



CITY COUNCIL WORK SESSION

Tuesday, February 25, 2025 | 4:00 PM
2nd Floor Training Room- City Hall
900 Church Street
Lynchburg, VA 24504

AGENDA

- I. **Welcome** *Larry Taylor, Mayor*
- II. **Work Session Agenda Overview** *Wynter C. Benda, City Manager*
- III. **Work Session Agenda Items** *Wynter C. Benda, City Manager*
 - III.1. Presentation of the FY 2026 - 2030 Capital Improvement Program - City and Schools
- IV. **Business Item Briefing(s)**
 - IV.2. Polling Place Changes: Third Precinct of Second Ward & First Precinct of Third Ward
 - IV.3. 1600 and 1602 McVeigh Road - Rezoning - Residential
 - IV.4. 815, 825, 832, 833, 903, 903 A, and 906 Wiggington Road - FLUM & Rezoning - The Village at WestPoint
 - IV.5. Proposed Zoning Ordinance Amendments - Floodplain Management
 - IV.6. VDH Lead Service Line Funding and Water Capital Appropriation
 - IV.7. Review and Approve the City Council's Finance Committee Guidelines
 - IV.8. Finance Committee Revision of Policy III: Budget of Financial Management Policies
 - IV.9. Boards and Commissions Quarterly Reporting (Q1)
- V. **Roll Call**
- VI. **Closed Session**



AGENDA ITEM SUMMARY

MEETING DATE

February 25, 2025

PRESENTED BY

Donna Witt, Chief Financial Officer

AGENDA ITEM # III.1

Presentation of the FY 2026 - 2030 Capital Improvement Program - City and Schools

RECOMMENDATION

Hear a presentation regarding the FY 2026 - 2030 Capital Improvement Program - City and Schools

SUMMARY

As part of the FY 2026 budget, the FY 2026 - 2030 Capital Improvement Program will be presented to highlight City and Schools capital projects that are funded by the general fund.

PRIOR ACTION(S)

FISCAL IMPACT

Fiscal Impact will depend on adoption of the program

CONTACT(S)

Donna Witt, Chief Financial Officer

ATTACHMENT(S)

1. Presentation FY 2026-2030 Capital Improvement Program 02242025
2. Proposed FY 2026 - 2030 Capital Improvement Program 022525

REVIEWED BY

Donna Witt, Chief Financial Officer

Date: February 20, 2025

Gregory Patrick, Deputy City Manager

Date: February 20, 2025

Alicia L. Finney

Date: February 20, 2025

Alicia Finney, Clerk of Council

FY 2026 – 2030 CAPITAL IMPROVEMENT PROGRAM CITY AND SCHOOLS

February 25, 2025



OVERVIEW

- CIP Process
- Funding
- Summary of Project Funding
- Projects by Service Area

CAPITAL IMPROVEMENT PROGRAM (CIP) PROCESS

Departments submit projects for consideration

- Projects based on plans/studies – i.e. bridge maintenance plans, building maintenance plans, transportation studies, parks plans, Downtown 2040 Master Plan
- Projects for reserves
- Projects to grow the economic tax base
- Projects to renovate/maintain/meet needs of Lynchburg City Schools

PROJECT REVIEW

Budget Staff determines what funds are available

- Unassigned General Fund Balance calculation
 - Determines amount available for Pay-As-You-Go (Cash) projects
- Debt Service Capacity
 - Determines projects available for Line of Credit/Bond Funds

Budget staff works with Project Managers to prioritize projects when submittals exceed available funding

HOW WE FUND THE CIP

Pay-As-You-Go (Cash)

- Projects with a life of less than 20 years
- Maintenance Projects/Minor Renovations
- Projects with a lower cost
- Reserves
- Economic Development/Private Use
- Software/Large Equipment Purchase

The full cost of the project is assumed in a single fiscal year.

HOW WE FUND THE CIP – CONTINUED

Line of Credit (LOC)/Bond Funds

- Project life greater than 20 years
- New Buildings/Major Renovations
- Major Transportation Projects
 - Leverage State/Federal Funding
- Roof Replacements

Bond funding spreads the cost of major projects across 20-30 years and allows us to “stretch” our dollars.

