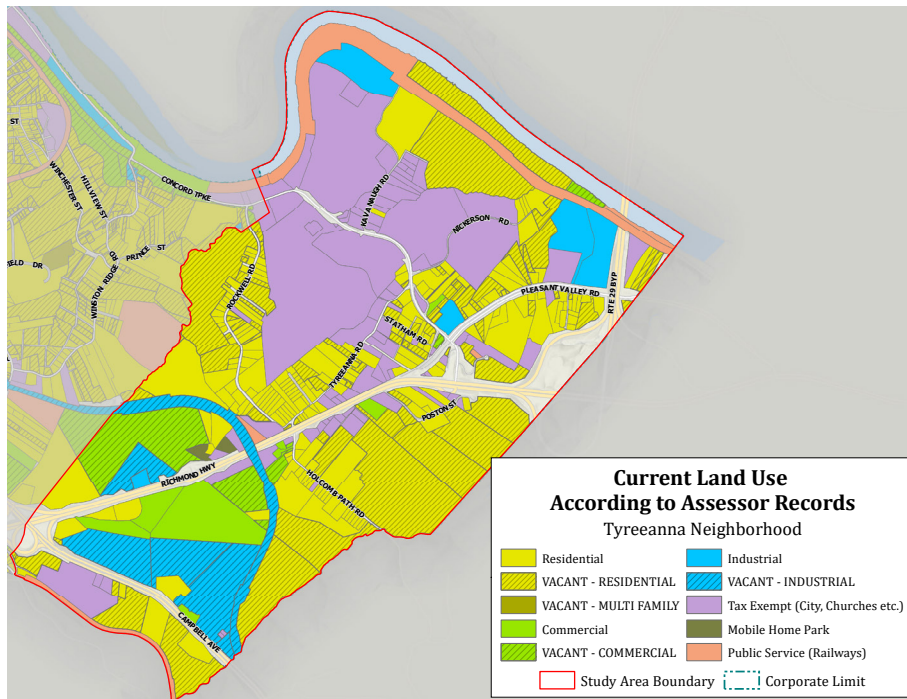
Based on 2019 estimates, about 256 of 290 housing units were occupied (88%) while the rest are vacant. Of the occupied housing units, approximately 57% are owner-occupied while the rest are rented. Most housing structures in the neighborhood are single-family homes valued between \$86,000 and \$105,000.

B. LAND USE

EXISTING LAND USE

The Tyreeanna / Pleasant Valley neighborhood is a low-density community characterized primarily by residential blocks with some industrial and commercial uses throughout. There is also a heavy concentration of “tax-exempt” parcels that are managed by city, state, and non-profit entities such as churches. Most of these parcels are located along main corridors including U.S. Route 460, Campbell Avenue, and Concord Turnpike. (See Current Land Use Map below).

In 2008, the Virginia Department of Transportation (VDOT) acquired properties and easements along the U.S. Route 460 corridor as part of the safety improvement project. Close to 30 parcels from the U.S. Route 29 Bypass to U.S. Route 501 (Campbell Avenue) were purchased for right-of-way construction, maintenance, and utility relocations. The goal of the project was to create a limited access highway in order to address traffic safety concerns.



Current Land Use Map

Limited access routes are those routes that restrict the number and locations of access points. Limited access highways provide high levels of safety, especially when traffic volumes are high, and allow traffic to flow safely at higher speeds. These facilities nearly eliminate the types of incidents usually found at or near intersections and entrances

Source http://lynchburg.granicus.com/MetaViewer.php?view_id=4&clip_id=710&meta_id=10912

Currently, VDOT is exploring the opportunity to liquidate and sell properties associated with the safety improvement project. Many of these parcels are categorized as stormwater retention areas and are attached to environmental quality credits managed by the Department of Environmental Quality (DEQ). The City of Lynchburg will have to collaborate closely with VDOT to establish a strategic plan for their use.

FUTURE LAND USE MAP (FLUM)

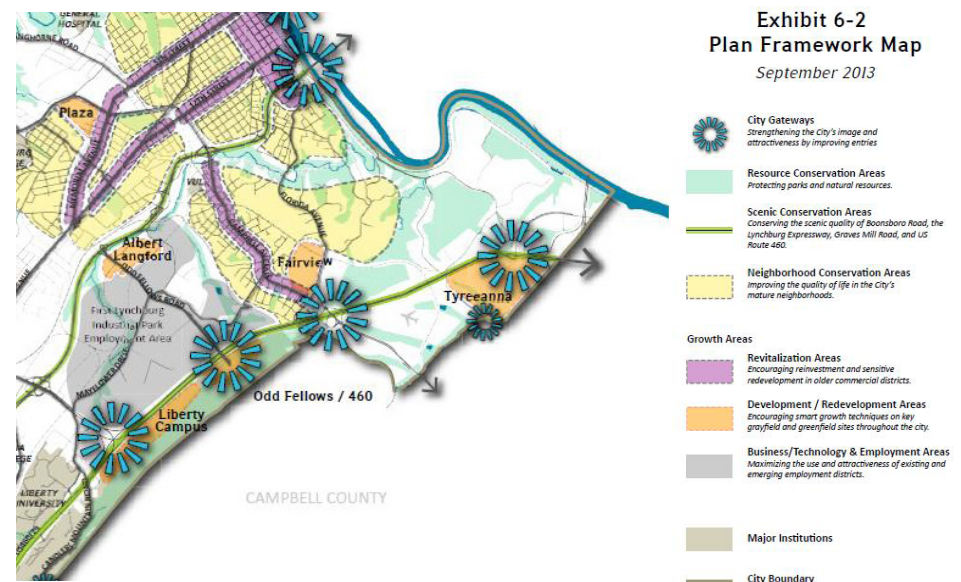
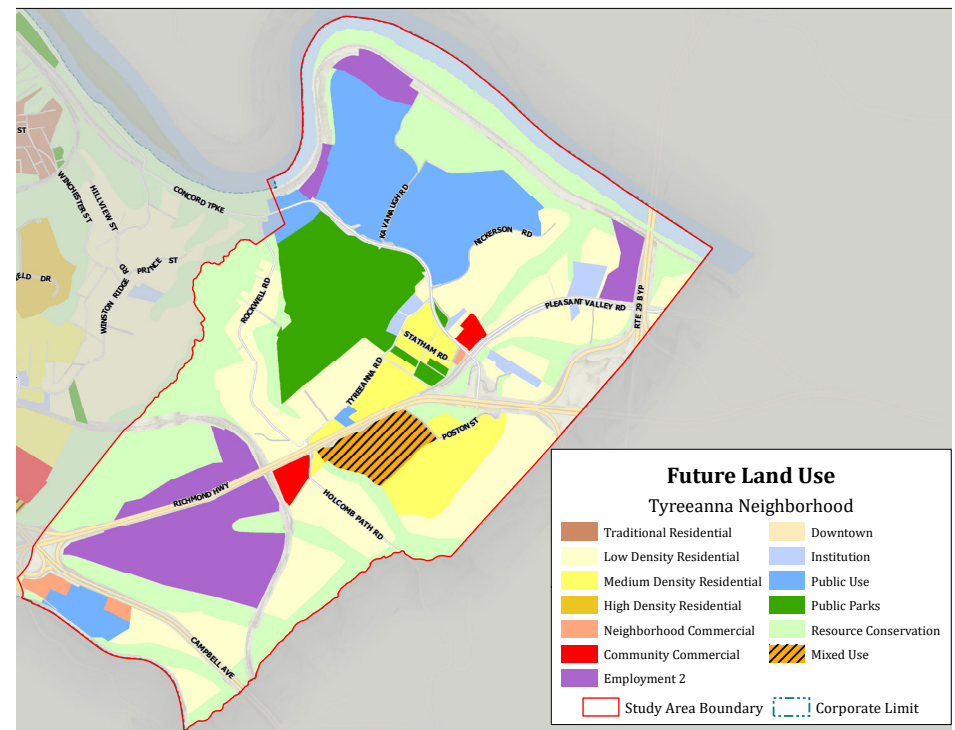
The Future Land Use Map is a tool the City uses to guide future development and public improvement efforts. It is intended to work with the policies and the Plan Framework Map contained in the City of Lynchburg Comprehensive Plan to determine whether a specific zoning category is appropriate in meeting citywide goals.

Currently, the FLUM designates most City-owned land on the north side of Concord Turnpike for public use and the previous landfill site for a public park. The map also suggests a mix of low and medium-density residential and expects this land use to extend south of U.S. Route 460, along with mixed-use development.

PLAN FRAMEWORK MAP

The Plan Framework Map within the Comprehensive Plan illustrates development patterns for the City of Lynchburg, including areas where changes are encouraged and expected. The plan identifies three main City gateways located within the boundaries of the Tyreeanna / Pleasant Valley neighborhood. While the gateway at the junction of U.S. Route 460 and Campbell Avenue is well defined, the other two lack identity. Improvements to the intersections of Route U.S. 460 and Concord Turnpike, Holcomb Path Road, and Pleasant Valley Boulevard are recommended.

The Tyreeanna / Pleasant Valley Neighborhood Plan looks at land use patterns that will protect and enhance residential areas while promoting sustainable development. Recommendations give priority to policies and initiatives that will improve walkability, connectivity, and a sense of place. Proposed changes to the FLUM and the Plan Framework Map set the foundation for the recommendations of this plan.



Future Land Use Map (FLUM) (top)
Plan Framework Map (bottom)

C. PHYSICAL ENVIRONMENT AND FORM

STRUCTURES

Single-Family Homes and Community

Residential areas in the Tyreeanna / Pleasant Valley neighborhood are primarily located along Rockwell Road, Holcomb Path Road, Tyreeanna Road, Carnell Lane, and Statham Road. Housing units are single-family homes of craftsman and vernacular architectural style. Most residences in the neighborhood were built in the early-to-mid 1900's on large tracts of land. Given the age of housing stock, the demographic data showing a concentration of young children in Census tract 19, and high rental occupancy, there is an increased potential for lead exposure in this area. This plan recommends the exploration of a lead abatement program as a potential tool to ensure safety and to help spur revitalization of the neighborhood.

There are three main churches in the neighborhood which have become centers for community activity: Tyreeanna United Methodist Church, Pleasant Valley Baptist Church, and Saint James Episcopal Church.

Commercial and Industrial

Commercial structures are limited in Tyreeanna / Pleasant Valley. One store and several office buildings are scattered throughout the neighborhood, mainly along Concord Turnpike and U.S. Route 460. There are also a few industrial facilities along Tyreeanna Road and Pleasant Valley Road.

During the public engagement process, many residents identified the need and desire for more retail and restaurant facilities in the neighborhood. A balanced mix of uses in a defined core area could provide the community with basic businesses and services within walking distance from residential areas, fostering a more vibrant neighborhood.



Various types of structures in the Tyreeanna / Pleasant Valley neighborhood

STREET NETWORK

The area within Tyreeanna / Pleasant Valley is served by a network of neighborhood-scale two-lane streets that provide access to regional facilities such as U.S. Route 29/U.S. 460 Bypass and to Downtown Lynchburg via Concord Turnpike. The neighborhood streets are somewhat disjointed and lack a strong “street grid.” The exception to the typical two-lane configuration is the U.S. Route 29/U.S. 460 Bypass, which over time has morphed into an expressway with four travel lanes and highly-controlled access. This transformation created a corridor carrying large amounts of regional traffic at high speeds and a barrier between the north and south portions of Tyreeanna / Pleasant Valley. Access between the two sections of the neighborhood is only afforded at a couple of locations and in an indirect manner that requires u-turns. Given the regional significance of Route U.S. 29/U.S. 460 Bypass, changes to this corridor would be problematic. However, there could be opportunities to reconnect the two sections of the neighborhood through complete street connections above grade (see Chapter 5 Connectivity & Neighborhood Design).

The other exception to the neighborhood’s typical street configuration is the underutilized Pleasant Valley Road. This is the previous Route U.S. 29/ U.S. 460 corridor prior to the new alignment of Route U.S. 29 north toward Charlottesville and the large interchange at the eastern boundary of Tyreeanna. Pleasant Valley Road has two lanes in each direction, divided by a grass median.



Street character in Tyreeanna / Pleasant Valley

MOBILITY

Currently, it is very challenging to move to, from, or around the Tyreeanna / Pleasant Valley neighborhood without the use of a personal motor vehicle. Even in a car, it can be a challenge to get from the north side of the neighborhood to the south side. Fixed route transit service to Downtown, Liberty University, and other destinations is simply not available today. Finally, there is a lack of network for active transportation. In many areas of the neighborhood sidewalks are discontinuous or missing, making pedestrian safety a challenge. In addition, there are no dedicated bicycle facilities, so anyone who wants to ride a bike must share the road with vehicles – including large trucks. On narrow connections with blind hills and curves, such as Concord Turnpike and Tyreeanna Road, cycling can be extremely dangerous for both the rider and the driver.

None of the streets within the neighborhood can be characterized as “complete streets,” as they are geared primarily to moving motor vehicle traffic. Complete streets are those that are designed for the safety and convenience of all users, regardless of their mode of transportation. Prioritizing the design of complete streets in terms of network, connectivity, and mobility alternatives will give Tyreeanna / Pleasant Valley residents choices regarding the way they move within and around their neighborhood. From a broader perspective, complete streets can render significant environmental, economic, and health benefits to the community.

Lastly, there are opportunities to reclaim unused capacity on Pleasant Valley Road for other uses. It is important for truck traffic to remain and serve existing industrial uses. Other modes of travel, such as biking and walking, can be safely separated from this traffic using much of the existing infrastructure (see Chapter 5 Connectivity & Neighborhood Design).



Currently streets in Tyreeanna / Pleasant Valley are not conducive to walking and/or biking



Dedicated pedestrian and bicycle facilities in Downtown Lynchburg improve connectivity and promote walkability

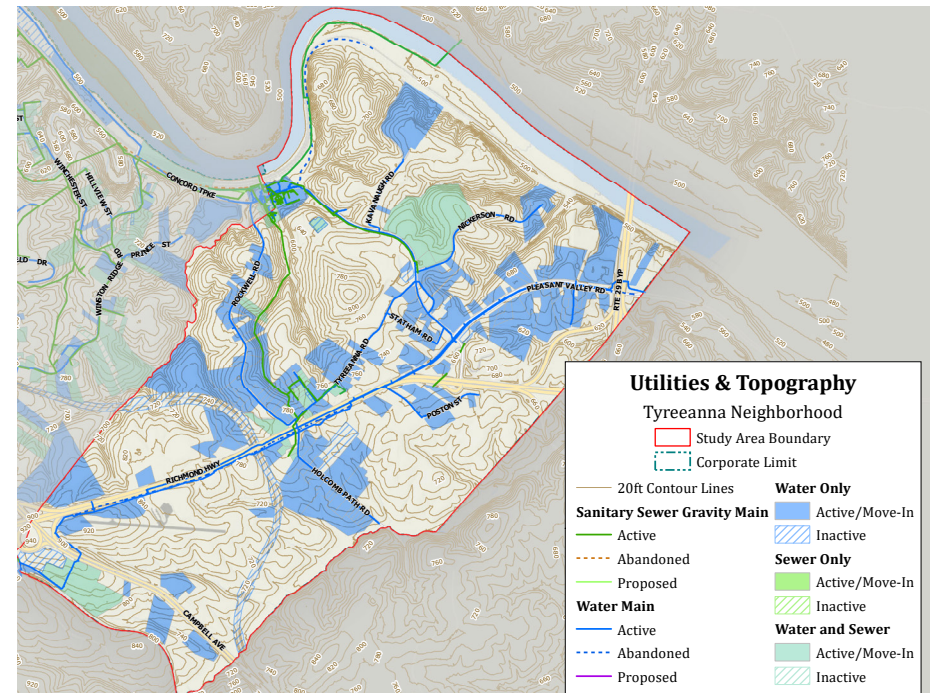
UTILITY INFRASTRUCTURE

The utilities provided by the City's Department of Water Resources to residents in the Tyreeanna / Pleasant Valley neighborhood are limited by topography. Currently, there is public water service throughout the area, but the sanitary sewer service is not readily available.

The public sewer main that serves the region stops at the top of the hill near the former landfill. The line is fed by gravity down to the City's Wastewater Treatment Plant. While this part of the main works without complication, it is difficult to serve the neighborhood on the other side of this hill. Multiple pump stations are needed to bring sewer to that area. Unfortunately, a sewer study conducted by the City in 2005 found this project to be cost prohibitive, barring some major developmental incentive.

Currently, residents must use private septic drain field systems. The lack of sewer hinders growth opportunities for the region. During the community workshop, a business located in the neighborhood described their private sewer system as very costly to maintain and welcomed the idea of sewer service. Another participant maintained that getting new drain fields to pass the Health Department's percolation tests has been difficult.

Although residents understand that improved infrastructure and more diverse land uses would help promote growth, they were also concerned with the impacts new development would have on density. The community stressed that they would like Tyreeanna / Pleasant Valley to remain a residential neighborhood.



City's Water and Sanitary Sewer Services within Tyreeanna / Pleasant Valley

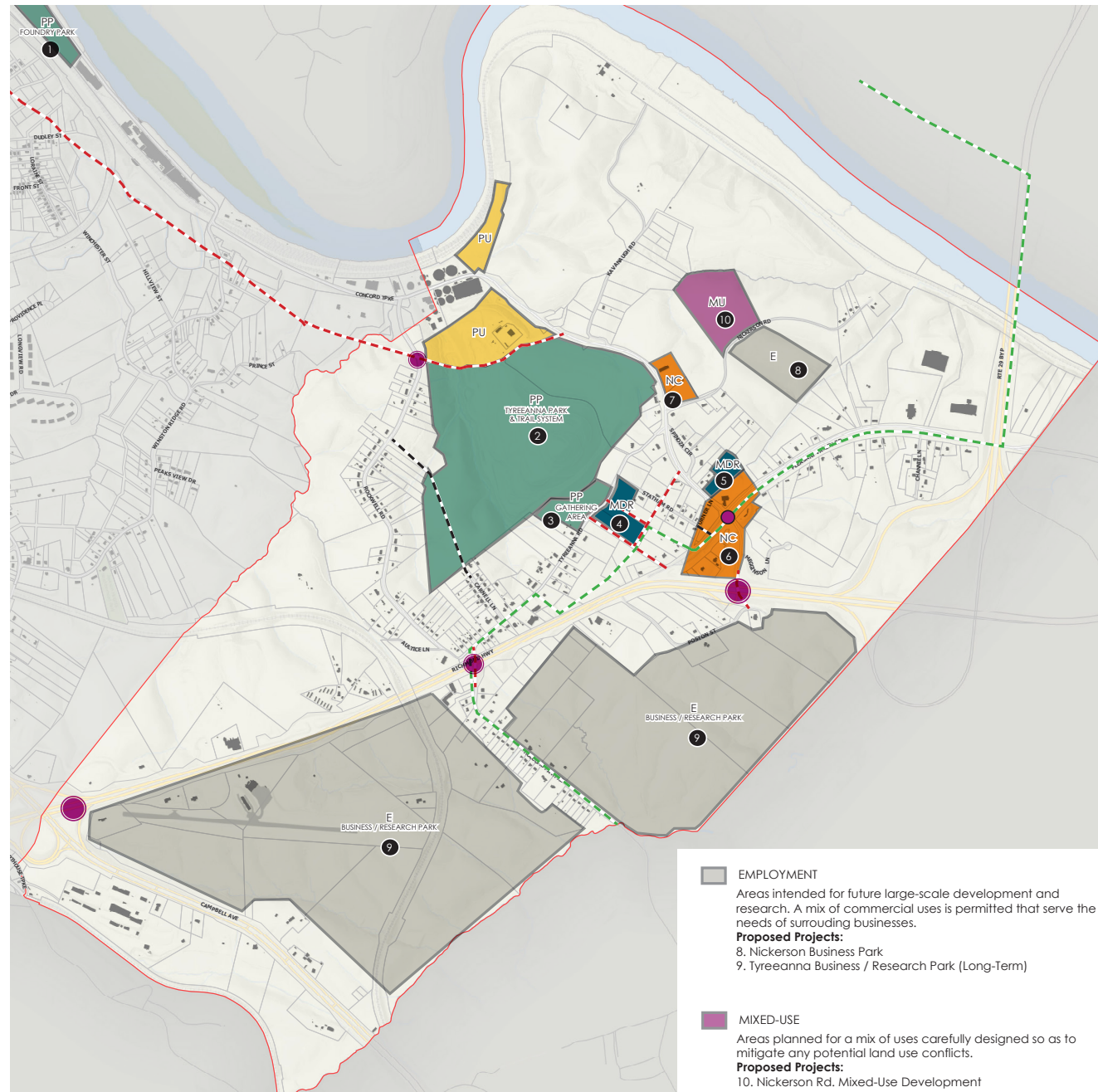
D. CLEANLINESS & MAINTENANCE

Overall cleanliness and maintenance are priorities for residents. The City has existing tools to address these issues, such as the Citizens First line (434-856-CITY) where problems can be reported and directed to the appropriate department. If numerous issues arise, the Code Compliance division within the Department of Community Development can schedule a neighborhood walkthrough. These walkthroughs are designed bring staff and neighbors together to identify trends and issues, and offer an opportunity to build relationships between the community and City staff while finding solutions.



Code Compliance Walkthroughs in other Lynchburg Neighborhoods

4. FUTURE LAND USE



LEGEND

— NEIGHBORHOOD BOUNDARY

- - NEW ROAD ALIGNMENT

Proposed Projects:

James River Scenic Parkway (include gateway sign)
New Collector Rd. (Tyreanna Rd. to Pleasant Valley Blvd.)
New Collector Rd. (residential development to Concord Tpke.)
Jughandle Project
Holcomb Bridge Project

- - ROAD EXTENSIONS

Proposed Projects:

Carnell Ln. Road Extension (to Rockwell Rd.)
Statham Rd. Extension (to Pleasant Valley Blvd.)

- - GREENWAY

Proposed Projects:

Pleasant Valley Urban Trail.
Phase 1: Pleasant Valley Blvd. (up to bridge)
Phase 2: New Residential Road/off-street path
Phase 3: Holcomb Path Multi-modal Bridge
Phase 4: Monocan Bridge connection to Amherst County

● CITY / NEIGHBORHOOD GATEWAY

Proposed Projects:

Gateway Sign (U.S. 460)

● PRIMARY NODE

LAND USES

PUBLIC PARKS

Open space areas designated for active & passive outdoor recreational activities. Gathering areas that promote the interaction of neighborhood residents.