HOW WE FUND THE CIP – CONTINUED

Leveraging Outside Funding

- Highway Maintenance Funding
- State/Federal Grants and Funding
 - Revenue Share [requires 50% local match]
 - SMARTSCALE
 - Transportation Alternatives
- Enterprise Funds have additional options
 - Federal Aviation Administration
 - Virginia Resource Authority

WHY LINE OF CREDIT

- Established every 2-3 years
- Provides funding when needed and not before
- Pay interest only when utilize the line of credit
- Allows for less frequent formal permanent bond offerings

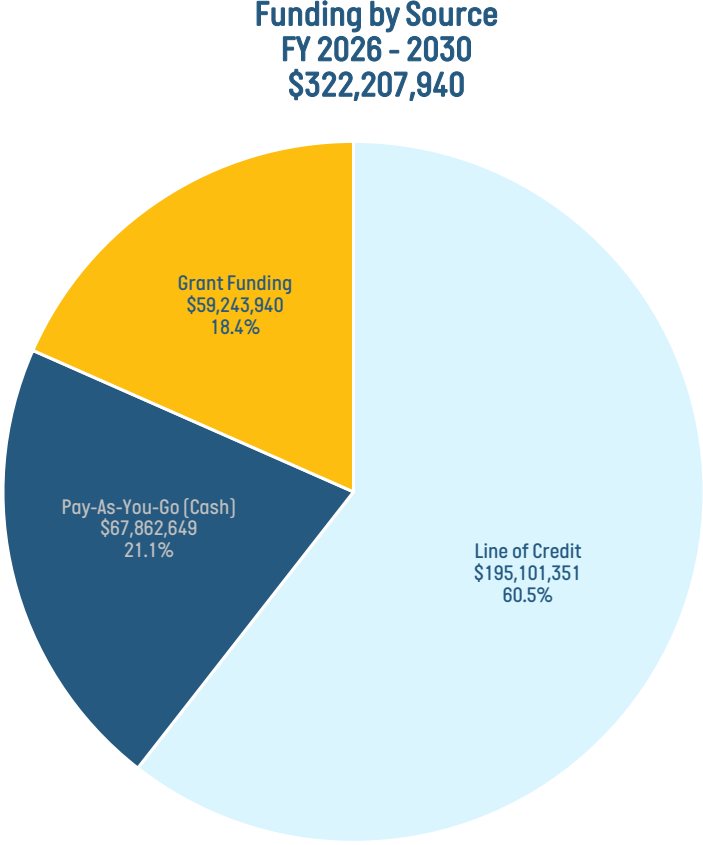
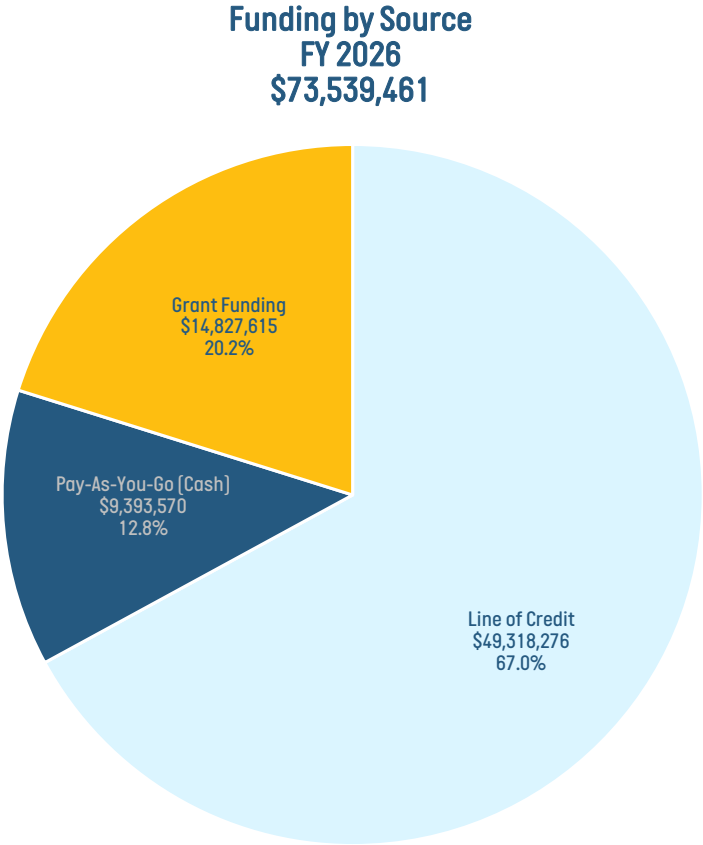
Can only use on projects that qualify for bond funding.