Proposed Projects:

1. Foundry Park
2. Tyreanna Park (fields & trail system)
3. Tyreanna Gathering Area
- Phase 1: picnic tables, fields, playground, trail head and entrance to Tyreanna Park.
- Phase 2: neighborhood center

MEDIUM-DENSITY RESIDENTIAL (COMPACT HOUSING)

Grouping of small, single family dwelling units clustered around a common area and coordinated design. Allow densities that are higher than typical in single-family neighborhoods while minimizing impacts on adjacent residential areas and enhancing / maintaining architectural character.

Proposed Projects:

4. Tyreanna Rd. Compact Housing Development
5. Concord Tpke. Compact Housing Development

NEIGHBORHOOD COMMERCIAL

Areas of the neighborhood surrounded by residential uses/character. Scale of buildings and density of development complement the neighborhood. Serve the immediate needs of residents and promote walkability.

Proposed Projects:

6. Tyreanna Village
7. Nickerson Corner

PUBLIC USE

Areas owned and operated by the City to provide needed services and utilities to the community

EMPLOYMENT

Areas intended for future large-scale development and research. A mix of commercial uses is permitted that serve the needs of surrounding businesses.

Proposed Projects:

8. Nickerson Business Park
9. Tyreanna Business / Research Park (Long-Term)

MIXED-USE

Areas planned for a mix of uses carefully designed so as to mitigate any potential land use conflicts.

Proposed Projects:

10. Nickerson Rd. Mixed-Use Development

Proposed projects and changes to Lynchburg's Future Land Use Map (FLUM)

TYREEANNA & PLEASANT VALLEY NEIGHBORHOOD PLAN

The goal of the future land use chapter is to create viable opportunities for redevelopment in Tyreeanna / Pleasant Valley while maintaining a healthy balance of uses and housing options for the neighborhood.

The recommendations below are based on a study of existing land uses, an understanding of the community's needs, and planning principles for *Smart Growth*, as described in Chapter 1: Introduction. Important considerations in the development of these recommendations include long-term economic goals for Lynchburg, development pressures from citywide population growth, the desire from Tyreeanna / Pleasant Valley residents to attract younger families, the need for affordable housing (less than 30% of household income), and the need for aging-in-place infrastructure in the neighborhood.

A. SPECIFIC NEEDS & OPPORTUNITIES

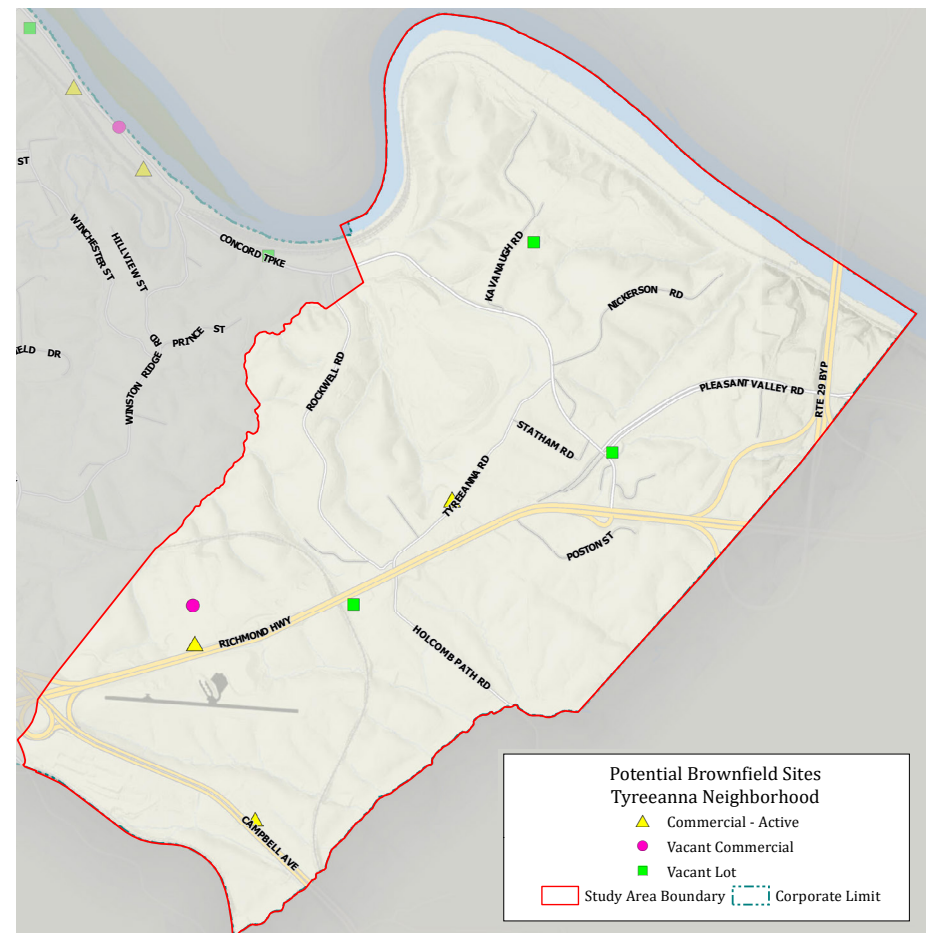
Development pressures from Lynchburg's growth requires City officials to identify effective housing strategies for its residents. According to data from the *Comprehensive Plan 2013 - 2030*, almost 24% of the total land area within city limits is identified as vacant. However, a large portion of that land is impacted by environmental constraints such as steep topography, floodplains, or unsuitable soils for septic systems.

Tyreeanna / Pleasant Valley is one of the few areas in the city with open land suitable for potential development, although it remains undeveloped due to current infrastructure constraints. Furthermore, the neighborhood has received funding from the Environmental Protection Agency (EPA) to help with the assessment and remediation of brownfield sites.

The strategic implementation of this grant can increase development opportunities in Tyreeanna / Pleasant Valley and help address the immediate and long-term needs of the community. Demographic trends for the neighborhood indicate a significant aging population. Infrastructure improvements are needed to ensure the livability of residents from all income levels and population groups.

Brownfields – Real property, either presently in use or vacant, the expansion, redevelopment, or reuse of which may be complicated by a previous use. Assessing, mitigating (if necessary) and reinvesting in these properties protects the environment, reduces blight, and takes development pressures off green spaces.

Source <http://www.opportunitylynchburg.com/brownfields/>



Potential brownfield sites in Tyreeanna / Pleasant Valley

B. RESIDENTIAL

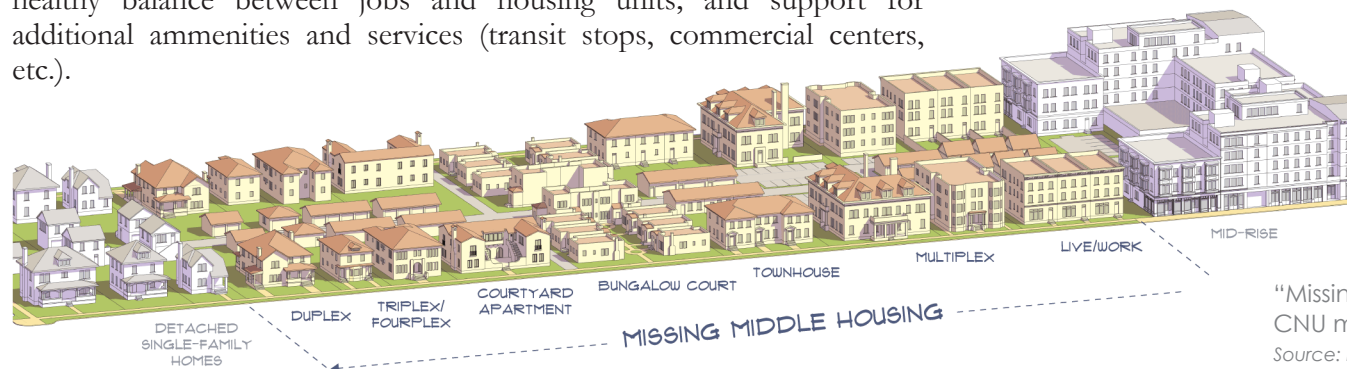
Currently, most of Tyreeanna / Pleasant Valley is designated as a low-density residential area. Low density residential uses include detached single-family homes that are generally zoned R-C, R-1, or R-2. Each of these zoning classifications provide use and site development standards for the district which restrict elements like building heights, setbacks, and lot coverage.

The Future Land Use Map (FLUM) identifies residential blocks between Tyreeanna Road and the southeast boundary of the neighborhood to change to a medium-density residential designation. Medium density residential uses include attached single-family houses, duplexes, townhouses, and mobile home parks. These areas are generally zoned R-3 which provide more flexible standards for use and site development, thus creating opportunities to increase housing options.

A SUSTAINABLE HOUSING STRATEGY

Smart Growth & Housing

One of the primary focuses of *Smart Growth* (see Chapter 1 Introduction) is to provide quality housing that is affordable and accessible to all population groups. Housing is an important component of a community because it makes up the majority of new construction and development. There are several factors associated with a sustainable housing strategy, including efficient use of infrastructural resources; healthy balance between jobs and housing units; and support for additional amenities and services (transit stops, commercial centers, etc.).



TYREEANNA & PLEASANT VALLEY NEIGHBORHOOD PLAN

THE MISSING MIDDLE HOUSING

A holistic housing strategy integrates different forms and scales of dwellings within neighborhoods. By promoting the construction of diverse compact residential units, a community can increase choices for residents without radically changing its character.

Missing Middle Housing is an initiative developed by the Congress for New Urbanism to confront the market gap in housing options. The concept refers to multi-unit or clustered housing types designed to be compatible with the scale of single-family homes while helping meet a growing demand for walkable neighborhoods. The objective of the Missing Middle Housing initiative is to provide diverse dwelling choices that range in style and affordability to promote pedestrian activity, local retail, and public transportation options. Types of housing units might include duplexes, fourplexes, cottage courts, carriage houses, live/work units, townhouses, and more.



Examples of "missing middle" housing types and styles

"Missing middle" housing diagram developed by CNU member Dan Parolek and Opticos Design
Source: <https://www.cnu.org/our-projects/missing-middle-housing>

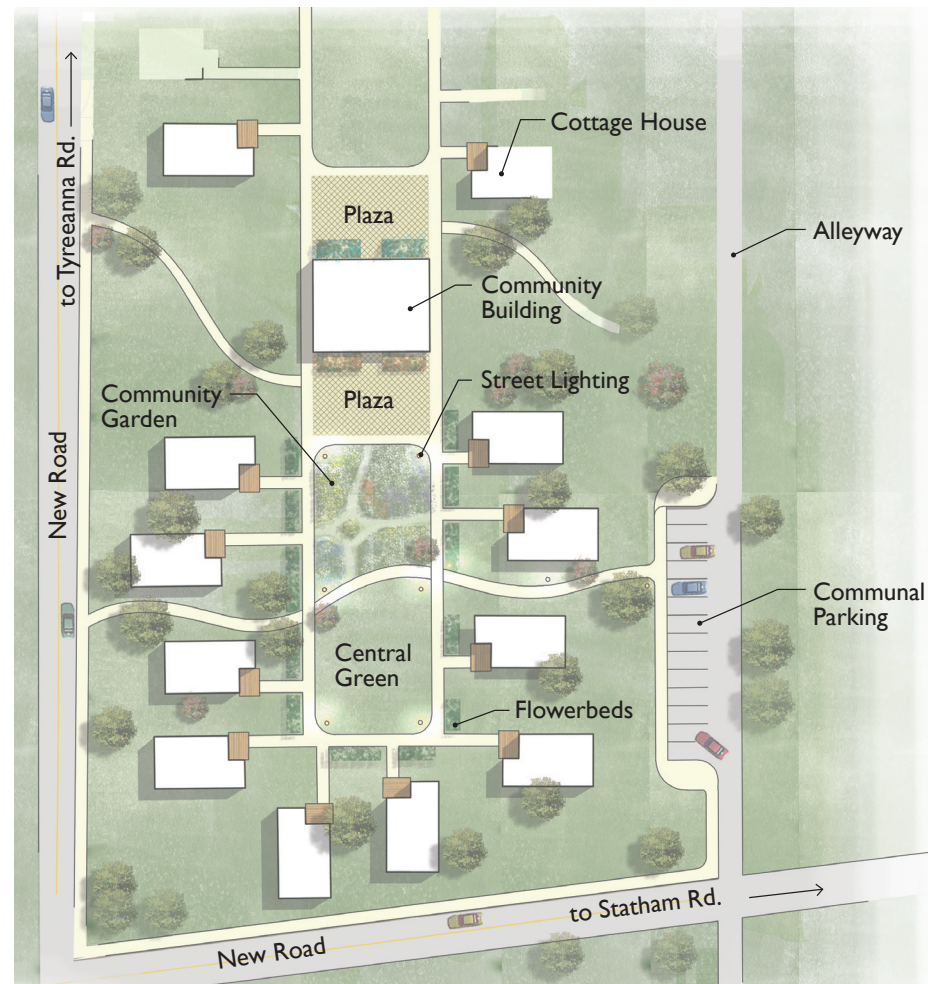
Pocket Neighborhoods in Tyreeanna / Pleasant Valley

A number of vacant city-owned parcels in Tyreeanna / Pleasant Valley are located within residential blocks of the neighborhood. Future land use designations for these properties create an opportunity to develop pocket neighborhoods that incorporate various types of “middle housing” units. The site plan below illustrates how compact homes can be accommodated along a section of Tyreeanna Road and Statham Road. The concept features a cluster of 10 homes of approximately 1,000 SF each facing a shared common space. The common space is meant to serve as the center of community activity. Depending on the need of residents, common spaces can take the shape of gardens, courtyards, or community rooms. Residents of surrounding units share the management, care, and oversight of the space, which promotes a sense of ownership and of safety.

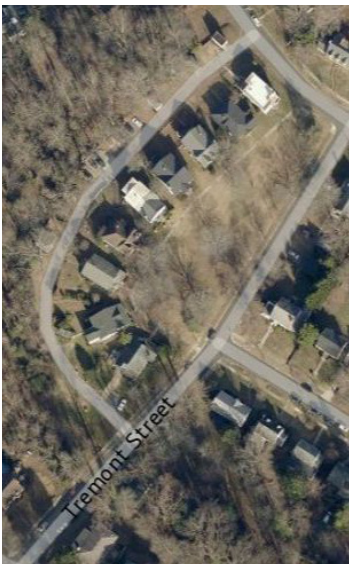
These developments should be designed to blend in with the existing neighborhood. The density and scale should compliment the surrounding homes.

Pocket Neighborhoods are grouped housing units around a shared open space — a garden courtyard, a pedestrian street, joined backyards, etc. — all of which have a clear sense of shared stewardship. They can be in urban, suburban or rural areas.

Source: <http://pocket-neighborhoods.net/whatisaPN.html>



Tyreeanna Rd. Compact Housing Concept



^ Single Family Homes with central green space at Arlington Place Lynchburg, VA

< Pocket Neighborhood on Tremont St. Lynchburg, VA

C. COMMERCIAL

Currently, commercial uses in Tyreeanna / Pleasant Valley are limited to a few office and retail buildings scattered across the neighborhood. While the Route U.S. 29 / U.S. 460 Bypass is conveniently located near residential areas, people living in Tyreeanna / Pleasant Valley rely heavily on their vehicles to access goods and services. This dependency, coupled with a lack of public transit, impacts the health and safety of its residents.

MIXED LAND USES

Principles of *Smart Growth* demonstrate that mixed land uses are an important component of vibrant communities. By placing residential, commercial, and recreational uses in proximity, communities can encourage alternatives to driving, (such as walking and biking), and support public transit access. Mixing land uses also promotes walkability which increases physical activity and a sense of security among residents.

From an economic standpoint, placing commercial uses near residential areas can increase property values and foster a healthy tax base. Furthermore, businesses recognize the benefits of locating near recreational uses that attract people, increasing economic activity.



Case Study: Fall Creek Place, Indianapolis, IN

Located north of downtown Indianapolis, Fall Creek Place is a neighborhood that experienced disinvestment in the 1980s and 1990s. The community now serves as a model of mixed-income revival; offering a mix of housing options, four parks, a greenway, restaurants, shops and services. These amenities are within walking distance in a pedestrian-friendly environment. Residents can also access downtown via bike, bus, car or foot.

Source: <http://smartgrowth.org/fall-creek-place-indianapolis-indiana/>

In an effort to foster a vibrant mix of stable neighborhoods, the Future Land Use Map (FLUM) designates two Neighborhood Commercial areas within the boundaries of Tyreeanna / Pleasant Valley. The map also illustrates a mixed-use area south of Route U.S. 29/U.S. 460 Bypass.

This plan proposes an extended commercial area near the residential blocks of the neighborhood that provides a pedestrian-friendly environment for residents and visitors, as well as better access to goods and services for the community. The plan also recommends designating mixed-use areas on public and privately-owned land in anticipation of future development in accordance with the City's long-term economic goals.

COMMERCIAL LAND USE DESCRIPTIONS IN LYNCHBURG, VA

Neighborhood Commercial areas include retail, personal service, and restaurant uses that are sized and designed to serve their immediate neighborhood. Patrons can walk, bike or take a short drive to reach them. They are comprised of individual businesses, clusters of businesses, or small shopping centers. Neighborhood shopping centers meet the day-to-day needs of a limited residential trade area of 2,500 to 10,000 people and average about 50,000 square feet of space. A small grocery store or drug store is often the anchor for a neighborhood shopping center.

Mixed Use areas do not fit into any single use category as they are planned for a mix of uses carefully designed so as to mitigate any potential land use conflicts.

Source: City of Lynchburg Comprehensive Plan 2013 - 2030

TYREEANNA / PLEASANT VALLEY NEIGHBORHOOD HUB

The proposed boundary for the Tyreeanna / Pleasant Valley neighborhood hub incorporates the intersection of Concord Turnpike and Pleasant Valley Rd. along with commercial properties within the quadrants of the intersection. The hub would serve as a small-scale retail area with businesses and services that would meet some of the everyday needs of neighborhood residents.

Standards within this development would encourage construction and improvements that enhance the character and appeal of the neighborhood while respecting the character of residential blocks. Businesses and public spaces within the neighborhood hub will focus on meeting current and future needs of a multi-generational growing community. Examples might include restaurants, a coffee shop, a small grocery store, retail shops, and pedestrian areas along Pleasant Valley Rd. and the proposed greenway. See Chapter 5 Connectivity & Neighborhood Design.



Tyreeanna / Pleasant Valley Commercial Node

D. GOALS

- Encourage a balanced mix of uses that is complementary to the current scale and character of the neighborhood.
- Promote the sustainable development of public and privately-owned vacant land.
- Provide a variety of accessible housing options.
- Promote businesses that cater to all population groups.



Crystal Springs commercial corner in a residential neighborhood. Roanoke, VA

5. CONNECTIVITY & NEIGHBORHOOD DESIGN

A. STREET NETWORK & CHARACTER

The Tyreeanna / Pleasant Valley neighborhood is an important connector and gateway for Lynchburg. Concord Turnpike, a major arterial road, carries heavy truck traffic from Route U.S. 29/U.S. 460 Bypass into Downtown. Development in Tyreeanna / Pleasant Valley is primarily concentrated along Rockwell Rd., Tyreeanna Rd., and Pleasant Valley Rd. Land on the south side of the highway is mostly undeveloped except for areas along Route U.S. 29/U.S. 460 Bypass as well as housing units on Holcomb Path Rd.



Proximity & Connectivity from Tyreeanna / Pleasant Valley to Downtown

The street grid in Tyreeanna / Pleasant Valley reflects the neighborhood's historic rural character. Large street blocks and narrow roads limit the use of bicycles as a means of transportation. In addition to an incomplete network of sidewalks, lacking pedestrian crossings make it difficult for residents to move around their community without a personal vehicle.

During public input sessions, members of the community expressed concerns regarding several aspects of connectivity and neighborhood design, including traffic flow, safety, walkability, signage, access, and neighborhood aesthetics. It was also apparent during input sessions that residents perceive Tyreeanna and Pleasant Valley as two very distinct areas. Increasing connections between them can foster a stronger sense of community going forward, while celebrating the character and history of both places. See Chapter 2 Background and History and Chapter 7 Historic Resources.



Main neighborhood arterials: Concord Turnpike (top left), Holcomb Path Rd. (top right), Pleasant Valley Rd. (bottom left), Tyreeanna Rd. (bottom right)

This chapter proposes infrastructure improvements and design strategies for Tyreeanna / Pleasant Valley that address the immediate needs of residents and set the stage for future development. The goal of these recommendations is to improve the quality of life in the neighborhood while respecting and enhancing the appeal of residential areas.

B. CONSIDERATIONS

AESTHETICS

While zoning classifications provide some guidance regarding land use and site development, design guidance is still needed to boost the aesthetics of the community and protect its residential character as growth occurs. The quality of architecture, site design, and the relationship of structures to the built environment are also important considerations when attracting new residents to the neighborhood. Just as important is establishing effective policies and programs that ensure the cleanliness and maintenance of public and private properties, particularly those that are vacant and/or underutilized. The City’s Neighborhood Services division is tasked with ensuring properties within Lynchburg are maintained to a minimum standard and should be contacted when issues (with trash, yard maintenance, inoperable vehicle storage, etc.) arise. These standards are set to promote thriving, safe, and attractive neighborhoods.



Aerial view of vacant /underutilized properties in the Tyreeanna / Pleasant Valley neighborhood

WALKABILITY

Walkability measures how friendly an area is for pedestrians. Factors that impact walkability include quality of pathways (sidewalks and rights of way), road conditions, land use patterns, accessibility to destinations, safety, and more. *Walk Score* is an online tool that measures and ranks the walkability of areas across the country. Based on this methodology and visible land use patterns, Tyreeanna / Pleasant Valley is a car-dependent neighborhood where all errands, as well as access to goods and services, require a vehicle. Low walkability impacts a community’s wellbeing and hampers its ability to attract people. Walkable neighborhoods promote a stronger sense of community, increase safety, reduce the demand on city resources, and improve the health of residents.



Walk Score, Transit Score, and Bike Score indicate that Tyreeanna / Pleasant Valley is one of the least walkable neighborhoods in Lynchburg with minimal public transportation and not many bike lanes.