The Line of Credit is “taken out” as General Obligation Bonds at the expiration of the LOC.

HOW THE CIP TIES TO THE OPERATING BUDGET

- Debt Service is paid from the General Fund for City Capital and School projects
- The amount of debt service is based on the current and prior projects appropriated by City Council that are LOC/bond funded
- An extensive debt schedule is maintained by Finance staff where debt payments are made for all outstanding debt
- The budget reflects the payments required for the fiscal year plus projected interest on the use of the line of credit

SUMMARY OF PROJECT FUNDING



FY 2026 – 2030 CIP

KEY PROJECTS

Project Title	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Five-Year Estimated Net cost
School Maintenance and Infrastructure	10,000,000	30,000,000	20,000,000	0	0	60,000,000
Public Library Renovation	11,100,000	1,400,000	0	0	0	12,500,000
Miller Park Pool Assessment/Replacement	300,000	10,100,000	0	0	0	10,400,000
TOTAL	\$21,400,000	\$41,500,000	\$20,000,000	\$0	\$0	\$82,900,000

FY 2026 – 2030 CIP – FUNDED PROJECTS

BUILDINGS

Project Title	Appropriations		Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Five-Year Estimated Net cost	CIP Page
	Through 06/30/2025	Budget FY 2026						
Circuit and General District Court Improvements	750,000	8,400,000	0	0	0	0	8,400,000	10
Maintenance and Repairs to City Owned Parking Decks	0	0	0	52,500	588,000	0	640,500	11
Major Building Repairs and Improvements/Multiple Projects	0	4,789,150	3,856,750	582,750	1,438,500	2,439,375	13,106,525	12
Mid-Town Parking Deck Repairs	0	0	0	0	0	445,000	445,000	17
Parking Lot Repairs and Improvements/Multiple Projects	0	0	520,500	446,250	446,250	446,250	1,859,250	18
Public Library Renovation	1,092,710	11,100,000	1,400,000	0	0	0	12,500,000	20
Roof Replacement/Multiple Projects	0	1,061,000	1,785,000	638,000	1,595,000	650,000	5,729,000	21
Transfer Station for Refuse	6,900,000	5,250,000	0	0	0	0	5,250,000	23
TOTAL	\$8,742,710	\$30,600,150	\$7,562,250	\$1,719,500	\$4,067,750	\$3,980,625	\$47,930,275	

FY 2026 – 2030 CIP – FUNDED PROJECTS

TRANSPORTATION

Project Title	Appropriations		Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Five-Year Estimated Net cost	CIP Page
	Through 06/30/2025	Budget FY 2026						
Public Transit Improvements and Bus Replacements	133,000	3,704,000	1,720,950	750,000	3,900,000	1,075,000	11,149,950	26
Bedford Avenue Bridge	14,724,894	0	9,858,230	0	0	0	9,858,230	27
Bedford Avenue Corridor Improvements	0	1,400,000	0	0	0	0	1,400,000	28
Breezewood Drive Widening	9,753,825	0	1,708,456	0	0	0	1,708,456	29
Bridge Maintenance	0	625,000	676,000	729,000	765,450	803,723	3,599,173	30
Campbell Avenue Intersection and Signal Reconstruction	0	0	0	0	3,281,250	0	3,281,250	31
Culvert Replacement Program	0	81,250	845,000	87,750	929,500	92,138	2,035,638	32
Forest Brook Road, Phase I	0	0	0	0	1,417,500	5,000,000	6,417,500	33
General Street Improvements	0	1,100,000	1,170,000	1,215,000	1,275,750	1,339,538	6,100,288	34
Hollins Mill Rd Bridge Replacemnt with Bikeway Improvmnt:	8,268,000	0	8,116,410	0	3,466,652	0	11,583,062	35
Lakeside Drive Improvements	4,056,849	0	629,168	0	0	0	629,168	36
Link Road/Boonsboro Road Intersection Improvements	3,033,794	0	547,898	0	0	0	547,898	37
Lynchburg Center for Industry - Phase II	262,007	1,048,030	0	0	0	0	1,048,030	38
¹ Lynchburg Expressway/Candlers Mtn Rd Interchange Impvt	40,560,000	9,729,000	14,368,000	0	0	0	24,097,000	39
Mill Ridge Road Intersection Improvements	0	0	0	215,000	0	0	215,000	40
Ninth Street Repairs and Replacements	58,772	1,000,000	0	0	0	0	1,000,000	41
Public Works Infrastructure Improvements	0	353,000	375,000	400,000	420,000	441,000	1,989,000	42
Retaining Wall Replacement/Repair Program	0	500,000	62,500	500,000	62,500	525,000	1,650,000	43
Route 501/221 One-Way Pairs	62,993,119	8,219,052	6,636,325	7,998,898	0	0	22,854,275	44
Storm Drainage System Repairs/Replacements	0	149,000	162,500	177,000	186,000	195,300	869,800	45
Street Overlay Program	0	3,695,979	3,000,000	3,280,000	3,444,000	3,616,200	17,036,179	46