Rank	Name	Walk Score	Transit Score	Bike Score
28	Winston Ridge	8	22	3
29	Oakwood	4	17	4
30	Tyreeanna	1	5	3

Neighborhood Ranking - Compared to other neighborhoods, Tyreeanna / Pleasant Valley ranks 30th for walkability, access to transit and availability of bicycle infrastructure

SAFETY

Throughout the planning process, residents have identified safety as a main concern. Members of the community would like to incorporate traffic calming measures on residential and commercial roads. In addition, street lighting within the neighborhood has been traditionally designed to meet vehicular safety requirements but has not considered pedestrian activity. Well-lit public spaces will provide a safer and more inviting environment for residents. By implementing a streetscape plan, the neighborhood can define appropriate safety and lighting strategies to be considered as development occurs.

This chapter of the Tyreeanna / Pleasant Valley Neighborhood Plan proposes a holistic approach to neighborhood aesthetics, walkability, and safety through a series of design and policy recommendations, street improvement projects, gateways, and multi-modal options.



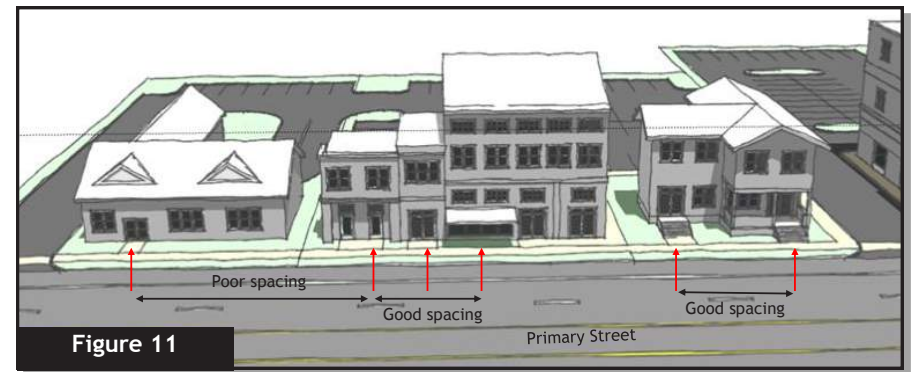
Aerial view of the intersection of Pleasant Valley Boulevard and Concord Turnpike

C. DESIGN AND POLICY RECOMMENDATIONS

DESIGN STANDARDS

The Lynchburg Residential Design Review Guidelines Manual provides specific criteria for rehabilitation work, new construction, and demolition in Lynchburg's designated historic districts. Even though Tyreeanna / Pleasant Valley is not a historic district, the neighborhood would benefit from design tools that can guide property owners in maintaining and enhancing the overall appearance of their community. Effective tools, such as development guidelines and material palettes for public projects will ultimately drive property values and improve the livability of the neighborhood.

The concept of pocket neighborhoods, introduced in Chapter 4 Future Land Use, presents an opportunity to define a cohesive look and create a unique identity for the community. An effective set of design standards can help the residential and commercial areas in the neighborhood achieve specific objectives. Some of the main elements that design standards address include building location, mass and scale, building form, building materials and style, open space and landscaping.



The placement of entrances along the primary street (red arrows) are important to the development of streetscape rhythm, and provide a sense of scale and comfort to pedestrians as they traverse the corridor.

Example of how communities use standards to foster cohesive neighborhood design. Village of Williamsville, NY.

Source: <http://walkablewillamsville.com/>

BETTER STREETS

Lynchburg's Better Streets Policy is outlined in the *Comprehensive Plan 2013 – 2030*, and combines two concepts for street design. Green Streets are intended to enhance stormwater quality by capturing rainfall where it lands, rather than directing runoff to a storm sewer. Complete Streets enable safe, convenient, and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. The design and construction of new roadways should incorporate green and complete streets principles to safely and efficiently accommodate additional travel modes other than motor vehicles, as well as incorporate stormwater infrastructure. Existing streets should be retrofitted with these features when possible.

Context and geometric constraints dictate the various levels of “complete” in road design. In Tyreeanna / Pleasant Valley, the existing hilly, curvy streets may make fully separated bicycle paths or sidewalks not possible on some street segments. Nonetheless, the goal is to allow for as many transportation options as possible including cars, transit, bicycles, and pedestrians. With this infrastructure, residents and visitors of the neighborhood will have choices about how they move around the neighborhood and connect to the greater Lynchburg area. Complete streets move people in different ways, not just by car.

The Tyreeanna / Pleasant Valley Neighborhood Plan proposes incorporating complete streets principles in the following manner:

- Retrofit existing streets such as Tyreeanna Road to safely accommodate pedestrians and bicyclists
- Include pedestrian and bicycle accommodations on any new streets such as James River Parkway and extensions of Holcomb Path Road, Concord Turnpike, and their bridges
- Integrate pedestrian accommodations at existing intersections such as curb ramps, crosswalks, and pedestrian countdown signals as appropriate

Resources:

Through its **Greening America's Communities** program, the Environmental Protection Agency (EPA) helps cities and towns develop a plan to incorporate green elements and sustainable design strategies to foster environmentally friendly neighborhoods.

EPA funds a team of designers to visit each community to produce schematic designs and exciting illustrations intended to catalyze or complement a larger planning process for the pilot neighborhood.

As part of a citywide complete street and stormwater management approach, this plan recommends establishing an urban greening program that works with community leaders to implement low-impact development across Lynchburg neighborhoods. Given the recent EPA Brownfields Grant, this community could be a good candidate for a pilot program.



In 2014, the city of Richmond, Virginia, applied to EPA's Greening America's Capitals Program to create a plan for Jefferson Avenue that would help remedy confusing and unsafe traffic patterns caused by the street's alignment.

Source: <https://www.epa.gov/smartgrowth/greening-americas-capitals-richmond-va>

D. STREET IMPROVEMENT PROJECTS

As the neighborhood grows, enhancing connections to and within Tyreeanna / Pleasant Valley will become necessary. The following infrastructure recommendations should be considered as the area evolves to improve circulation.

JAMES RIVER PARKWAY

As articulated in the *Downtown 2040 Master Plan*, the James River Parkway is a scenic route intended to provide an alternative access from Route U.S. 29/U.S. 460 Bypass into Downtown Lynchburg. The future parkway will provide a critical connection between Tyreeanna / Pleasant Valley and the heart of Lynchburg, both accommodating vehicular traffic in a safe and efficient manner while alleviating traffic loads from Concord Turnpike and multiple at-grade railroad crossings. The Parkway will also provide visibility to the neighborhood and a direct route from Downtown to the proposed park at the previous landfill site. See Chapter 6 Parks and Open Space.



Proposed James River Parkway (*Downtown 2030 Plan*)

RESIDENTIAL AREAS

The Tyreeanna / Pleasant Valley Neighborhood Plan proposes assessing Tyreeanna Road and Rockwell Road and implementing the necessary measures to make them into Better Streets. Improvements will consider provisions for bicycle and pedestrian infrastructure. Some of the strategies to transform these areas into Better Streets might also include installing sidewalks and evaluating the best configurations for bike facilities where possible, whether it be dedicated lanes or a multi-use path. The intersections surrounding the Neighborhood Commercial areas identified in Chapter 4 should also be evaluated to ensure safe crossings for all means of travel.



Streetscape improvements in neighborhoods around Lynchburg

CONCORD TURNPIKE & U.S. 29/ U.S. 460 BYPASS INTERSECTION

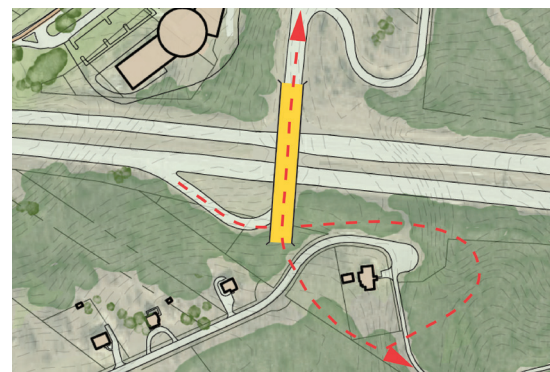
The current jughandle intersection provides access to Concord Turnpike and the northern part of the Tyreeanna / Pleasant Valley neighborhood but doesn't provide access to the south side. To reconnect the residents south of Route U.S. 29/U.S. 460 Bypass and improve access to potential development in that area, it will be necessary to reconsider the jughandle and construct a connection. This plan has developed three potential configuration options described below:

Option 1. This configuration modifies the current off-ramp from Route U.S. 29/U.S. 460 Bypass to skirt around the hill and ramp to the level of Poston Street. It then crosses Poston Street and routes the Bypass with a bridge, landing on the north side right before the intersection with Pleasant Valley Road.

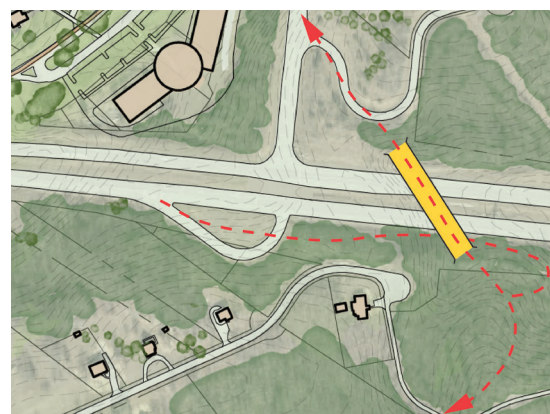
Option 2. The second option creates a route bypassing Poston Road and proposes a bridge further east that connects exiting traffic via a loop ramp.

Option 3. The final option proposes a cut or tunnel under Poston Street and an at-grade connection at the existing signal with Route U.S. 29/U.S. 460 Bypass in a more conventional intersection configuration.

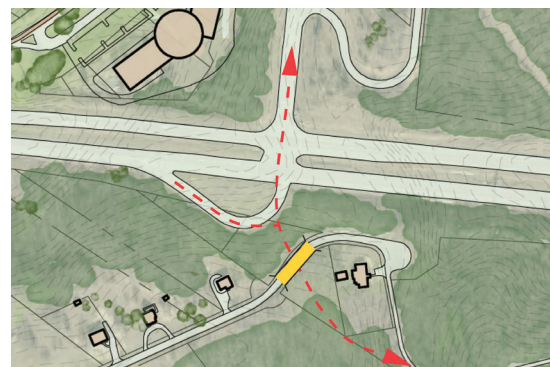
All proposed options include a bridge and connector with pedestrian and bicycle infrastructure that would provide access to vacant land on the south portion of the neighborhood. Any alterations to the jughandle intersection would be made in close collaboration with the Virginia Department of Transportation (VDOT) and would need a special study to evaluate all options.



Option 1
Jughandle Safety
Improvements



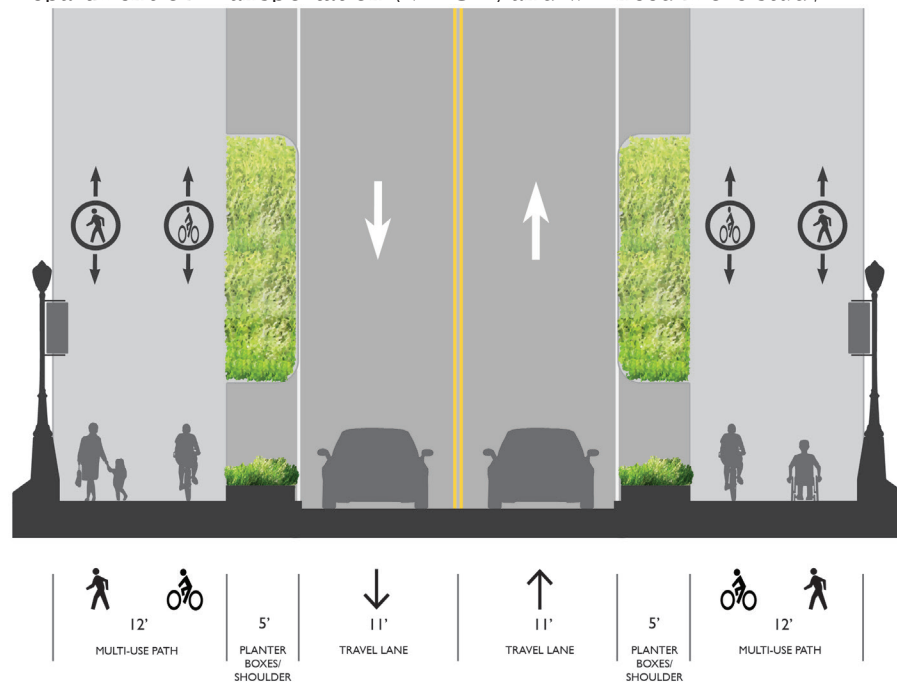
Option 2
Jughandle Safety
Improvements



Option 3
Jughandle Safety
Improvements

HOLCOMB PATH ROAD BRIDGE

The Holcomb Path Road Bridge is envisioned as a connector between the north and south parts of the neighborhood. The concept proposes a multi-modal bridge with wide pedestrian accommodations and dedicated bicycle lanes. The bridge would be part of the greenway system proposed in this chapter (see Greenway System section). Depending on its design, the bridge could become an iconic element and high-profile gateway for the City of Lynchburg. Like the juglande reconfiguration, this project would also be done in close collaboration with the Virginia Department of Transportation (VDOT) and will need more study.



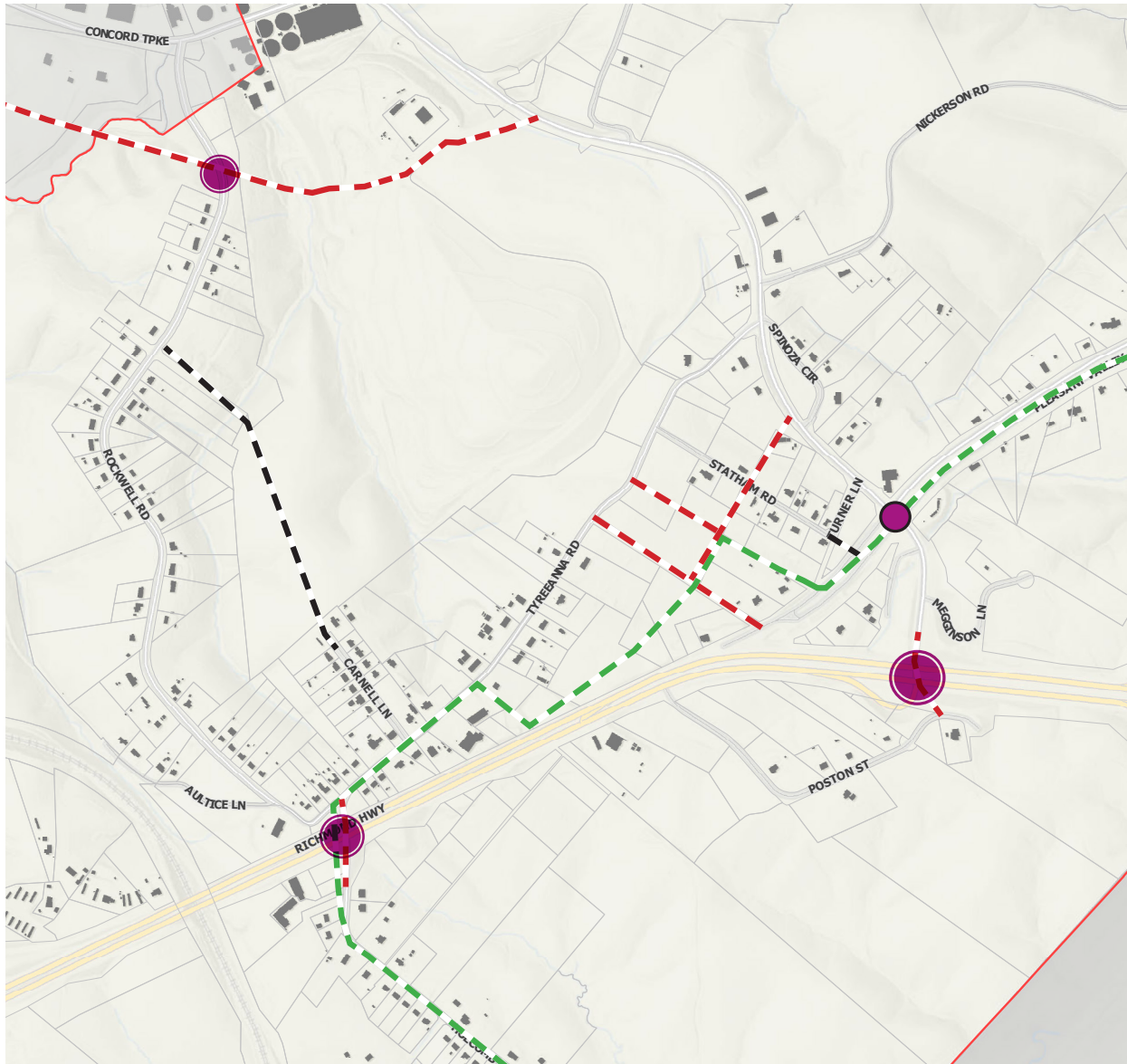
Plan and section view for connector bridge from Tyreeanna Rd. to Holcomb Path Rd.



Existing conditions on U.S. Route 29/ U.S. 460 Bypass



Proposed connector bridge from Tyreeanna Rd. to Holcomb Path Rd.



Proposed extensions and alignments

ROAD EXTENSIONS & NEW ALIGNMENTS

Along with retrofitting existing streets, the Tyreanna / Pleasant Valley Neighborhood Plan proposes a number of road extensions and new road alignments to improve connectivity to and from Downtown; alleviate traffic loads from Concord Turnpike; promote the design of walkable environments; and create a compact street grid.

LEGEND

- NEIGHBORHOOD BOUNDARY
- NEW ROAD ALIGNMENT
Proposed Projects:
 James River Scenic Parkway (include gateway sign)
 New Collector Rd. (Tyreanna Rd. to Pleasant Valley Blvd.)
 New Collector Rd. (residential development to Concord Tpke.)
 Jughandle Project
 Holcomb Bridge Project
- ROAD EXTENSIONS
Proposed Projects:
 Carnell Ln. Road Extension (to Rockwell Rd.)
 Statham Rd. Extension (to Pleasant Valley Blvd.)
- GREENWAY
Proposed Project: Pleasant Valley Greenway Trail
 Phase 1: Pleasant Valley Blvd. (up to bridge)
 Phase 2: New Residential Road/off-street path
 Phase 3: Holcomb Path Multi-modal Bridge
 Phase 4: Monocan Bridge connection to Amherst County
- CITY / NEIGHBORHOOD GATEWAY
Proposed Projects:
 Gateway Sign (U.S. 460)
- PRIMARY NODE

E. GATEWAYS

GREETING VISITORS TO LYNCHBURG

An opportunity exists to create a gateway to the City in the area along Route U.S. 29/ U.S. 460 Bypass. With the construction of the James River Parkway envisioned as part of the *Downtown 2040 Master Plan*, this gateway can formalize the entry to Downtown and the City of Lynchburg as a whole for travelers coming from the east and north, as well as those traveling from the Wards Road area, and points west and south along the highway. This project will require close coordination and collaboration between the City and the Virginia Department of Transportation (VDOT) since current state policy prohibits gateway signs located along limited access highway.



Proposed location for Lynchburg gateway sign



Examples of gateway signs

A WELCOMING NEIGHBORHOOD

Like the City gateway, an opportunity also exists to define the entrance into Tyreeanna / Pleasant Valley. Building upon the neighborhood's history, this plan proposes defining a unique community identity that can then be translated into the built environment. One way to reflect a community's brand is through urban design elements such as streetlight flags, street furniture, and a neighborhood gateway sign.



Proposed location and illustrative representation of a neighborhood gateway sign. The sign's design needs to be part of a larger identity and branding strategy that effectively illustrates the vision of the whole community. Choice of materials should allow for relocation of the sign as needed based on development and growth.

F. OTHER MULTI-MODAL OPTIONS

GREENWAY SYSTEM

As development takes place in Tyreeanna / Pleasant Valley, a cohesive streetscape palette can reinforce entrances and important nodes within the neighborhood. A branding palette should be incorporated into larger infrastructure projects and in accordance with established design standards as recommended at the beginning of this chapter.



Example of how various materials (brick and concrete) and urban design elements (benches, bike racks, trees, and landscaped areas) are used to define the entrance of a neighborhood in the City of Lynchburg.

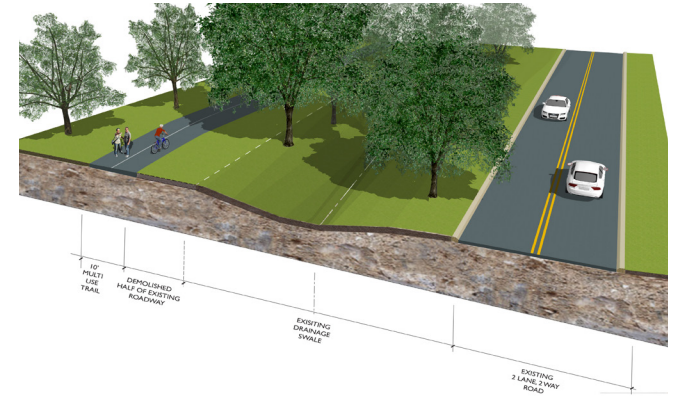
An important mobility element of this plan is a greenway system with dedicated pathways for pedestrians and cyclists. The long-term vision for the greenway is to build a continuous system that links destinations within Tyreeanna / Pleasant Valley and that connects to other areas of the city. The proposed route starts at the south edge of the neighborhood on Holcomb Path Road, crosses over U.S. Route 29/U.S. 460 Bypass and runs through the neighborhood to the east side of the river to link to the James River Heritage Trail. The Tyreeanna / Pleasant Valley greenway is to be completed in four (4) phases:

Phase 1 converts two underutilized lanes on Pleasant Valley Road into a multi-purpose pathway. This phase includes improvements starting at the west end of Pleasant Valley Road up to the bridge where the road crosses U.S. Route 29. Once completed, this section of the greenway will create opportunities to extend connections to proposed recreational areas and housing developments. In portions of the greenway near the proposed commercial area, public art and streetscape elements can highlight the neighborhood's history and brand.

Phase 2 extends the greenway northwest through a new residential road and onto Tyreeanna Road on an off-street path.

Phase 3 links the north and south sides of the neighborhood, currently split by Route U.S. 460 via a multi-modal bridge as described earlier in this chapter (see section titled Holcomb Path Road Bridge)

Phase 4 connects the greenway system to Amherst County by providing a safe route for pedestrians and cyclists under the Monacan Bridge. The concept also proposes a trail link to the James River Heritage Trail in Downtown Lynchburg and the Pleasant Valley Historic Mile described in Chapter 7 Historic Resources.



View of greenway and proposed commercial area

Plan view and axonometric section illustrating the transformation of the northern lane on Pleasant Valley Rd.



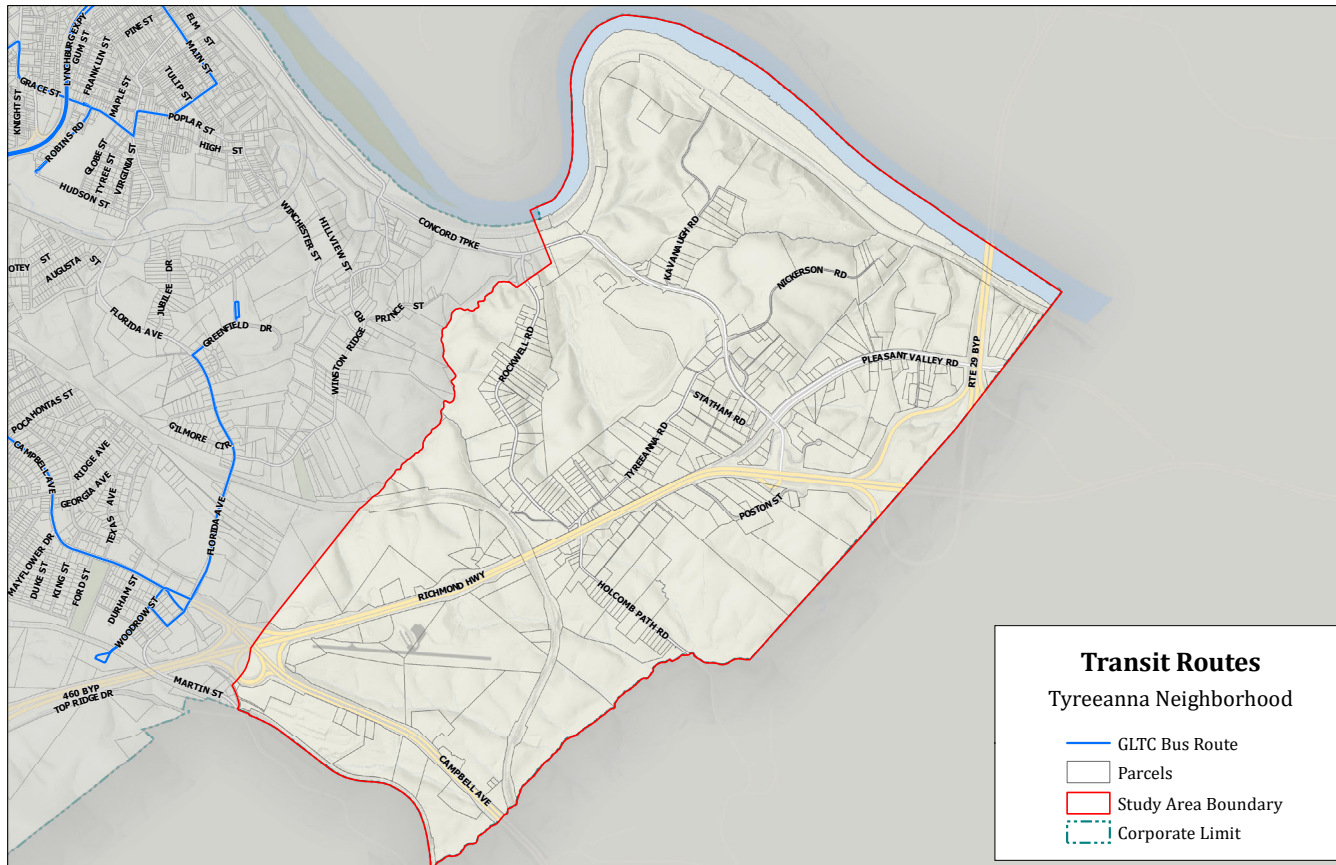
Phase 1 repurposes the north side of Pleasant Valley Rd. to create a multi-use trail for bikers and pedestrians. Pocket parks are proposed along the greenway for passive and active use. Public art can also be integrated as part of the neighborhood's identity and branding efforts.

G. GOALS

PUBLIC TRANSIT

Currently, there is no fixed route bus service in Tyreeanna / Pleasant Valley. Although residents expressed a lack of need or desire for transit, the goals and objectives set forth in this plan suggest the need for public transit in the future. As the recommendations of this plan are adopted and implemented, the City can work with Greater Lynchburg Transit Company (GLTC) to determine when the timing is appropriate based on need.

- Address pedestrian safety and traffic concerns in the neighborhood.
- Promote pedestrian activity and walkability.
- Enhance and maintain the cleanliness and appeal of the neighborhood.
- Create a unified identity for Tyreeanna / Pleasant Valley.
- Better define neighborhood entrances and nodes.
- Connect the south side of neighborhood with the rest of the neighborhood.
- Promote multi-modal transportation options.



There are currently no transit routes available between Tyreeanna / Pleasant Valley and other city neighborhoods. Residents in this community are car-dependent and would benefit from an alternative mode of transportation. This is particularly for the aging population group that is not/will not be able to drive in the near future.

6. PARKS & OPEN SPACE

Parks and open spaces are important land uses that promote the physical and psychological health of citizens, strengthen the social fabric of communities, and make neighborhoods more attractive places to live and work. There are many public health, economic, environmental, and social benefits associated with city and neighborhood parks. Some of these include:

- Increased physical activity which reduces the risk of premature death and chronic illnesses related to obesity. Physical activity and access to nature also improve mental well-being, helping reduce symptoms of anxiety and depression.
- Higher property values and healthy tax base. Real estate market research demonstrates that people are willing to pay more for properties located near parks and green spaces. Well-designed parks in commercial areas can also become venues for cultural events, attracting and retaining businesses.
- Reduced pollution and stormwater run-off from trees and landscaped areas. In addition to raising oxygen levels, trees act as natural air conditioners by reducing the heat island effect of impervious surfaces. At the same time, green areas absorb water, slowing the rate at which it reaches stormwater facilities and staving off overflow.
- Strengthened sense of community and reduced crime. While hard to quantify, parks are an important community development tool. Parks make city neighborhoods more livable; they can offer recreational opportunities for at-risk youth, low-income children, older population groups; and they provide places for people to gather. Access to public parks and recreational facilities has also been linked to reductions in crime and in particular to reduced juvenile delinquency.

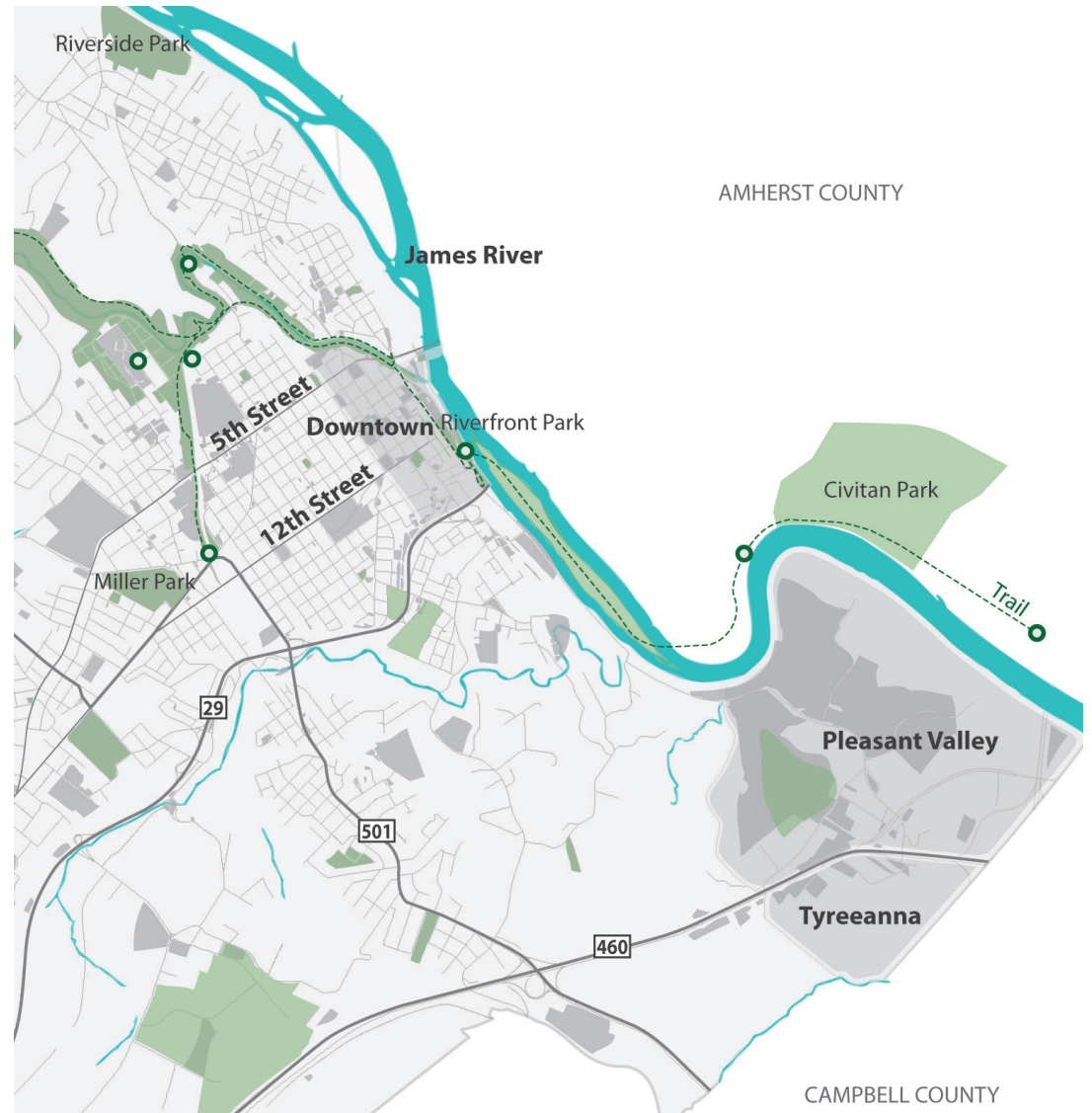


Riverfront Park in Downtown Lynchburg provides a number of benefits to residents and visitors such as green infrastructure

While there is a lot of undeveloped land in Tyreeanna / Pleasant Valley, the neighborhood lacks dedicated recreational areas and gathering places. Feedback during planning sessions revealed that many households, particularly families with young children, often travel to other areas of the city to access parks and participate in outdoor activities. The community would like to see the implementation of dedicated parks and green spaces as long as they are accessible to people of all ages and population groups.

Lynchburg's Future Land Use Map (FLUM) designates a portion of publicly-owned parcels in Tyreeanna / Pleasant Valley to parks and open space, including the former city landfill site. The Tyreeanna / Pleasant Valley Neighborhood Plan provides concepts for the transformation of vacant and underutilized properties across the neighborhood into a connected network of passive and active recreational areas. The proposed sites are designed for multi-generational use and vary in scale, type, and character. The goal is to illustrate how parks and gathering places can improve the quality of life of residents, catalyze economic activity, and foster a sense of community in Tyreeanna / Pleasant Valley.

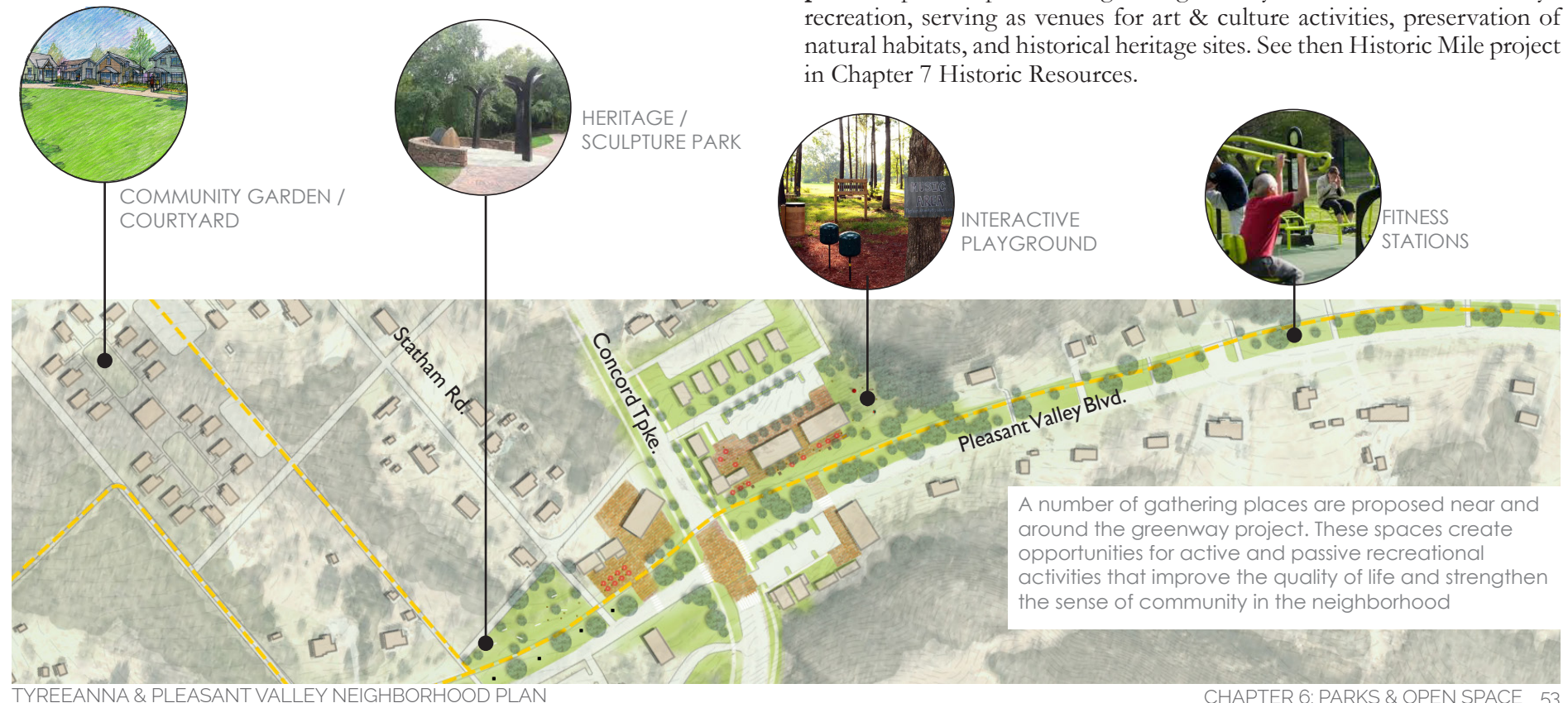
Riverfront Park is the nearest park accessible (by car) to Tyreeanna / Pleasant Valley. It is located approximately four miles away



A. GATHERING PLACES

COMMUNITY GARDENS & COURTYARDS

The pocket neighborhood concept introduced in Chapter 4 Future Land Use illustrates how green spaces and common areas can be incorporated as part of planned housing developments. Gardens and courtyards are great places for residents to come together and participate in activities that foster community at a smaller scale. Pocket neighborhoods with few housing units can also include a small shed for storing tools needed to tend a shared garden. Larger developments might afford additional amenities such as a shared kitchen, workshop space, or a swimming pool.



POCKET PARKS

A pocket park is a small accessible outdoor area often created on a single vacant lot or on an irregular parcel. It might also be implemented as an element of large building projects. The greenway concept introduced in Chapter 5 Connectivity and Neighborhood Design illustrates how a system of pocket parks can be connected across Tyreeanna / Pleasant Valley through a multi-modal trail or linear park.

The pocket parks proposed along the neighborhood greenway would function as **active** recreational areas to foster physical activity. Examples include playgrounds, fitness courses, or sports fields. At the same time, **passive** pocket parks along the greenway can offer “low-intensity” recreation, serving as venues for art & culture activities, preservation of natural habitats, and historical heritage sites. See then Historic Mile project in Chapter 7 Historic Resources.

B. DESTINATION PARK

TYREEANNA PARK

Once a site associated with negative connotations and sentiment from citizens, the former landfill now presents a significant recreational opportunity for residents of Lynchburg and the Tyreeanna / Pleasant Valley neighborhood. The concept described below illustrates a range of activities and amenities that could be incorporated into a public park at the former landfill taking into consideration the site's current natural and infrastructural characteristics.

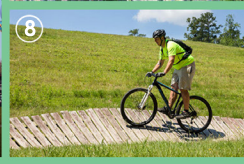
While topography and environmental concerns limit development options for the landfill, there is great potential to repurpose the site as a destination park with a dedicated system of trails and paths. Access to the park would be provided from the north side through the James River Parkway proposed in the *Downtown 2040 Master Plan*. A south entrance is also illustrated in this concept along Tyreeanna Road as part of a potential project for a community center and multi-generational recreational area. The existing network of paths and roads within the site provide a framework for a future system of trails that would connect proposed recreational areas. Some of the activities identified include:

- | | |
|-------------------------------|---------------------------------------|
| 1 James River Pavilion & Walk | 8 RV Loop |
| 2 Interactive Sculpture | 9 Wild Flowers Field |
| 3 Dog Park | 10 Kite / Frisbee/ Balloon field |
| 4 Pollinator Valley | 11 Slide & Sled |
| 5 Healing Arts Trail Loop | 12 Community Center & Multi-Gen. Play |
| 6 Tent Camping Loop | 13 Elevated Canopy Walk |
| 7 Tiny House Camping | 14 Active Sports Pump Track |

The goal of this concept is to foster productive discussions between City staff and neighborhood residents as part of the larger vision for Lynchburg's Parks Master Plan. See Chapter 1 Introduction.



REPURPOSED LANDFILLS



BALLOON FLESTA PARK
Location: Albuquerque, NM
Area: 358 acres

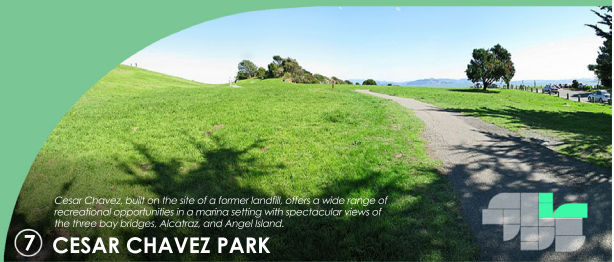
Key features: Balloon Flesta
Amenities: Ballooning, golfing, model aircraft flying, bicycle racing, car shows, concerts, movie productions, weddings, picnics, special events

① ②

CESAR CHAVEZ PARK
Location: Berkeley, CA
Area: 90 acres

Key features: Berkeley Kite Festival
Amenities: Large multi-purpose turf area, picnic areas, hiking trails, off-leash dog area, wildlife sanctuary

⑤ ⑥ ⑦



Cesar Chavez, built on the site of a former landfill, offers a wide range of recreational opportunities in a marina setting with spectacular views of the three bay bridges, Alcatraz, and Angel Island.

⑦ **CESAR CHAVEZ PARK**

GREEN HILLS COUNTY PARK

A day at Green Hills County Park provides a variety of recreational activities for all ages. The park includes a playground, trail access, picnic shelter and restroom facilities.



⑩

McALPINE CREEK COMMUNITY PARK

The disposal area was covered with grass and trees. Soccer fields, walking paths, a dog park, and a parking lot were located on the disposal area.



⑪



MOUNT TRASHMORE PARK

Location: Virginia Beach, VA
Area: 165 acres

Key features: World-famous, 24,000-sf skate park graced by professional skateboarders
Amenities: Two manmade mountains, two lakes, two playgrounds, a skate park and vert ramp, and multi-use paths

③ ④

GREEN HILLS COUNTY PARK

Location: Raleigh, NC
Area: 73 acres

Amenities: Picnic tables, shelters, walking trails, mountain biking trails, a multi-use trail "Top of the Hill Trail", playground, open play area.

⑧ ⑨ ⑩



The main mountain, Mount Trashmore, now 60 ft in height and 800 ft long, was created by compacting layers of solid waste and clean soil.



④

McALPINE CREEK COMMUNITY PARK

Location: Charlotte, NC
Area: 462 acres

Amenities: A fishing pier, gazebo, horseshoes, 3-acre lake, picnicking, 5 soccer fields, 2-mile bike trail, 1.5-mile nature trail, cross-country course, meadows

⑪ ⑫ ⑬

For nine days in October, the New Mexico skies are painted as hundreds of balloons fly off from Albuquerque's Balloon Fiesta Park.

BALLOON FIESTA PARK



⑪



⑫

CASE STUDIES:

The environmental challenges associated with decommissioned landfills limit the types of activities that can take place at these sites. In response, cities across the country are implementing innovative ideas that put landfills into productive use and transform them into assets for their communities.

C. RIVER ACCESS

OVERLOOK AT MONOCAN BRIDGE

A railroad separates the City of Lynchburg from the James River, mostly with steep terrain, and majority of the property adjoining the railroad is either private or owned by utility companies. The Tyreeanna / Pleasant Valley neighborhood has roughly two miles of James River shoreline, none of which is accessible by the public for those same reasons. Still, residents of Lynchburg consistently express a desire for river access, as evidenced from input opportunities in other recent planning efforts, including the development of the *Downtown 2040 Master Plan* and the Middle James River Vision regional plan.

Despite the inherent challenges, this plan recommends that the City work to find opportunities for river access. One such opportunity would be the potential for an overlook located in Phase 4 of the Pleasant Valley Greenway. This phase consists of multi-modal access between Amherst County and Lynchburg via the Monocan Bridge, possibly via pedestrian walkway below the vehicular bridge deck (similar to the Harry Flood Byrd Memorial Bridge on the Blue Ridge Parkway). An overlook could be incorporated into this project, and ideally, would also include access via stairs or ramps to the riverbank below.



Harry Flood Byrd Memorial Bridge has a separate pedestrian walkway below the vehicular bridge



River Overlook at Cochran Shoals trail - Marietta, GA
Photo courtesy of Chattahoochee National Park Conservancy

C. GOALS

- Promote the sustainable development of vacant public land
- Develop a connected network of parks and public spaces
- Create gathering spaces that foster the interaction of the whole community



Above: Overlook project location
Below: View from the Monocan Bridge
Lynchburg, VA

7. HISTORIC RESOURCES

From the construction of the Tyreeanna Plantation to the establishment of the Megginson School, Tyreeanna / Pleasant Valley has a deep and rich history that shaped how the neighborhood exists today. These historic resources are a key part of the area's story and should be identified, recognized, and protected so that they can be experienced by generations to come.