¹ List includes three transportation projects either fully or partially funded and administered by the Virginia Department of Transportation (VDOT); and therefore, not reflected in the City's Capital Improvement Program budget appropriation.

FY 2026 – 2030 CIP – FUNDED PROJECTS

TRANSPORTATION (CONTINUED)

Project Title	Appropriations		Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Five-Year Estimated Net cost	CIP Page
	Through 06/30/2025	Budget FY 2026						
Timberlake Road Bridge, East Bound Lanes	0	0	0	0	1,200,000	10,000,000	11,200,000	47
Timberlake Road Bridge, West Bound Lanes	0	0	0	1,102,500	9,646,875	0	10,749,375	48
Timberlake Road Improvements	0	0	0	0	0	472,500	472,500	49
Traffic Signal Repair and Replacement	0	500,000	512,500	515,000	547,500	574,875	2,649,875	50
¹ Vassar Street at Langhorne Rd Intersection Improvemnts	27,080	0	0	13,883,867	0	0	13,883,867	51
¹ Wards Ferry Road at CVCC Campus Drive Roundabout	23,539,672	0	0	0	0	0	0	52
Wards Ferry Road/Atlanta Avenue Turn Lanes	2,937,015	0	779,018	0	0	0	779,018	53
TOTAL	\$170,348,027	\$32,104,311	\$51,167,955	\$30,854,015	\$30,542,977	\$24,135,274	\$168,804,532	

¹ List includes three transportation projects either fully or partially funded and administered by the Virginia Department of Transportation (VDOT); and therefore, not reflected in the City's Capital Improvement Program budget appropriation.

FY 2026 – 2030 CIP – FUNDED PROJECTS

ECONOMIC DEVELOPMENT

Project Title	Appropriations		Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Five-Year Estimated Net cost	CIP Page
	Through 06/30/2025	Budget FY 2026						
Airport Commerce Park	500,000	500,000	5,000,000	5,560,000	0	0	11,060,000	56
Downtown Development	0	0	100,000	100,000	100,000	100,000	400,000	57
Future Streetscape Improvements Downtown	875,000	0	2,850,000	936,000	3,000,000	1,000,000	7,786,000	59
Ivy Creek Innovation Park - Sites A and B Development	0	2,400,000	350,000	4,400,000	4,770,000	0	11,920,000	60
Property Toolkit	0	750,000	800,000	1,000,000	800,000	1,000,000	4,350,000	61
Street and Utility Extensions to Promote Economic Dev	0	250,000	250,000	250,000	250,000	250,000	1,250,000	62
TOTAL	\$1,375,000	\$3,900,000	\$9,350,000	\$12,246,000	\$8,920,000	\$2,350,000	\$36,766,000	