A. IDENTIFICATION

PUTTING TYREEANNA / PLEASANT VALLEY'S HISTORY ON THE MAP

Those families who have resided in Tyreeanna / Pleasant Valley the longest are the most knowledgeable about its past. The generational wisdom of these residents will be fundamental in identifying the neighborhood's foundational landmarks. Stories related to Tyreeanna / Pleasant Valley's historic heritage can be collected through community-based events. A neighborhood walkthrough, for example, will allow City staff and other members of the community get more familiar with historic resources. A neighborhood story project can also help established residents collect archival documents, identify historic landmarks, and anecdotal stories to bring awareness to important historic events.

B. RECOGNITION

SHARING TYREEANNA / PLEASANT VALLEY'S STORY

A neighborhood's unique character can enhance the pedestrian experience and foster a strong sense of community. After Tyreeanna / Pleasant Valley's resources are identified, their significance and history can be recognized and become part of the neighborhood's distinct identity. Articulating this identity on the physical environment will, in turn, improve the visibility of the community, and help to attract new residents. Urban design elements such as gateways, signage, and public art can be designed to celebrate the neighborhood's history.

The Historic Mile is a grassroots effort through which a group of residents seek to promote Pleasant Valley's African American heritage. The project identifies eight sites of historic significance along Pleasant Valley Rd. and Concord Turnpike. These sites include: Riverbends Landing, Slave Quarters, Albert and Judie Megginson Home, Royal and Roxie Megginson Home, Megginson Rosenwald School, Pleasant Valley Baptist Church, and the Megginson Cemetery. There is a great opportunity to integrate the Heritage Mile project with the proposed greenway concept as described in Chapter 5 Connectivity and Neighborhood Design.

In addition to the Heritage Mile, an ongoing initiative seeks to restore the Megginson Homestead and further the legacy, leadership, and civic service of the Megginson family. The goal of this project is to fund improvements and repairs needed for the facility to become a community resource. The building will be used to bring awareness to the rich history of Hanie Megginson and her descendants; celebrate the African American agricultural, religious, and educational heritage in Pleasant Valley; and to recognize and preserve the family's history.

The Historic Mile and the Megginson Homestead Restoration projects are examples of community-driven initiatives that can complement and leverage the objectives of the Tyreeanna / Pleasant Valley Neighborhood Plan. City officials should seek ways to support these and future initiatives as part of Lynchburg's overarching community development and historic preservation goals.



African-American Historic District:

Pleasant Valley Historic Mile

Pleasant Valley, Virginia, 2 miles East of Lynchburg along a bend in the James River, is an African-American community that has been making history for the last 150 years.



Featured Attractions:

Riverbends Landing

Riverfront Welcome Center, highlighting the ongoing role of the James River in local African-American history.

Slave Quarters (1850)

Recreation of mid-19th Century Virginia Slave Quarters with Artifacts & Informational Exhibits on Slavery in Virginia.

Albert & Judie Megginson Home (1900)

Restored home of former slaves turned farmers and philanthropists, Albert & Judie Megginson. Exhibits on Reconstruction, Segregation, & Megginson Family History.

Royal & Roxie Megginson Home (1950)

Restored home of African-American farmers, Royal & Roxie Megginson. Exhibits on 20th Century African-American Home Life & Farming.

Megginson School (1870s-1950s)

First local school for African-Americans, founded by Albert Megginson. Exhibits on Segregated Schooling & Desegregation.

Pleasant Valley Baptist Church (1900-Present)

Founded by freed African-Americans in the aftermath of slavery, this historic place of worship has served the citizens of Pleasant Valley for over 100 years.

Old Megginson Cemetery (1877-1900)

Authentic, untouched 19th Century African-American Slave Cemetery with unmarked field stones.

Megginson Cemetery (1901-Present)

In use since 1901, the land for this cemetery was donated by Albert Megginson. Burial place of Hanie Megginson (1796-1901), matriarch of the African-American Megginson Family.



Hanie Megginson (1796-1901)
Megginson Cemetery



Albert & Judie Megginson, Cir. 1900
(1877-1900) (1901-1962)



The Albert & Judie Megginson Home, Cir. 1900



Royal & Roxie Megginson (1892-1962)
and Children, Cir. 1920



Royal & Roxie Megginson, Cir. 1940



Albert & Judie Megginson, Cir. 1900



Megginson School
Cir. 1900

C. PROTECTION

PRESERVING THE PAST FOR THE FUTURE

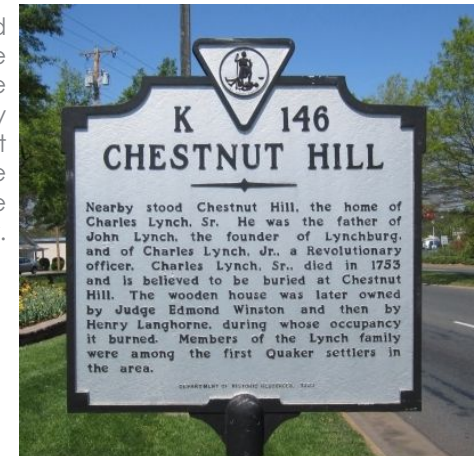
Historic Properties

The Tyreeanna/Pleasant Valley neighborhood includes several known historic properties, including Tyreeanna United Methodist Church, Megginson Homestead, Megginson School, Megginson Cemetery, and Chestnut Hill. Except for the Megginson School, none of these properties have been surveyed or documented in the Virginia Cultural Resource Information System (VCRIS), the statewide database for historic resources. Identifying these resources (and any research that comes out of this process) can help inspire themes and context for heritage tourism as exemplified by the Heritage Mile project described in this chapter. The survey process can also help determine if any of these properties are individually eligible for listing on the National Register of Historic Places (NRHP). Listing properties in the NRHP provides economic incentives to property owners including state and federal historic tax credits.



The Tyreeanna / Pleasant Valley Neighborhood Plan recommends that City staff work with community leaders to conduct further research on the Megginson Homestead, Megginson School, Megginson Cemetery, and Chestnut Hill. Staff should also work with the community to explore the potential for listing these historic resources on the Virginia Landmarks Register (VLR) and the National Register of Historic Places (NRHP). Doing so will make these sites eligible to participate in state and federal historic rehabilitation tax credit programs, which can offset rehabilitation costs and encourage the preservation of these resources. Lastly, the research completed as part of the nomination process can be used to create interpretive signage and/or tours connecting historically significant sites within the neighborhood.

Chestnut Hill has been recognized with a historic marker near the intersection of Campbell Avenue and Martin Street, yet further study is needed to determine what resources are still intact on the property, possibly including the gravesite of Charles Lynch, Sr.



The Megginson School is eligible for listing on the Virginia Landmarks Register and the National Register for Historic Places under DHR's Multiple Property Nomination Form. This particular Rosenwald Schools marks an important chapter in Tyreeanna / Pleasant Valley's history because of the role it had in providing education to African-American residents in heavily segregated times (see "Megginson School" in Chapter 2: Background and History).

Lower Basin Historic District

The Lower Basin Historic District expansion discussed in Chapter 2 Background and History is an important link between Downtown and the Tyreeanna/Pleasant Valley area. Like the Megginson School, the Lower Basin expansion has been identified as eligible for listing on the Virginia Landmarks Register (VLR) and National Register of Historic Places (NRHP) but has not been nominated. Having the Lower Basin expansion area formally recognized by the VLR and NRHP is an important first step in highlighting the area's historical significance. Inclusion in the VLR and NRHP will make any contributing buildings in the historic district eligible to participate in state and federal historic tax credit programs, encouraging their rehabilitation and adaptive reuse.

Promoting redevelopment along sections of the Concord Turnpike corridor within the Lower Basin Historic District will strengthen the connection between Downtown and the Tyreeanna / Pleasant Valley neighborhood. This strategy also aligns with pedestrian and bicycle improvements recommended in this plan which have historically encouraged private investment in other Lynchburg neighborhoods. See Chapter 5 Connectivity and Neighborhood Design.

D. GOALS

- Recognize the significance of the neighborhood's historic resources
- Increase awareness to important historic resources in the neighborhood



Lower Basin Historic District Area

8. MOVING FORWARD

The previous chapters have focused on strategies that improve quality of life for current and future residents of Tyreeanna / Pleasant Valley. From a larger perspective, there are fundamental challenges which have a significant impact on community and economic development that must be addressed before the neighborhood will begin to develop/redevelop significantly.

This area of the city represents some of the last large, open tracts of undeveloped land in Lynchburg. The main reason for this is the lack of utility infrastructure. If water and sewer were readily available to this neighborhood, this area would likely already be experiencing growth. In a way, the lack of utilities has acted as a land bank by preserving the area's rural character and preventing suburban sprawl. As Lynchburg continues to become more densely developed, the question arises: when is the right time for growth in Tyreeanna / Pleasant Valley?

To answer this question, this plan must take these critical factors into account and attempt to strike a balance between the three:

- Neighborhood residents want to maintain and enhance the neighborhood but have expressed concern about radical change to the area, which is a real possibility when utilities are expanded.
- The limited size of the city means that to continue to grow, the city must use its existing footprint as efficiently as possible.
- The capital cost of sewer installation is high, yet the area cannot support significant new development without this infrastructure. This also negatively affects existing housing stock currently using septic, since those systems have a limited lifespan.

A. NEIGHBORHOOD CONTEXT IN 2021

Historically, the Tyreeanna / Pleasant Valley neighborhood has had to contend with impacts from the City's waste collection and treatment services that are located within its boundaries. The wastewater treatment plant was established in the early 1960s, prior to the area's annexation from Campbell County in 1976, and has since been expanded multiple times to meet regional demand. The Concord Turnpike landfill was created in 1979, shifted to its current location in 1993, and operated as the regional landfill until its closure in 2012.

Although some odor mitigation strategies have been implemented at the wastewater plant and the landfill itself has closed, many neighbors feel resentment towards the City for annexation, which, from their perspective, resulted in higher taxes but little investment to improve quality of life for these residents.

It is recommended that the City of Lynchburg work closely with the neighborhood action committee (see Chapter 9: Implementation) to strengthen relationships between the local government and residents, especially when either private or public investment will bring any degree of change to the neighborhood.



Aerial view of decommissioned landfill in Tyreeanna / Pleasant Valley

B. ECONOMIC DEVELOPMENT

A Blueprint for Opportunity outlines the big picture for Economic Development in Lynchburg and is built on five key priorities: growing local businesses, engaging anchor institutions, filling workforce pipelines, enhancing quality of place, and communicating Lynchburg's story to the world. Several objectives defined in the *Blueprint* are especially relevant to this neighborhood:

1.4 Develop the real estate, land, infrastructure, and incentive tools to support business expansion

The Office of Economic Development has supported the redevelopment of brownfield sites by applying for and obtaining EPA assessment grants. The Tyreeanna / Pleasant Valley neighborhood has several candidate sites that may be eligible for this program to facilitate redevelopment.

4.1 Adopt a placemaking strategy for Lynchburg's downtown core and neighborhoods

This plan reinforces the need to tell the story of the Pleasant Valley and Tyreeanna communities including signage for gateways and historic resources. It also brings attention to much needed quality of life improvements, such as the Pleasant Valley greenway. The “history mile” project (see Chapter 6) proposed along the Pleasant Valley greenway is one example of how a green space can provide a unique experience to drive tourism.

4.2 Create strategies for “tourism experiences” to drive visitor and tourism growth

Many of the improvements recommended in Chapter 6, Parks and Open Space, support this objective by providing public greenspaces. The proposed park at the former landfill site represents a significant opportunity for a unique outdoor recreation experience for both visitors and neighborhood residents of all ages.

4.3 Improve Lynchburg's connectivity

Route U.S.29/U.S. 460 is a major gateway for visitors to Lynchburg, and currently, the entry into the City from this area is unmarked and does not provide a positive first impression. The gateway improvements proposed in Chapter 5, Connectivity & Neighborhood Design, seek an iconic and memorable entrance to the City for visitors.

CREATE,
EMBRACE,
& PROMOTE
COMMUNITY.

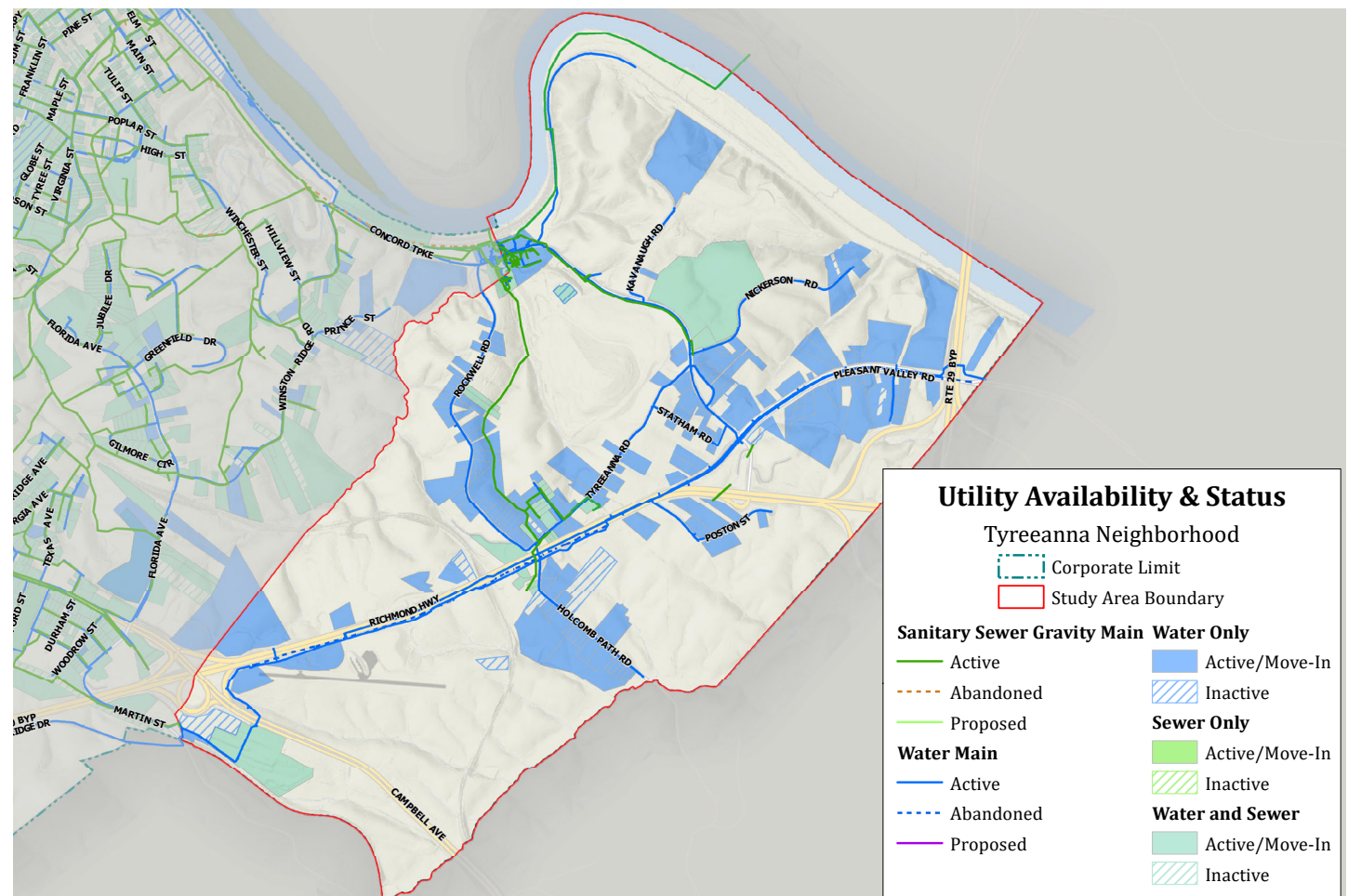
Quality of place has a major influence on where talent decides to locate. Communities that attract the most talented, highly skilled residents tend to have a strong local identity characterized by a diversity of cultural assets. Increasingly, cities with a firm “placemaking” strategy—one that leverages their strengths to maximize local health, happiness and well-being—are seeing higher levels of investment and development. With its fair share of historical and heritage sites, Lynchburg has an opportunity to position itself as a must-see destination for tourists. By developing a placemaking strategy that centers on these local assets, the City can drive additional economic development.

Source: *Blueprint for Opportunity*, Goal 4

C. UTILITY INFRASTRUCTURE

The Tyreeanna/Pleasant Valley community has not seen significant improvement in utility (water and sewer) infrastructure for some time. From a financial perspective, the limited number of residents in the neighborhood has not justified the significant infrastructure cost. Additionally, it is important that there is community support and commitment to connect to new infrastructure to further help justify the cost. The topographic constraints limiting sewer is the most expensive challenge, which is described in more detail in the Tyreeanna Sewer Study, 2005.

The City has extended water service to the area and most residents have connected their homes to the waterline. Some residents are still on wells, and almost all have private septic systems. Even though sanitary sewer service has been extended along Rockwell Road, there are very few connections. When only a limited number of residents connect to a utility, the cost of extending the service to others increases significantly. However, septic systems have limited lifespans, and when they fail, customers will have to connect to sanitary sewer out of necessity.



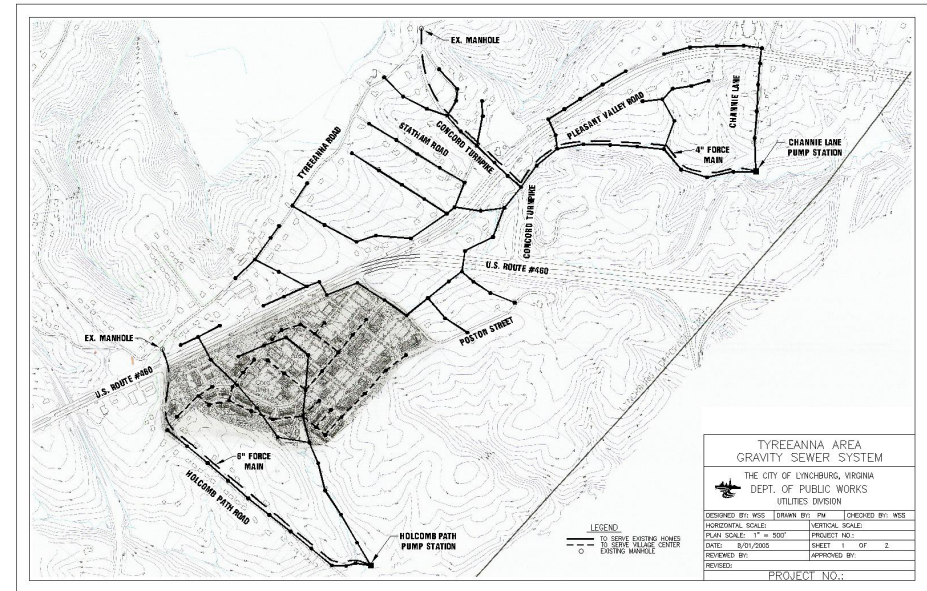
Utility and Water Main Map
for Tyreeanna / Pleasant Valley

TYREEANNA SEWER STUDY, 2005

As mentioned previously, the topography makes extending sewer in this area a challenge. While most of Lynchburg's sewer system is gravity-fed, the neighborhood sits over a ridge from the wastewater treatment plant. This means that gravity-fed sewer alone is not an option for the area. With this in mind, the City conducted a sewer study in 2005, which showed two methods to serve the Tyreeanna / Pleasant Valley Neighborhood.

The first option is to serve the area with a low-pressure sewer system with grinder pumps. While this system would be the more economical option, there are some drawbacks to consider. The City would bear the cost of the collector lines; however, a significant burden would lie with the property owner to pay availability and connection fees (which currently total \$3,280). Property owners would also be responsible for the installation (estimated to be around \$6,000) and any associated maintenance costs. Ownership and maintenance policies would need to be established to ensure functionality of the system.

Another downside of this option is longevity. Grinder pumps have a lifespan of eight to ten years, though they can last as little as five or up to twenty. These systems are also typically used in low density, suburban settings, meaning that it could support the current residents (at a cost to them), but would likely not be appropriate for longer term growth as outlined in this plan.



Conventional Gravity Sewer Map from Tyreeanna Sewer Study, 2005

The other option identified by the study is to build two new pump stations and connect these to existing gravity-fed sewer. This would be a more significant cost. In addition to the pump stations, there is a higher cost associated with gravity mains, which need to be installed deeper and sized for more capacity than the collector lines in the low-pressure system. There would also still be a cost for property owners to connect (but less than the cost of grinder pumps plus maintenance) – a typical connection and availability fee in the City is currently around \$4,000 – \$5,000. However, this solution is more sustainable for the future of the neighborhood, as capacity would allow for flexibility in future development of residential and scale-appropriate commercial uses within the neighborhood, north of U.S. Route 460. It would also set the stage for a larger future mixed-use development south of U.S. Route 460.

Pleasant Valley Road could be served with new gravity lines leading to a pump station at Channie Lane. The new lines would pump the sewer to the existing gravity line that currently ends near the top of the hill at the old Regional Landfill and then to the wastewater treatment plant.

Properties to the south of U.S. Route 460 could be served by new gravity sewer lines to a new pump station at the end of Holcomb Path Road. That pump station would convey the sewer to a gravity line at the west end of Tyreeanna Road, then to the wastewater treatment plant.

RECOMMENDED STRATEGIES

Making the Call on Sanitary Sewer

The sewer question has been a looming question in this neighborhood for years. It's essentially a "chicken or the egg" scenario – which comes first? Should the City wait for a development proposal to help offset the cost of the infrastructure, or should the City shoulder the cost in order to attract development? The answer can be found in the progress, or lack thereof, in the neighborhood since the first Tyreeanna / Pleasant Valley neighborhood plan, written in 2003. A development proposal for the Village Center concept on the south side of U.S. Route 460 (and associated utility infrastructure) identified in that plan has not come to fruition. The neighborhood has not developed (and likely will not develop in the future) without key investment in utilities.

This plan recommends that the City definitively commit to providing sewer to this neighborhood; however, the timing will be determined by several factors. The Department of Water Resources recognizes that sewer service is critical for long-term sustainability of neighborhoods and is currently in the process of developing a citywide master plan for unsewered areas within the City, including Tyreeanna / Pleasant Valley. Prioritization factors for the unsewered areas include but are not limited to: parcel size, age of septic systems, cost per parcel, residential costs, and customer demand.

While the estimated cost of \$67,400 per lot makes sewer service cost prohibitive at this time (and the current density doesn't justify sewer in this neighborhood ahead of others without sewer service) the future development potential of vacant land in Tyreeanna would bring this cost down considerably. Other recommendations in this plan will also affect the prioritization factors listed above, such as the zoning analysis, economic development interest, and the potential to integrate infrastructure with the neighborhood improvement projects listed in previous chapters.

Taking future development potential into consideration, the preferred method to serve the neighborhood should be the conventional gravity sewer system with pump stations as identified by the 2005 Sewer Study. The Department of Water Resources is currently evaluating capacity for future sanitary needs and has found that in order to accommodate demand, there may be a need to increase the footprint of the existing wastewater treatment plant at the corner of Rockwell Road and Concord Turnpike. As this is a neighborhood already deeply impacted by municipal facilities and their nuisances, special consideration should be given to limit unpleasant smells, sights, and sounds of any new pump stations or other government infrastructure or facilities.

Depending on economic conditions at the time of construction, the Tyreeanna / Pleasant Valley neighborhood could see a sudden wave of interest in real estate once the sewer infrastructure is complete. It is recommended that prior to this, a fine-grained analysis of zoning in the area should be completed to ensure that the growth happens in a way that is healthy for both the neighborhood and the City as a whole. Likewise, careful consideration should be given to rezoning and Conditional Use Permit petitions that have long-lasting impacts to the neighborhood.

North Side of Route U.S. 29 / U.S. Route 460

The residents have expressed the desire to see some level of improvements in their neighborhood, such as sidewalks and wider streets along some corridors, but have concerns about radical change. They enjoy the somewhat rural character and don't want to lose that. Those neighbors who live primarily on the northern side of Route U.S.29/U.S. 460 expressed that they could envision a larger development on the southern side, where the mixed-use area is designated on the Future Land Use Map in Chapter 4.



Aerial view of the Tyreeanna / Pleasant Valley neighborhood

To strengthen the existing neighborhood, this plan recommends that the City work to strengthen the existing residential areas in the short term by focusing on the quality-of-life improvements outlined in Chapters 5, 6, and 7 to benefit current residents. As projects are implemented, such as the Greenway along Pleasant Valley Boulevard, the City should seek out opportunities to lay the groundwork for the future utility mains where needed, even if they are not brought online and into the existing system immediately. Incremental construction could be used to avoid a larger lump-sum cost.

South Side of Route U.S. 29 / U.S. Route 460

Until there is an increase in development pressure within the City, the Tyreeanna / Pleasant Valley area is unlikely to see radical change or growth; however, when critical mass is reached on developable land in Lynchburg, attention will inevitably turn to this neighborhood.

When future development occurs south of Route U.S. 29 / U.S. Route 460, it is expected to happen as Planned Unit Development, Traditional Neighborhood Development, or other large-scale project that will likely require approval from City Council. This area is identified as a Business/Research Park and Mixed Use in Chapter 4, but the focus could change depending on market forces at the time of development.

Special consideration will be given to access from Route U.S.29/U.S. 460, connections to the north side of the neighborhood, and proposed improvements outlined in Chapter 5: Connectivity and Neighborhood Design. These improvements include the intersection of Concord Turnpike and Route U.S.29/U.S. 460 and the multimodal bridge on Holcomb Path Road. Chapter 5: Connectivity and Neighborhood Design also contains suggestions on building form and street design that will be incorporated in future development projects.

Environmental Needs

In addition to the Refuse Collection Operation and Convenience Center currently located at 2525 Concord Turnpike, the City also has a leaf storage site at 328 – 416 Kavanaugh Road, where leaves and other storm debris are stored before composting into mulch. Beyond its function to meet the growing demands of refuse disposal, recyclables and organic matter life-cycling, this site could potentially incorporate an environmental center use into its operational function. The center would be home to much more than simply debris collection and composting; it would be an all-encompassing facility with opportunities for hands-on education about environmental issues for all ages. Components such as public art and gardens would make the center an asset to the neighborhood, rather than an eyesore.

D. IDENTITY AND BRANDING

DEFINING THE NEIGHBORHOOD

As outlined in both the *Blueprint for Opportunity* and the *Comprehensive Plan 2013-2030*, placemaking is a key aspect in fostering strong neighborhoods. The first step in placemaking is identifying the resources that make a place unique and are important to residents. Chapter 7, Historic Resources, outlines the key areas of historical significance that were the foundation of both Pleasant Valley and Tyreeanna.

The juxtaposition of these two areas is striking. Pleasant Valley is a community built-up by former slaves and site of one of the first schools for African Americans in Virginia, while Tyreeanna is named for a plantation that likely held slaves. Although Downtown and the neighborhoods immediately surrounding the city center are typically cited as Lynchburg's most important historic areas, Pleasant Valley and Tyreeanna represent a lesser known but equally significant part of the community's history. Working with neighborhood residents to determine placement and style, small neighborhood gateway signs should be used to signal entry into each area.

DOWNTOWN LYNCHBURG BRAND IDENTITY

This brand represents both the destination and organization of Downtown. The brand is fully integrated into digital, socialmedia, and video tools.

Creating a uniform, destination-based brand for the Tyreeanna / Pleasant Valley would strengthen the neighborhood's identity and sense of community, recognize important resources, and create opportunities for placemaking.

The community brand would include unique, yet connected logos and palettes to be integrated into the built environment (i.e gateway and directional signage). This new placed-based identity could also be used on marketing materials to bring awareness on tourist destinations (i.e. proposed greenway and Tyreeanna Park. See Chapter 6: Parks & Open Space)

This task would require an extensive public engagement process on character and design as well as coordination with efforts in Downtown and adjacent neighborhoods.

Opportunity Lynchburg and Downtown Lynchburg have achieved very effective outcomes working with local design firms to create brands and marketing strategies. A community-wide brand for Tyreeanna / Pleasant Valley could be developed through a similar process.



Examples of different types of brand signage in Downtown Lynchburg from *Downtown 2040 Plan*

9. IMPLEMENTATION

A. PROCESS

As the City of Lynchburg continues to thrive, development pressures will extend to neighborhoods adjacent to the Downtown urban core. The Tyreeanna / Pleasant Valley Neighborhood Plan will serve as a toolkit to guide the sustainable growth of the community. As such, it should be added to regulatory processes and checklists to ensure that the recommendations within the plan achieve the vision laid out by neighborhood residents in alignment with the City's overarching goals as set forth in the Comprehensive Plan 2013-2030.

B. POLICY

Existing regulations in the Land Use Plan and Zoning Ordinance could support or adversely impact the implementation of this plan. Further evaluation of existing regulations will be needed to identify conflicts with the goals outlined in the Tyreeanna / Pleasant Valley Neighborhood Plan.

Housing is a key component of this plan. Furthermore, providing a variety of options to attract young families and retain existing population groups is an important priority for the Tyreeanna / Pleasant Valley community. Approaches to increasing housing options vary by neighborhood, existing land uses, and market conditions. There are many resources that provide guidance to municipalities seeking to encourage the construction of "missing middle" housing as a way to diversify housing options. Missing Middle housing refers to housing options at densities somewhere between single family homes and high density apartments – examples include duplexes, triplexes, and smaller homes on small lots (see Chapter 4). General considerations when reviewing and/or drafting an appropriate ordinance include units allowed, cluster size, total floor area per unit, height limit, common space, setbacks, and parking.

A holistic review and update of Lynchburg's existing ordinances will help foster the development of housing types needed and wanted in the Tyreeanna / Pleasant Valley neighborhood. These existing ordinances include, but are not limited to: residential cluster development, traditional neighborhood development, and planned unit development.

C. RESOURCES

The successful implementation of recommendations included in this plan will also depend on the City's ability to leverage existing resources effectively. A strategic planning approach should seek to maximize funding from a variety of sources.

CAPITAL IMPROVEMENT PLAN (CIP)

The *Fiscal Year 2022 Budget* provides recommendations for various capital improvement projects that foster the highest quality of life possible in Lynchburg. The process of developing and updating this budget ensures that the City's assets are maintained where possible, replaced when necessary, and further developed to maximize their potential. The long-term strategy is to focus on planned projects to ensure that the City remains financially stable and to minimize the impact of needed improvements on taxpayers.

Since 2001, the City has applied a portion of undesignated funds balance -10% above the General Fund Revenue- to pay-as-you-go small capital construction projects. In addition to these projects, the *FY 2022-2026 Capital Improvement Plan* adds additional funds to complete important maintenance projects.

It is intended that a series of proposed improvements be included during future budget meetings to allocate funding for specific projects in Tyreeanna / Pleasant Valley. This chapter provides an Implementation Matrix to help the City identify and prioritize potential capital improvement projects to carry through implementation.

Given the potential for development, revitalization, and redevelopment of the neighborhood, a new classification could also be added to the annual budget, designating improvements and initiatives in Tyreeanna / Pleasant Valley as dedicated projects. Examples of dedicated projects might include the Tyreeanna / Pleasant Valley greenway project, and the Tyreeanna Destination Park, to name a few.

Having a separate budget item and discussion each year, will help the community see continued improvement throughout administration terms and keep the sustainable development of the neighborhood a priority in regards to funding allocation.

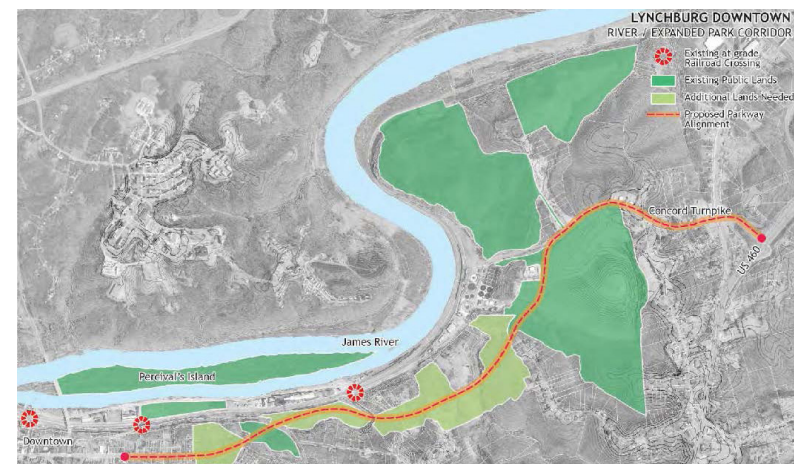
LOCAL & REGIONAL PLANNING EFFORTS

The City should also seek for ways to align the recommendations proposed in this plan with ongoing and upcoming citywide efforts. A number of recent planning projects are described in Chapter 1: Introduction. Additional initiatives with potential to complement this plan should also be considered during the implementation phase.

Many visitors travel along Concord Turnpike to reach Downtown. Concord Turnpike carries traffic through an industrial zone, passing the former landfill and the wastewater treatment plant. The James River Scenic Parkway proposed in the *Downtown 2040 Plan* creates an alternate route that facilitates access to the urban core from U.S. Route 29 / U.S. 460 Bypass while improving connectivity between Tyreeanna / Pleasant Valley and White Rock Hill to Downtown. The Tyreeanna / Pleasant Valley Neighborhood Plan proposes a destination park at the landfill site. This site is also the connecting point between the proposed parkway route and Concord Turnpike. Both, the Tyreeanna destination park and James River parkway, create an opportunity for the City to align efforts and resources that meet several of Lynchburg's overarching goals pertaining access, connectivity, and improved public spaces.



Riverside Park Overlook Capital Improvement Project (Before & After)



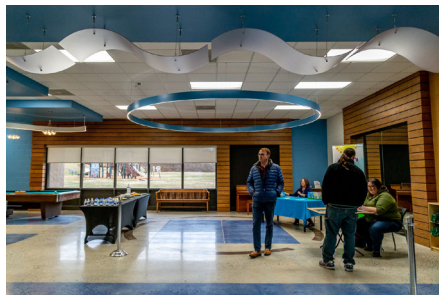
James River Scenic Parkway proposed in the *Downtown 2040 Plan*

GRANTS OPPORTUNITIES

Brownfields Grant from the Environmental Protection Agency (EPA)

In 2018, the EPA selected the Lynchburg Economic Development Authority for two brownfields assessment grants. Community-Wide Hazardous Substances grant will be used to conduct up to seven Phase I and three Phase II environmental site assessments, and prepare three cleanup plans. Community-Wide Petroleum grant funds will be used to conduct three Phase I- and two-Phase II environmental site assessments, and prepare two cleanup plans. Funds from both grants will also be used to expand the existing brownfields inventory and hold public informational meetings. Assessment activities are planned for Census Tract 19 which includes the Tyreeanna / Pleasant Valley area. The current EPA Brownfield Grant closes September 30, 2021. The Economic Development Authority of the City of Lynchburg intends to apply for the next round of EPA Grants.

Many of the sites perceived as potential brownfields in Tyreeanna / Pleasant Valley are also identified in this plan as possible locations for catalyst projects that would foster redevelopment and revitalization. Effective assessment and clean-up strategies are needed to leverage resources, efforts, and support for the implementation this plan.



Examples of CDBG-funded projects in Lynchburg: Jefferson Park Community Center (left), and Yoder Center Exterior (right)

Community Development Block Grants (CDBG) and HOME Program

CDBG and HOME funds are provided to the City through an annual entitlement grant administered by the U.S. Department of Housing and Urban Development (HUD). Both funds are used to support homeownership, housing rehabilitation and repair programs, neighborhood projects, infrastructure, spot blight acquisitions and dispositions, and other initiatives administered directly by the Grants Administration Office. The neighborhood makes up a large portion of Census Tract 19, which is identified as a target area in the City's *CDBG HOME Program Year 2020-2024 Five-year Consolidated Plan*, so it has already been identified as a focus for these initiatives. The City of Lynchburg received \$ 714,865 in CDBG entitlement funds and \$424,288 in HOME funds from HUD for Fiscal Year 2021. CDBG and HOME provide opportunities for the City to create partnerships with neighborhood organizations, nonprofit and for-profit entities in Tyreeanna / Pleasant Valley to address community development needs.

OTHER FUNDING SOURCES

The Incentives and Financing table at the end of this chapter provides general information on potential incentives and financing tools for the City of Lynchburg to consider as part of the implementation effort of neighborhood plans.

D. PARTNERSHIPS

The Tyreeanna / Pleasant Valley Neighborhood Plan focuses on a broad vision and scope. The successful implementation of the vision and goals laid out in the plan will be dependent on the collective efforts of the City, neighboring jurisdictions, partner organizations, and the private sector.

Region & County

Collaboration between Lynchburg and its surrounding counties plays a vital role in the economic prosperity of the region. Strengthening relationships and pursuing opportunities for large-scale efforts with long-term impact should be a top priority for the City. Collaboration with surrounding counties is particularly important for Lynchburg neighborhoods located near county lines. Strategic partnerships and resource allocation across jurisdictions would not only benefit the region but also increase local impact.

An important opportunity for collaboration is through parks and trails. The City of Lynchburg shares a common border with Amherst County on the James River. The concept of a recreation loop was introduced in *Downtown 2040* through pedestrian connections on John Lynch and Carter Glass bridges. This will allow circulation between Amherst's Riveredge Park and Lynchburg's Riverfront Park. More opportunity exists with the possibility of connecting this trail loop to the Tyreeanna / Pleasant Valley area via the Monocan Bridge. Lynchburg currently has no direct river access, and citizens have voiced their desire for this access.

As the Central Virginia Training Center (CVTC) in Amherst County has recently closed, a redevelopment plan is currently underway. The 350-acre site will have economic impact on Lynchburg and the entire region. Tyreeanna / Pleasant Valley is located a short drive (less than 10 minutes) away from the CVTC.

Neighborhood

Increased community engagement is one of the main objectives of the Tyreeanna / Pleasant Valley planning process. For that reason, a small citizen committee was established at the beginning of this effort. While the City will continue to lead the process in accordance with citywide objectives, resident engagement is vital in the successful implementation of this plan. It is recommended that a Neighborhood Action Committee be created to include members of the private sector such as business and property owners, investors, and vested citizens.

E. IMPLEMENTATION MATRIX

The purpose of the matrix at the end of this chapter is to provide a tool for the City of Lynchburg to prioritize the implementation of future planning efforts and capital improvements in the Tyreeanna / Pleasant Valley neighborhood. The matrix provides a summary of the recommendations and action steps designed to achieve the goals and planning principles identified in the plan. Both, the goals and planning principles were developed on the activities and feedback of the community engagement process.

F. INCENTIVES AND FINANCING

The table following the Implementation Matrix provides general information on potential incentives and financing tools for the City of Lynchburg and to consider as part of their implementation efforts for the Tyreeanna / Pleasant Valley neighborhood.

IMPLEMENTATION MATRIX

Make Tyreanna a great place to live

PROJECT/INITIATIVES	KEY PARTNERS	ACTION STEPS	CATEGORY	PRIORITY	TIMELINE
Goal#1: Create a unified identity for the Tyreanna / Pleasant Valley neighborhood			C&ND		
Define an identity for the neighborhood that builds upon its history and assets	City of Lynchburg Neighborhood Action Committee	> Seek funding for community image project > Establish a community advisory board to participate in this effort		High	Short
Develop a branding & marketing strategy	City of Lynchburg Neighborhood Action Committee	> Procure services for a branding and marketing plan > Develop marketing materials needed to promote Tyreanna		High	Mid
Goal#2: Enhance and maintain the cleanliness and appeal of the neighborhood			C&ND		
Establish a beautification program	City of Lynchburg	> Perform survey to gather feedback and get a better understanding of resident perception > Assess code to determine ways the appeal of the neighborhood can be improved		High	Short
Green and screen parking lots and underutilized parcels	City of Lynchburg	> Inventory all underutilized sites > Develop a strategy for green infrastructure		Medium	Long
Establish an urban design palette that reflects the neighborhood's identity into the built environment	City of Lynchburg Neighborhood Action Committee	> Procure services for design guidelines > Ensure use of consistent palette throughout the neighborhood		Medium	Long
Goal#3: Encourage a balanced mix of uses that is complementary to the current scale and character of the neighborhood			LU		
Designate a neighborhood commercial area for neighborhood residents	City of Lynchburg Property Owners Neighborhood Action Committee	> Establish a strategy to promote / strengthen partnerships with key property owners > Establish a collaborative between owners and Office of Economic Development and Tourism		High	Mid
Update FLUM to define the types of uses in NCD	City of Lynchburg Neighborhood Action Committee			High	Short
Goal#4: Promote pedestrian activity and walkability			C&ND		
Perform an analysis of the street network in residential areas	City of Lynchburg	> Perform a sidewalk and walkability assessment throughout the neighborhood. > Establish strategies for the repair and construction of new sidewalks and crosswalks > Map "hot spots" with regard to crashes (specifically those involving pedestrians) and develop plan to address through intersection or street enhancements		High	Short
Develop a greenway system	City of Lynchburg Property Owners Neighborhood Action Committee	> Identify potential corridors and understand constraints and opportunities; identify funding sources and potential public and private partners		High	Long
Reconfigure Pleasant Valley Road to accommodate phase 1 of greenway project	City of Lynchburg Property Owners Neighborhood Action Committee	> Develop concept plan for reconfiguration with costs and responsibilities to vet feasibility		High	Mid

Enhance and preserve Tyreanna's natural resources	PROJECT/INITIATIVES	KEY PARTNERS	ACTION STEPS	CATEGORY	PRIORITY	TIMELINE
	Goal#1: Promote the sustainable development of vacant public land			LU / P & OS		
	Develop a complete inventory of City-owned parcels	City of Lynchburg			High	
	Develop a complete inventory of State-owned parcels	City of Lynchburg VDOT			High	
	Clean up brownfield sites	City of Lynchburg	>Use EPA's Brownfields Grant fund to assess sites based on potential future land use > Prioritize impact > Use EPA's Brownfields Grant fund to remediate and stabilize critical sites		High	
	Goal#2: Develop a connected network of parks and public spaces			P & OS		
	Transform the landfill into an attractive public outdoor destination	City of Lynchburg	> Seek funding and partners > Procure design services for the park > Develop phasing plan		High	Long
	Repurpose vacant and underutilized sites for the creation of pocket parks, gardens, and other outdoor gathering areas	City of Lynchburg			Medium	Long
	Goal#3: Promote sustainable development of privately-owned land			LU		
	Work with developers and vacant land owners to explore potential projects	City of Lynchburg VDOT Private Sector			High	Long
	Promote development on south side of Route U.S. 460	City of Lynchburg VDOT Private Sector	> Establish a strategy to promote / strengthen partnerships with key property owners > Establish a collaborative between owners and Office of Economic Development and Tourism		High	Short
	Incentivize new development to incorporate low-impact stormwater management strategies	City of Lynchburg Private Sector	> Revise and update ordinances as needed		High	Long

Celebrate Tyreanna's history.	PROJECT/INITIATIVES	KEY PARTNERS	ACTION STEPS	CATEGORY	PRIORITY	TIMELINE
	Goal#1: Recognize the significance of the neighborhood's historic resources			HR		
	Inventory historical places and events in the neighborhood	City of Lynchburg Neighborhood Action Committee	> Walkthrough with community members to identify historically significant locations > Capture and compile stories from residents		High	
	Protect historic sites from inappropriate development	City of Lynchburg Virginia Department of Historic Resources Neighborhood Action Committee	> Identify potential historically significant sites > For qualifying sites, apply for designation of State and/or National Historic District designation to make them available to tax credit resources. > Seek local historic designation if the sites are clustered and the neighborhood agrees that protecting existing resources is important.		High	
	Integrate Tyreeanna's history into neighborhood's branding and identity efforts	City of Lynchburg Neighborhood Action Committee			High	
	Complete and submit form to nominate the Lower Basin Historic District 2018 Boundary increase to the Virginia Landmarks Register and the National Register of Historic Places.	City of Lynchburg Neighborhood Action Committee			High	
	Goal#2 : Increase awareness to important historic resources in the neighborhood			HR		
	Support a history walk project	City of Lynchburg Neighborhood Action Committee University of Lynchburg			Low	
	Integrate Tyreeanna's history into public art	James River Council for the Arts and Humanities	> Procure services for design guidelines > Ensure use of consistent palette throughout the neighborhood		Low	

PROJECT/INITIATIVES	KEY PARTNERS	ACTION STEPS	CATEGORY	PRIORITY	TIMELINE
Goal#1: Provide a variety of affordable and accessible housing options			LU		
Provide housing types needed to attract young families to the neighborhood and to allow for senior population to age-in-place	City of Lynchburg Housing Collaborative Private Sector	> Perform housing analysis to identify potential options for future housing stock > Compile demographic/occupational details/projections > Perform housing study Identify the need for affordable housing, workforce housing, multi-family, compact housing. > Identify the opportunities and benefits of diversifying housing type options. > Update Future Land Use Map and zoning for compatibility as needed			
Explore the feasibility of redeveloping City-owned property into pocket neighborhoods	City of Lynchburg	> Collaborate on opportunities to evaluate interest and establish partnerships to promote "missing middle" housing opportunities > Design and implement an incentive program to promote the development of pocket neighborhoods		Mid	Long
Market city-owned properties suitable for desired housing options	City of Lynchburg (OEDT)	> Ensure appropriate development via performance agreements			
Goal#2: Promote businesses that cater to various population groups			LU		
Expand retail, restaurant and entertainment choices	City of Lynchburg Neighborhood Action Committee	> Inventory current businesses and create a "wishlist" of neighborhood business needs/desires > Perform assessment to promote a balanced mix of commercial and retail businesses			
Goal#3: Create gathering spaces that foster the interaction of the whole community			P & OS		
Establish / build a central public neighborhood facility or gathering place that encourages the interaction of various population groups	City of Lynchburg	> Create conceptual design for Landfill Park south entrance and multi-generational gathering place on Tyreeanna Road > Identify other potential multi-generational spaces through the Parks Master Plan process		High	Short

PROJECT/INITIATIVES	KEY PARTNERS	ACTION STEPS	CATEGORY	PRIORITY	TIMELINE
Goal#1 : Connect south side of neighborhood			C&ND		
Provide bridge connection from Concord Turnpike to other side of Route U.S. 460	City of Lynchburg VDOT Neighborhood Action Committee	> Establish partnership with agencies to study bridge options and funding sources; seek grant funding and/or PPP			
Provide bridge connection from Tyreeanna Rd. to Holcomb Path Rd. (other side of Route U.S. 460)	City of Lynchburg VDOT Neighborhood Action Committee	> Establish partnership with agencies to study bridge options and funding sources; seek grant funding and/or PPP			
Goal #2: Promote multi-modal transportation options			C&ND		
Provide bus service to Tyreeanna	City of Lynchburg, Greater Lynchburg Transit Company (GLTC) Virginia Department of Transportation (VDOT)	> Perform a transportation needs assessment for existing residents > Work with GLTC to develop routing and ridership data; identify funding source for capital and operations		Medium	Mid
Develop a bike plan	City of Lynchburg	> Develop scope for Tyreeanna community or greater area		Medium	Long
Goal#3 : Address pedestrian and traffic concerns in the neighborhood			C&ND		
Remove heavy truck traffic from Rockwell Road	City of Lynchburg (DPW)	> Survey truck usage and, if warranted, mitigate truck traffic via signage		High	Short
Provide alternate route from Downtown to Concord Turnpike (James River Parkway)	City of Lynchburg	> Develop schematic design for corridor with estimates of cost; identify funding sources and partners		High	Long
Develop a streetscape plan for complete streets	City of Lynchburg	> Establish a strategy to promote / strengthen partnerships with key property owners > Establish a collaborative between owners and Office of Economic Development and Tourism		High	Mid
Require new development to incorporate low-impact stormwater management strategies			C&ND		
Design & install neighborhood gateway sign (temporary)	City of Lynchburg VDOT Neighborhood Action Committee	> Seek funding for gateway sign projects > Coordinate with VDOT as needed		High	Short
Design & install city gateway sign	City of Lynchburg VDOT Neighborhood Action Committee	> Seek funding for gateway sign projects > Coordinate with VDOT as needed		High	Long
Design the intersection of Concord Turnpike and Pleasant Valley Boulevard as a gateway	City of Lynchburg VDOT Neighborhood Action Committee	> Develop concept to identify range of costs; identify funding opportunities and partners. Coordinate with VDOT as needed		High	Long

INCENTIVES & FINANCING TOOLS

PROGRAM / TOOL	AGENCY	FUNDING AVAILABLE	DESCRIPTION	ELIGIBILITY / REQUIREMENTS	USES	RESOURCE
GRANTS AND LOANS						
Visual Arts & Design Arts	National Endowment for the Arts	\$5,000 - \$100,000	Visual Art programs provides matching grants for art-in-public places. The Design Arts program provides architecture, planning, preservation, urban design, etc.	1:1 match	Arts & Urban Design	www.arts.gov
Community Development Block Grant	Department of Housing and Community Development (DHCD)	Planning grant: up to \$25,000 Improvement grant: up to \$2 million	For projects that benefit low-and moderate-income persons, prevent or eliminate of slums or blight, and address an urgent community need	Units of local government in non-entitlement localities. Localities may partner with planning district commissions, nonprofit organizations and other entities.	Planning Grants: project development Community Improvement Grants: project implementation	http://www.dhcd.virginia.gov/index.php/community-partnerships-dhcd/downtown-revitalization/cdbg/10-community-development-block-grant-cdbg.html
Virginia Outdoors Fund	VA Department of Conservation & Recreation	Varies	Provides matching grants for acquisition and development of public outdoor recreation areas and facilities	Varies	Design and construction or trails	http://www.dcr.virginia.gov/recreational-planning/grants
Kodak American Greenways	Eastman Kodak Company The Conservation Fund National Geographic Society	\$500 - \$2,500	Provides small grants to stimulate the planning and design of greenways in communities throughout America	Non-profits (preferred) Public Agencies	Greenway planning and design	http://www.dcr.virginia.gov/recreational-planning/grants
Rural Development	U.S. Department of Agriculture (USDA)	Varies	Provides loans, loans guarantees, grants, and technical assistance	Municipalities and nonprofits (population <50,000)	Small business creation, job retention / expansion, community facilities, housing	https://www.rd.usda.gov/programs/services
Transportation Alternatives Set Aside (STBG)	Virginia Department of Transportation (VDOT)	Up to 80% of project cost (Reimbursement)	Provides funds for projects meeting one or more of ten criteria	20% of project cost from local sources	Transportation alternatives, safe routes to school, recreational trails, and boulevards from divided highways.	http://www.virginiadot.org/business/prehancegrants.asp
Urban & Community Forestry Assistance	Virginia Department of Forestry	\$1,000 - \$20,000 (matching)	Provides options for various grant programs and technical assistance / guidance to implement a tree ordinance	Non-profits, civic and community groups, local governments	Establishing a tree ordinance Perform a street tree assessment	http://www.dof.virginia.gov/forestry/community/index.htm
Federal Brownfields	Environmental Protection Agency (EPA)	Up to \$500,000	Provides direct funding for assessment, cleanup, revolving loans, environmental job training, technical assistance, training, and research. The program collaborates with other EPA programs, federal partners, and state agencies to identify and make available resources that can be used for brownfield activities.	Local government or non-profit organizations 20% match required	Site assessment, clean-up, and revitalization efforts	https://www.epa.gov/brownfields/types-brownfields-grant-funding
Virginia Brownfields Restoration and Economic Redevelopment Assistance Fund (VBAF)	Virginia Resources Authority (VRA) Virginia Economic Development Partnership (VEDP) Virginia Department of Environmental Quality (VDEQ)	Up to \$500,000	Provides grants or loans to local governments to promote restoration and redevelopment of brownfield sites and to address environmental problems or obstacles to reuse so these sites can be effectively marketed to new economic development prospects	Local government 1:1 match required	Planning, assessment & remediation	https://www.vedp.org/brownfields
Industrial Revitalization Fund (IRF)	Department of Housing and Community Development (DHCD)	Determined at the time of allocation	Leverages local and private resources to achieve market-driven redevelopment of vacant and deteriorated industrial and commercial properties.	Eligible properties: Formerly used for manufacturing, warehousing, mining, transportation and power production. Large-scale white elephant structures (department stores, theaters, hotels and shopping centers) Structures whose original intended use was solely residential are not eligible 1:1 match required	Revitalization of vacant non-residential structures whose poor condition creates physical and economic blight to the surrounding area in which the structure is located	http://www.dhcd.virginia.gov/index.php/business-va-assistance/blighted-structures/industrial-revitalization-fund-irf.html

PROGRAM / TOOL	AGENCY	FUNDING AVAILABLE	DESCRIPTION	ELIGIBILITY / REQUIREMENTS	USES	RESOURCE
Community Business Launch (CBL)	VA Department of Housing and Community Development (VDHCD)	Varies	Provide the tools to effectively prepare multiple entrepreneurs to operate successful businesses in a downtown or neighborhood commercial district and allow them to compete for funding to start up their new endeavor.	Local government and non-profits	Help communities begin to develop a coordinated, comprehensive sustainable environment that identifies, launches and supports community-based entrepreneurs and small business at all levels of development.	http://www.dhcd.virginia.gov/index.php/community-partnerships-dhcd/community-business-launch-cbl.html
Weyerhaeuser Giving Fund	Weyerhaeuser	Min. \$1,000	Supports communities where they have a significant presence or business interest. Communities range from rural to metropolitan, each with unique priorities and needs. Employees serve on local advisory committees for the Giving Fund and develop funding priorities within four focus areas to support their particular communities.	Local government, non-profit located within their "giving footprint"	Funding in four focus areas: Affordable Housing and Shelter Education and Youth Development Environmental Stewardship Human Services, Civic and Cultural Growth	https://www.weyerhaeuser.com/sustainability/communities/community-investment/giving-fund/
TAX CREDITS						
Federal Investment Tax Credit for Certified Historic Rehabilitation	National Park Service	20% of rehabilitation cost (certified historic structure)	Federal income tax credits are available for the costs of rehabilitation projects	Income-producing properties Individually listed on the National Register or contributing to a National Register Historic District. Credits. Can be carried forward 20 years.	Historic preservation and revitalization	https://www.dhr.virginia.gov/tax-credits/
State Tax Credit for Historic Rehabilitation	Virginia Department of Historic Resources	25% eligible renovation costs	State income tax credit is available for rehabilitating a historic structure listed (or eligible for listing) on the Virginia Landmarks Register (individually or as a contributing structure in a historic district)	Credits may be used by individuals, partnerships, and corporations. Can be carried forward for up to 10 years	Historic preservation and revitalization	https://www.dhr.virginia.gov/tax-credits/
Enterprise Zone	Virginia Department of Housing & Community Development (DHCD)	Varies	Designates local districts within which businesses creating jobs and improving facilities can receive: > State tax credits on income and sales taxes for real property improvements > Grants for creating jobs > State and local incentives for job creation	Available to businesses and zone investors who create jobs and invest in real property within the boundaries of enterprise zones.	Varies	http://www.dhcd.virginia.gov/index.php/business-va-assistance/startingexpanding-a-business/virginia-enterprise-zone-vez-business.html
New Markets Tax Credits	Community Development Financial Institutions Fund	39% of original investment amount claimed over seven years	Incentivizes community development and economic growth through the use of tax credits that attract private investment to distressed communities.	NMTC Program applicants must be certified as CDEs by the CDFI Fund	Job creation, business development, revitalization	https://www.cdfifund.gov/programs/s-training/Programs/new-markets-tax-credit/Pages/default.aspx
Arts & Cultural Districts*	Municipality	Varies	Under §15.2-1129.1 of the Code of Virginia, localities may establish arts and cultural districts for the purpose of increasing awareness and support for the arts and culture in the locality.	Criteria for what qualifies as an "arts" business is at the discretion of the locality. Incentives should be provided to businesses that positively contribute to the spectrum of arts and cultural activities and venues within the targeted area	Administer incentives and provide certain regulatory flexibility to qualifying businesses or entities within the boundaries of the district	https://vacode.org/15.2-1129.1/
Tourism Zones*	Municipality	Varies	Under § 58.1-3851 of the Code of Virginia, any city, county, or town may establish, by ordinance, one or more Tourism Zones to provide tax incentives and regulatory flexibility to encourage tourism related business development. They serve both new and existing businesses whose primary purpose is to establish desirable destinations to attract tourists from outside of the community.	Targeted businesses include attractions & entertainment, lodging, restaurants, and specialty retail	Create an environment for visitors that will deliver a memorable experience or promote educational opportunities while increasing travel-related revenue	https://www.vatc.org/tdfp/applicationprocess/tourismzone/

PROGRAM / TOOL	AGENCY	FUNDING AVAILABLE	DESCRIPTION	ELIGIBILITY / REQUIREMENTS	USES	RESOURCE
Opportunity Zones	Virginia Department of Housing & Community Development (DHCD)	Varies	Allow investors to receive tax benefits on currently unrealized capital gains by investing those gains in qualified census tracts (Opportunity Zones).	Qualification of Opportunity Investment Funds and Qualified Opportunity Investments must be written at the federal level and are expected to be formalized later this calendar year	Promote revitalization through private sector investment	http://www.dhcd.virginia.gov/index.php/opp-zones.html
TAXATION & FINANCING						
Community Development Authorities	Municipality	Varies	Can be created to issue tax exempt revenue bonds to develop and manage facilities and services including roads, parking, utilities, streetlights, landscaping, security, maintenance, recreation, schools, etc. A separate and additional tax on real estate may be assessed to pay the debt service on the bonds	Local government	Improvement projects for revitalization, community and economic development	https://law.lis.virginia.gov/vacode/title15.2/chapter51/section15.2-5158/
Tax Increment Financing (TIF)	Municipality	Varies	Can be created to stimulate private investment in development project areas. District boundaries are set and the current or "base assessed value" of tax revenue is determined. In the ensuing years, the base values continues to go to the locality's general fund, but any increase in revenue due to redevelopment (the increment) is placed in a separate TIF fund.	Local government	Pay off debt incurred to provide redevelopment incentives such as land assembly and site preparation, infrastructure improvements, etc.	https://vacode.org/2016/58.1/III/32/4.1/
Real Estate Tax Abatement	Municipality	Up to 90% of the structure's value after renovation	"Partial exemption from taxation of real estate on which a structure no less than 20 years of age has been substantially rehabilitated"	Local government	Taxes are paid on the pre-rehab value of the building for up to 15 years on residential, commercial or industrial properties. Abatement up to 25 years is allowed for hotel/motel properties at least 35 years of age rehabilitated for residential use.	https://law.lis.virginia.gov/vacode/title58.1/chapter32/section58.1-3220.01/
SUPPLEMENTAL POLICY TOOLS						
Vacant Property Registration Ordinances (VPROs)	Municipality	N/A	The purpose of the ordinance is to: > Ensure that owners of vacant properties are known to the city and other interested parties and can be reached if necessary > Ensure that owners of vacant properties are aware of the obligations of ownership under relevant codes and regulations > Ensure that owners meet minimum standards of maintenance of vacant properties.	Local government	The fee structure established in the ordinance may serve additional purposes, including covering costs incurred by the municipality to deal with vacant properties, and under some circumstances, motivating owners to restore and reuse vacant properties.	https://www.communityprogress.net/tool-1--vacant-property-registration-ordinances--pages-257.php
Tree Ordinance	Municipality	N/A	Any locality with a population density of at least 75 persons per square mile or any locality within the Chesapeake Bay watershed may adopt an ordinance providing for the planting and replacement of trees during the development process	Local government	Preserve existing trees and increase tree canopy	https://law.lis.virginia.gov/vacode/title15.2/chapter9/section15.2-961/
Local Historic District	Municipality	N/A	Preservation ordinance is a local statute that provisions for designating historic resources, establishes a design review board (also called a preservation or historic district commission), and creates a design review process and guidelines.	Local government	Protect and increase property values, promote tourism and economic development	https://savingplaces.org/stories/10-steps-to-establish-a-local-historic-district#.W83uU1VKhEZ

RESOLUTION:

#R-22-036

A RESOLUTION ADOPTING THE TYREEANNA & PLEASANT VALLEY NEIGHBORHOOD PLAN AS PART OF THE CITY OF LYNCHBURG'S COMPREHENSIVE PLAN 2013-2030.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF LYNCHBURG that the Tyreeanna & Pleasant Valley Neighborhood Plan is hereby approved and adopted as part of the City's *Comprehensive Plan 2013-2030*.

Adopted: May 24, 2022

Certified: Alicia L. Fung
Clerk of Council

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **May 24, 2022**

AGENDA ITEM #: **9**

CONSENT:
ACTION: **X**

REGULAR: **X**
INFORMATION:

WORK SESSION:

CLOSED SESSION:
(Confidential)

ITEM TITLE: Safe Housing and Blight Abatement Toolkit: Derelict building, demolition and clutter code amendments

RECOMMENDATION: Adopt City Code amendments for derelict buildings, demolition and clutter.

SUMMARY: One recurring theme from the Strong Neighborhood Alliance's recent listening sessions in the Diamond Hill neighborhood is the impact derelict structures and blight have on the community as a whole. This feedback is consistent with concerns expressed in other neighborhood planning meetings and complaints that City Council and staff frequently hear.

Following discussions with multiple stakeholders, staff presented a safe housing and blight abatement "toolkit" earlier this year – a combination of strategies including tax delinquent property sales, increased demolition funding and code amendments. On April 26th, staff reviewed the specifics of those proposed code changes with Council. The appeals process for public nuisances was added to the derelict structure ordinance draft as a result of that discussion.

Over the last month, staff has continued outreach through media outlets, neighborhood discussions and conversations with real estate professionals and housing developers. The feedback staff received as a result of the outreach has been supportive of the code amendments.

PRIOR ACTION(S): N/A

FISCAL IMPACT: Civil penalties from the derelict building ordinance would be designated for demolition funding or, if Council determines, to support program staffing in the future.

CONTACT(S): Kent White, Community Development Director – 455-3900

ATTACHMENT(S): Ordinances

REVIEWED BY: MMB WCB

079A

AN ORDINANCE TO AMEND AND REENACT THE CODE OF THE CITY OF LYNCHBURG, 1981, BY ADDING THERETO A NEW SECTION 11-160.1 OF A NEW ARTICLE II(A) OF CHAPTER 11, THE NEW ARTICLE AND SECTION RELATING TO DERELICT BUILDINGS

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF LYNCHBURG:

1. That the Code of City of Lynchburg, 1981, be and the same is hereby amended and reenacted by adding thereto a new Section 11-160.1 of a new Article II(A) of Chapter 11 as follows:

ARTICLE II(A). DERELICT BUILDINGS

Sec. 11-160.1. Buildings declared to be derelict.

(a) The owners of property in the City shall, at such time or times as the City Council may prescribe, submit a plan to demolish or renovate any building that has been declared a derelict building. For purposes of this section, "derelict building" shall mean a residential or nonresidential building or structure, whether or not construction has been completed, that might endanger the public's health, safety, or welfare and for a continuous period in excess of twelve (12) months, it has been (i) vacant, (ii) boarded up or otherwise secured in accordance with the building code, and (iii) not lawfully connected to electric, water, or sewer service from a utility service provider.

(b) If a building qualifies as a derelict building, the City shall notify the owner of the derelict building that the owner is required to submit to the City a plan, within ninety (90) days, to demolish or renovate the building to address the items that endanger the public's health, safety, or welfare as listed in the written notification provided by the City. Such plan shall be on a form provided by the City and shall include a proposed time within which the plan will be commenced and completed. The plan shall be subject to approval by the City. The plan may include one or more adjacent properties of the owner, whether or not all of such properties may have been declared derelict buildings. The City shall deliver the written notice to the address listed on the real estate tax assessment records of the City. Written notice sent by first-class mail, with the City obtaining a U.S. Postal Service Certificate of Mailing shall constitute delivery pursuant to this subsection.

(c) If the City delivers written notice and the owner of the derelict building has not submitted a plan to the City within ninety (90) days as provided in subsection b of this section, the City may exercise such remedies as provided in this section or as otherwise provided by law; for residential property, such remedy may include imposition of a civil penalty of \$500 per month until such time as the owner has submitted a plan in accordance with this section, however, the total civil penalty imposed shall not exceed the cost to demolish the derelict building. Any such civil penalty shall be paid to the City and deposited into the General Fund.

(d) The owner of a building may apply to the City and request that such building be declared a derelict building for purposes of this section.

(e) The City, upon receipt of the plan to demolish or renovate the building, at the owner's request, shall meet with the owner submitting the plan and provide information to the owner on the land use and permitting requirements for demolition or renovation.

(f) If the owner's plan is to demolish the derelict building, and such plan is approved by the city, the building permit application of such owner shall be expedited. If the owner has completed the demolition within ninety (90) days of the date of the building permit issuance, the City shall refund any building and demolition permit fees paid by the owner in relation thereto. This section shall not supersede any ordinance adopted relative to historic districts in the City.

(g) If the owner's plan is to renovate the derelict building, and no rezoning is required for the owner's intended use of the property, and such plan is approved by the City, the site plan or subdivision application and the building permit, as applicable, shall be expedited. The site plan or subdivision fees may be refunded by the City, all or in part, but in no event shall the site plan or subdivision fees exceed the lesser of fifty (50) percent of the standard fees established for site plan or subdivision applications for the proposed use of the property, or \$5,000 per property. The building permit fees may be refunded, all or in part, but in no event shall the building permit fees exceed the lesser of fifty (50) percent of the standard fees established by the ordinance for building permit applications for the proposed use of the property, or \$5,000 per property.

(h) Prior to the commencement of a plan to demolish or renovate the derelict building, at the request of the owner, the real estate assessor shall make an assessment of the property in its current derelict condition. On the building permit application, the owner shall declare the costs of demolition, or the costs of materials and labor to complete the renovation. At the request of the owner, after demolition or renovation of the derelict building, the real estate assessor shall reflect the fair market value of the demolition costs or the fair market value of the renovation improvements, and reflect such value in the real estate tax assessment records. The real estate tax on an amount equal to the costs of demolition or an amount equal to the increase in the fair market value of the renovations shall be abated in accordance with the provisions of Article IV of Chapter 36 of the Lynchburg City Code or fifteen (15) years, whichever is greater, and is transferrable with the property. However, the abatement provisions described herein shall not apply if the structure demolished is a registered Virginia landmark or is determined by the Virginia Department of Historic Resources to contribute to the significance of a registered historic district.

(i) Notwithstanding the provisions of this section, the City may proceed to make repairs and secure the building pursuant to Article II of Chapter 11 of the Lynchburg City Code, or the City may proceed to abate or remove a nuisance pursuant to Article I of Chapter 26 of the Lynchburg City Code. In addition, the City may exercise such remedies as may exist under the building code and such other remedies available under general and special law.

(j) In the event an owner disagrees with a decision made by the City pursuant to subsection (b) of this section, then such owner may appeal to the City Manager or his designee. If, after hearing the pertinent information presented, the City Manager or his designee finds by a preponderance of the evidence that the decision made was in accordance with the applicable requirements of this section, then such owner shall develop a plan and renovate or demolish such building as required; otherwise, the City Manager or his designee will vacate and dismiss the previous decision made by the City. Such appeal must be requested in writing by the owner within seven (7) days of receiving the notice described in subsection (b) of this section. Failure to request such appeal as prescribed herein shall be deemed a waiver of the appeal rights permitted hereunder. The appeal described hereunder shall be an informal administrative proceeding. The owner and the City shall have the opportunity to present pertinent information and to question witnesses, but no rules of evidence shall apply to such proceeding. The decision of the City Manager or his designee shall be final and not subject to further appeal.

Secs. 11-160.2 – 11-160.10. Reserved.

2. That this Ordinance shall become effective upon its adoption.

Adopted:

Certified: _____
Clerk of Council

AN ORDINANCE TO AMEND AND REENACT THE CODE OF THE CITY OF LYNCHBURG, 1981, BY AMENDING SECTION 11-123 OF CHAPTER 11, THE AMENDED SECTION RELATING TO DEMOLITION PERMITS

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF LYNCHBURG:

1. That the Code of City of Lynchburg, 1981, be and the same is hereby amended and reenacted by amending Section 11-123 of Chapter 11 as follows:

Sec. 11-123. Demolition Permits.

A demolition permit shall carry with it the following requirements:

- (1) Demolition projects shall be commenced without undue delay and shall be diligently carried on to satisfactory completion and, in any event, shall be completed within ninety (90) days from the date the permit is issued.
- (2) Prior to any demolition project, asbestos testing and, where needed, remediation, -must be completed on buildings or structures constructed before January 1, 1985. Additionally, all applicable permits must be obtained.
- (3) In an effort to contain any lead-based paint dust created during a demolition project, all buildings or structures constructed before January 1, 1978 will need to be a wet demolition (i.e. water will need to be sprayed on the building or structure while being demolished) in order to contain any lead-based paint dust. Additionally, all applicable permits must be obtained.
- ~~(2)~~(4) When a building or structure has been demolished and no building operation has been projected or approved, the vacant lot shall be cleared of all rubbish and materials, and all excavations shall be filled to existing grade at the original building site so that the premises are left in a safe and sanitary condition. The lot shall be maintained free from the accumulation of rubbish and all other unsafe or hazardous conditions which endanger the life or health of the public; and provision shall be made to prevent the accumulation of water or damage to any foundation on the premises or the adjoining property.
- ~~(3)~~(5) All sewer lines or connections must be permanently sealed by plugging them with concrete or concrete mortar, and all gas, water and electric services shall be disconnected at the property lines.
- ~~(4)~~(6) It shall be the duty of every person who shall make contracts for the demolition of buildings or structures for which a permit is required to give good and sufficient bond as required by section 11-74 of this Chapter.
- ~~(5)~~(7) It is required that the City's division of inspections be notified upon completion of the demolition project in order that the premises be inspected for compliance with the above requirements.

3. That this Ordinance shall become effective upon its adoption.

Adopted:

Certified: _____
Clerk of Council

AN ORDINANCE TO AMEND AND REENACT THE CODE OF THE CITY OF LYNCHBURG, 1981, BY AMENDING SECTION 26-2 OF CHAPTER 26, THE AMENDED SECTION RELATING TO THE ENUMERATION OF PUBLIC NUISANCES

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF LYNCHBURG:

1. That the Code of City of Lynchburg, 1981, be and the same is hereby amended and reenacted by amending Section 26-2 of Chapter 26 of such code as follows:

Sec. 26-2. Illustrative enumeration.

The existence of any of the following activities or conditions are hereby declared to be public nuisances, provided, however, this enumeration shall not be deemed or construed to be conclusive, limiting or restrictive:

- (a) Any violation of ~~a~~Article II of this ~~e~~Chapter pertaining to weed control.
- (b) Accumulation of rubbish, trash, refuse, junk and other abandoned materials, metals, lumber or other things that causes a blighting problem or adversely affects the public health or safety, including clutter as defined and permitted under Section 15.2-901 of the Code of Virginia, 1950, as amended, which includes mechanical equipment, household furniture, containers and similar items that may be detrimental to the well-being of a community when they are left in public view from a developed public street for an extended period or are allowed to accumulate. Covering or concealing clutter by a cover, tarpaulin or similar device does not constitute not in view of a developed public street. For purposes of this section, "extended period" shall mean a period of thirty (30) days or longer. Clutter shall not include lumber, construction materials, building materials or equipment which is used within thirty (30) days of accumulation or which is related to a construction/renovation project and subject to an active building permit issued by the City.
- (c) Any condition which provides harborage for rats, mice, snakes and other vermin.
- (d) Any building or other structure which is in such a dilapidated condition that it is unfit for human habitation, or kept in such an unsanitary condition that it is a menace to the health of people residing in the vicinity thereof, or presents a more than ordinarily dangerous fire hazard in the vicinity where it is located.
- (e) All unnecessary or unauthorized noises and annoying vibrations, including animal noises that would constitute a violation of ~~a~~Article III of this ~~e~~Chapter pertaining to noise control and which are reasonably likely to reoccur in the future.
- (f) All disagreeable or obnoxious odors and stenches, as well as the conditions, substances or other causes which give rise to the emission or generation of such odors and stenches.
- (g) The carcasses of animals or fowl not disposed of within a reasonable time after death.
- (h) The pollution of any public well or cistern, stream, lake, canal or body of water by sewage, dead animals, creamery, industrial wastes or other substances.
- (i) Any building, structure or other place or location where any activity which is in violation of local, state or federal law is conducted, performed or maintained.
- (j) Any accumulation of stagnant water permitted or maintained on any lot or piece of ground.
- (k) Dense smoke, noxious fumes, gas, soot or cinders, in unreasonable quantities.
- (l) Any action which unlawfully interferes with, obstructs or tends to obstruct or renders dangerous for passage any public or private street, highway, sidewalk, stream, ditch or drainage area, or that would

constitute a violation of ~~e~~Chapter 27, ~~a~~Article I, of the City Code pertaining to loitering and which are reasonably likely to reoccur in the future.

2. That this Ordinance shall become effective upon its adoption

Adopted:

Certified: _____
Clerk of Council

AN ORDINANCE TO AMEND AND REENACT THE CODE OF THE CITY OF LYNCHBURG, 1981, BY AMENDING SECTION 26-2 OF CHAPTER 26, THE AMENDED SECTION RELATING TO THE ENUMERATION OF PUBLIC NUISANCES

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF LYNCHBURG:

1. That the Code of City of Lynchburg, 1981, be and the same is hereby amended and reenacted by amending Section 26-2 of Chapter 26 of such code as follows:

Sec. 26-2. Illustrative enumeration.

The existence of any of the following activities or conditions are hereby declared to be public nuisances, provided, however, this enumeration shall not be deemed or construed to be conclusive, limiting or restrictive:

- (a) Any violation of ~~a~~Article II of this ~~e~~Chapter pertaining to weed control.
- (b) Accumulation of rubbish, trash, refuse, junk and other abandoned materials, metals, lumber or other things that causes a blighting problem or adversely affects the public health or safety, including clutter as defined and permitted under Section 15.2-901 of the Code of Virginia, 1950, as amended, which includes mechanical equipment, household furniture, containers and similar items that may be detrimental to the well-being of a community when they are left in public view from a developed public street for an extended period or are allowed to accumulate. Covering or concealing clutter by a cover, tarpaulin or similar device does not constitute not in view of a developed public street. For purposes of this section, "extended period" shall mean a period of thirty (30) days or longer. Clutter shall not include lumber, construction materials, building materials or equipment which is used within thirty (30) days of accumulation or which is related to a construction/renovation project and subject to an active building permit issued by the City.
- (c) Any condition which provides harborage for rats, mice, snakes and other vermin.
- (d) Any building or other structure which is in such a dilapidated condition that it is unfit for human habitation, or kept in such an unsanitary condition that it is a menace to the health of people residing in the vicinity thereof, or presents a more than ordinarily dangerous fire hazard in the vicinity where it is located.
- (e) All unnecessary or unauthorized noises and annoying vibrations, including animal noises that would constitute a violation of ~~a~~Article III of this ~~e~~Chapter pertaining to noise control and which are reasonably likely to reoccur in the future.
- (f) All disagreeable or obnoxious odors and stenches, as well as the conditions, substances or other causes which give rise to the emission or generation of such odors and stenches.
- (g) The carcasses of animals or fowl not disposed of within a reasonable time after death.
- (h) The pollution of any public well or cistern, stream, lake, canal or body of water by sewage, dead animals, creamery, industrial wastes or other substances.
- (i) Any building, structure or other place or location where any activity which is in violation of local, state or federal law is conducted, performed or maintained.
- (j) Any accumulation of stagnant water permitted or maintained on any lot or piece of ground.
- (k) Dense smoke, noxious fumes, gas, soot or cinders, in unreasonable quantities.

- (l) Any action which unlawfully interferes with, obstructs or tends to obstruct or renders dangerous for passage any public or private street, highway, sidewalk, stream, ditch or drainage area, or that would constitute a violation of ~~Chapter 27, a~~Article I, of the City Code pertaining to loitering and which are reasonably likely to reoccur in the future.

2. That this Ordinance shall become effective upon its adoption

Adopted: May 24, 2022

Certified: Alicia L. Frings

Clerk of Council

AN ORDINANCE TO AMEND AND REENACT THE CODE OF THE CITY OF LYNCHBURG, 1981, BY AMENDING SECTION 11-123 OF CHAPTER 11, THE AMENDED SECTION RELATING TO DEMOLITION PERMITS

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF LYNCHBURG:

1. That the Code of City of Lynchburg, 1981, be and the same is hereby amended and reenacted by amending Section 11-123 of Chapter 11 as follows:

Sec. 11-123. Demolition Permits.

A demolition permit shall carry with it the following requirements:

- (1) Demolition projects shall be commenced without undue delay and shall be diligently carried on to satisfactory completion and, in any event, shall be completed within ninety (90) days from the date the permit is issued.
- (2) Prior to any demolition project, asbestos testing and, where needed, remediation, -must be completed on buildings or structures constructed before January 1, 1985. Additionally, all applicable permits must be obtained.
- (3) In an effort to contain any lead-based paint dust created during a demolition project, all buildings or structures constructed before January 1, 1978 will need to be a wet demolition (i.e. water will need to be sprayed on the building or structure while being demolished) in order to contain any lead-based paint dust. Additionally, all applicable permits must be obtained.
- ~~(2)~~(4) When a building or structure has been demolished and no building operation has been projected or approved, the vacant lot shall be cleared of all rubbish and materials, and all excavations shall be filled to existing grade at the original building site so that the premises are left in a safe and sanitary condition. The lot shall be maintained free from the accumulation of rubbish and all other unsafe or hazardous conditions which endanger the life or health of the public; and provision shall be made to prevent the accumulation of water or damage to any foundation on the premises or the adjoining property.
- ~~(3)~~(5) All sewer lines or connections must be permanently sealed by plugging them with concrete or concrete mortar, and all gas, water and electric services shall be disconnected at the property lines.
- ~~(4)~~(6) It shall be the duty of every person who shall make contracts for the demolition of buildings or structures for which a permit is required to give good and sufficient bond as required by section 11-74 of this Chapter.
- ~~(5)~~(7) It is required that the City's division of inspections be notified upon completion of the demolition project in order that the premises be inspected for compliance with the above requirements.

3. That this Ordinance shall become effective upon its adoption.

Adopted: May 24, 2022

Certified: Alicia L. Fung

Clerk of Council

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **May 24, 2022**

AGENDA ITEM #: **10**

REGULAR: **X**
ACTION: **X**

WORK SESSION:
INFORMATION:

CLOSED SESSION (Confidential):

ITEM TITLE: VDOT SMART SCALE Program Resolution of Support for Applications, Fiscal Year 2029

RECOMMENDATION: Review the proposed SMART SCALE projects and adopt a resolution of support for the following two SMART SCALE project applications to the Virginia Department of Transportation (VDOT) for funding. If approved, funding would be available in FY2029.

SUMMARY: The following projects are proposed by staff based on discussions with VDOT, needs and pre-applications. Council reviewed these projects as a Business Item Briefing on February 22, 2022 and recommended the projects be included in the pre-application process. The application process is required to be submitted by August 2, 2022 and a resolution of support from the governing body of the entity making application is required. The suggested projects are:

1. A Candler's Mountain Road Study from University Blvd to Sunnymeade Road in Campbell County identified the offset intersection of Liberty Mountain Drive as a concern that needed to be addressed. If this application is successful, funds will be provided to reconfigure the intersection; final configuration will be determined after additional engineering analysis.
2. A Potential Safety Improvement (PSI) Study identified the intersection of Langhorne Road, Rivermont Terrace, and Vassar Street as an opportunity for safety improvements. A concept plan is underway, to include public outreach, to determine what is the best solution for this intersection. If this application is successful, funds will be provided to implement the final plan.

If approved, funds for these projects will be available beginning Fiscal Year 2029.

PRIOR ACTION(S): February 22, 2022: Business Item Briefing

FISCAL IMPACT: None other than staff involvement time as SMART SCALE is a 100% federally funded program.

CONTACT(S): Lee Newland, City Engineer – 455-3947
Gaynelle Hart, Director Public Works – 455-4406

ATTACHMENT(S): Resolution of support
Aerials of Locations

REVIEWED BY: raw

080A

A RESOLUTION BY THE COUNCIL OF THE CITY OF LYNCHBURG, VIRGINIA,
ENDORING THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) SMART SCALE PROGRAM
APPLICATIONS

WHEREAS, in accordance with the Commonwealth Transportation Board construction allocation procedures, it is necessary that a resolution of support be received from the local jurisdiction requesting the Virginia Department of Transportation (VDOT) establish and fund projects in the City of Lynchburg.

NOW, THEREFORE, BE IT RESOLVED, that the City of Lynchburg does support and requests the Commonwealth Transportation Board to establish and fund, for the Smart Scale program the projects as listed in the agenda item titled "SMART SCALE Program Resolution of Support for Applications" for the May 24, 2022 City Council agenda.

BE IT FURTHER RESOLVED THAT: The City of Lynchburg hereby agrees to provide its share of the total cost for preliminary engineering, right-of-way and construction of these projects in accordance with the project financial documents.

BE IT FURTHER RESOLVED THAT: The City of Lynchburg hereby agrees to enter into project administration agreements with VDOT and provide the necessary oversight to ensure the projects are developed in accordance with all applicable federal, state and local requirements for design, right-of-way acquisition, and construction of the projects.

BE IT FURTHER RESOLVED THAT: The City of Lynchburg will be responsible for maintenance and operating costs of the facilities as constructed unless other arrangements have been made with VDOT.

BE IT FURTHER RESOLVED THAT: If the City of Lynchburg subsequently elects to cancel any of the projects, the City of Lynchburg hereby agrees to reimburse VDOT for the total amount of costs expended by VDOT through the date VDOT is notified of such cancellation. The City of Lynchburg also agrees to repay any funds previously reimbursed that are later deemed ineligible by the Federal Highway Administration or VDOT.

BE IT FURTHER RESOLVED THAT: The Council of the City of Lynchburg hereby grants authority for the City Manager to apply for funds and execute project administration agreements, as well as other documents necessary for approved projects.

Adopted:

Certified: _____
Clerk of Council

Candlers Mountain Road at Liberty Mountain Drive



Langhorne Road, Rivermont Terrace, and Vassar Street Intersection



A RESOLUTION BY THE COUNCIL OF THE CITY OF LYNCHBURG, VIRGINIA,
ENDORISING THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) SMART SCALE PROGRAM
APPLICATIONS

WHEREAS, in accordance with the Commonwealth Transportation Board construction allocation procedures, it is necessary that a resolution of support be received from the local jurisdiction requesting the Virginia Department of Transportation (VDOT) establish and fund projects in the City of Lynchburg.

NOW, THEREFORE, BE IT RESOLVED, that the City of Lynchburg does support and requests the Commonwealth Transportation Board to establish and fund, for the Smart Scale program the projects as listed in the agenda item titled "SMART SCALE Program Resolution of Support for Applications" for the May 24, 2022 City Council agenda.

BE IT FURTHER RESOLVED THAT: The City of Lynchburg hereby agrees to provide its share of the total cost for preliminary engineering, right-of-way and construction of these projects in accordance with the project financial documents.

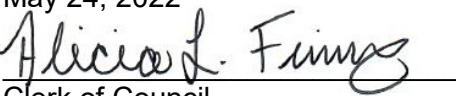
BE IT FURTHER RESOLVED THAT: The City of Lynchburg hereby agrees to enter into project administration agreements with VDOT and provide the necessary oversight to ensure the projects are developed in accordance with all applicable federal, state and local requirements for design, right-of-way acquisition, and construction of the projects.

BE IT FURTHER RESOLVED THAT: The City of Lynchburg will be responsible for maintenance and operating costs of the facilities as constructed unless other arrangements have been made with VDOT.

BE IT FURTHER RESOLVED THAT: If the City of Lynchburg subsequently elects to cancel any of the projects, the City of Lynchburg hereby agrees to reimburse VDOT for the total amount of costs expended by VDOT through the date VDOT is notified of such cancellation. The City of Lynchburg also agrees to repay any funds previously reimbursed that are later deemed ineligible by the Federal Highway Administration or VDOT.

BE IT FURTHER RESOLVED THAT: The Council of the City of Lynchburg hereby grants authority for the City Manager to apply for funds and execute project administration agreements, as well as other documents necessary for approved projects.

Adopted: May 24, 2022

Certified: 
Clerk of Council

Clerk of Council Note: Resolution #R-22-039b supports the SMART SCALE project that addresses the intersection of Langhorne Road, Rivermont Terrace, and Vassar Street.

A RESOLUTION BY THE COUNCIL OF THE CITY OF LYNCHBURG, VIRGINIA,
ENDORISING THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) SMART SCALE PROGRAM
APPLICATIONS

WHEREAS, in accordance with the Commonwealth Transportation Board construction allocation procedures, it is necessary that a resolution of support be received from the local jurisdiction requesting the Virginia Department of Transportation (VDOT) establish and fund projects in the City of Lynchburg.

NOW, THEREFORE, BE IT RESOLVED, that the City of Lynchburg does support and requests the Commonwealth Transportation Board to establish and fund, for the Smart Scale program the projects as listed in the agenda item titled "SMART SCALE Program Resolution of Support for Applications" for the May 24, 2022 City Council agenda.

BE IT FURTHER RESOLVED THAT: The City of Lynchburg hereby agrees to provide its share of the total cost for preliminary engineering, right-of-way and construction of these projects in accordance with the project financial documents.

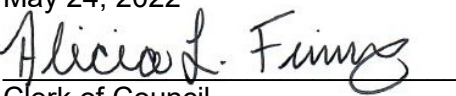
BE IT FURTHER RESOLVED THAT: The City of Lynchburg hereby agrees to enter into project administration agreements with VDOT and provide the necessary oversight to ensure the projects are developed in accordance with all applicable federal, state and local requirements for design, right-of-way acquisition, and construction of the projects.

BE IT FURTHER RESOLVED THAT: The City of Lynchburg will be responsible for maintenance and operating costs of the facilities as constructed unless other arrangements have been made with VDOT.

BE IT FURTHER RESOLVED THAT: If the City of Lynchburg subsequently elects to cancel any of the projects, the City of Lynchburg hereby agrees to reimburse VDOT for the total amount of costs expended by VDOT through the date VDOT is notified of such cancellation. The City of Lynchburg also agrees to repay any funds previously reimbursed that are later deemed ineligible by the Federal Highway Administration or VDOT.

BE IT FURTHER RESOLVED THAT: The Council of the City of Lynchburg hereby grants authority for the City Manager to apply for funds and execute project administration agreements, as well as other documents necessary for approved projects.

Adopted: May 24, 2022

Certified: 
Clerk of Council

Clerk of Council Note: Resolution #R-22-039a supports the SMART SCALE project that addresses the intersection of Liberty Mountain Drive.

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **May 24, 2022**

AGENDA ITEM #: **11**

CONSENT:
ACTION:

REGULAR:
INFORMATION: **X**

WORK SESSION: **X**

CLOSED SESSION:
(Confidential)

ITEM TITLE: Use of Remaining Funds for FY 2022 General Wage Increase to Extend Living Wage Increases and provide additional funds to address compression.

RECOMMENDATION: Consider a request to adopt a resolution to amend the FY 2023 General Fund budget and appropriate \$620,492 with resources from the FY 2022 General Fund Non-Departmental budget with funds remaining from implementing the FY 2022 five percent (5%) general wage increase to extend the adopted FY 2023 living wage increase for all full-time employees to include part-time and hourly employees and enhance funds available to impact compression.

SUMMARY: The FY 2022 Adopted Budget appropriated funds to implement a 5% general wage increase for city employees. This amount was an estimate, based on personnel data at the time the budget was adopted. Following the implementation of the 5% general wage increase, funds of approximately \$620,492 are remaining due primarily to vacancies.

The Adopted FY 2023 Budget appropriates funds to provide a living wage for all full-time employees. In addition, funds are earmarked in the FY 2023 Adopted Budget to address compression. With the funds remaining from the 5% general wage increase implemented in FY 2022, all part-time and hourly employees will also be included in the living wage. Use of these remaining funds beyond those necessary for the living wage will be added to the compression funds to provide additional impact.

PRIOR ACTION(S):

June 8, 2021: City Council, Adoption of the FY 2022 Operating and Capital Budgets
October 12, 2021: City Council, First Quarter Adjustments
April 26, 2022: City Council, Third Quarter Adjustments, First Reading
April 26, 2022: City Council, Adoption of the FY 2023 Operating and Capital Budgets

FISCAL IMPACT: Approximately \$620,492 will be appropriated for use to address living wage and impact compression in FY 2023.

CONTACT(S): Wynter C. Benda, City Manager, 455-3990
Donna Witt, Chief Financial Officer, 455-3968

ATTACHMENT(S):

- Resolution

REVIEWED BY: MMB WCB

082A

RESOLUTION:

BE IT RESOLVED That the FY 2023 Adopted Budget is amended and \$620,492 is appropriated with resources from the FY 2022 General Fund Non-Departmental budget with funds remaining from implementing the FY 2022 five percent (5%) general wage increase to extend the adopted FY 2023 living wage increase for all full-time employees to include part-time and hourly employees and enhance funds available to impact compression.

Introduced:

Adopted:

Certified: _____
Clerk of Council