FY 2026 – 2030 CIP – FUNDED PROJECTS

PARKS AND RECREATION

Project Title	Appropriations		Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Five-Year Estimated Net cost	CIP Page
	Through 06/30/2025	Budget FY 2026						
Allen-Morrison Site Assessment/Design	0	0	250,000	0	0	0	250,000	64
Armstrong Athletic Field Improvements	0	0	0	0	0	750,000	750,000	65
Athletic Field Maintenance	0	265,000	465,000	265,000	295,000	275,000	1,565,000	66
City Stadium - Visitors' Side Improvements	0	0	75,000	500,000	0	0	575,000	68
Community Park Investment Fund	0	0	50,000	50,000	50,000	50,000	200,000	69
Fairview Park Improvements	0	0	0	750,000	0	0	750,000	70
Fireman Fountain Restoration	25,000	0	250,000	0	0	0	250,000	71
General Park Maintenance	0	190,000	205,000	110,000	130,000	230,000	865,000	72
General Park Security Improvements	0	200,000	100,000	100,000	100,000	100,000	600,000	74
Heritage Park Improvements	975,000	0	500,000	0	0	0	500,000	75
Jackson Heights Art Studio Renovation	0	0	0	0	75,000	500,000	575,000	76
Jefferson Park: Phase 2	0	0	0	0	150,000	500,000	650,000	77
Langhorne Road East Bridge	522,667	424,000	0	0	0	0	424,000	78
Langhorne Road West Bridge	272,666	300,000	0	0	0	0	300,000	79
Miller Park Pool Assessment/Replacement	50,000	300,000	10,100,000	0	0	0	10,400,000	80
Parks and Trails Paving and Lighting	0	285,000	210,000	298,000	246,000	160,000	1,199,000	81
Parks Tree Replacement Program	0	0	25,000	25,000	25,000	25,000	100,000	83
Peaks View Park Athletic Field Lighting	0	1,600,000	0	0	0	0	1,600,000	84
Riverside Park Master Plan Implementation	0	0	0	0	75,000	500,000	575,000	85
Sandusky Park Athletic Field Renovations	0	0	0	0	300,000	0	300,000	86
Sustainable Infrastructure Program	0	0	35,000	115,000	115,000	115,000	380,000	87
Templeton Senior Center Renovations	0	0	75,000	0	400,000	0	475,000	89
TOTAL	\$1,845,333	\$3,564,000	\$12,340,000	\$2,213,000	\$1,961,000	\$3,205,000	\$23,283,000	

FY 2026 – 2030 CIP – FUNDED PROJECTS

MISCELLANEOUS

Project Title	Appropriations		Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Five-Year Estimated Net cost	CIP Page
	Through 06/30/2025	Budget FY 2026						
Alerting System at Existing Fire Stations	0	0	0	0	1,080,000	0	1,080,000	92
Computer Aided Dispatch Replacement	0	0	0	0	0	2,800,000	2,800,000	93
Memorial Avenue/Concord Turnpike Fuel Site Reconstructn	315,000	1,750,000	0	0	0	0	1,750,000	94
Petroleum Storage	0	0	50,000	0	0	0	50,000	95
Police Records Management System	0	0	0	0	1,800,000	0	1,800,000	96
Radio Replacement	0	0	650,000	275,000	275,000	275,000	1,475,000	97
TOTAL	\$315,000	\$1,750,000	\$700,000	\$275,000	\$3,155,000	\$3,075,000	\$8,955,000	

FY 2026 – 2030 CIP – FUNDED PROJECTS RESERVES

Project Title	Appropriations		Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Five-Year Estimated Net cost	CIP Page
	Through 06/30/2025	Budget FY 2026						
Lynchburg City Stadium Capital Maintenance Reserve	0	150,000	150,000	150,000	150,000	150,000	750,000	100
Snow, Street, and Bridge Reserve	0	250,000	250,000	250,000	250,000	250,000	1,250,000	101
TOTAL	\$0	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$2,000,000	

FY 2026 – 2030 CIP – FUNDED PROJECTS

SCHOOLS

Project Title	Appropriations		Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Five-Year Estimated Net cost	CIP Page
	Through 06/30/2025	Budget FY 2026						
Civic Auditorium Improvements	0	0	170,000	170,000	120,000	140,000	600,000	106
Electrical and Mechanical Reserve	0	0	250,000	250,000	250,000	250,000	1,000,000	108
Elementary Playground Modernization	0	250,000	250,000	250,000	250,000	250,000	1,250,000	109
Interior and Exterior Painting and Plaster Repairs	0	0	380,000	400,000	440,000	500,000	1,720,000	110
Middle School Career and Technical Education Improvement	0	480,000	440,000	400,000	300,000	0	1,620,000	111
Paving and Fencing Improvements	0	220,000	220,000	230,000	240,000	250,000	1,160,000	113
Reserve for Facilities Maintenance Needs	0	0	250,000	250,000	250,000	250,000	1,000,000	114
School Maintenance and Infrastructure	0	10,000,000	30,000,000	20,000,000	0	0	60,000,000	115
TOTAL	\$0	\$10,950,000	\$31,960,000	\$21,950,000	\$1,850,000	\$1,640,000	\$68,350,000	

NEXT STEPS

- March 11, 2025 Work Session
 - Questions received by Thursday, March 6th, will be addressed at this meeting.
 - Please send questions to the City Manager



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INTRODUCTION

Capital improvement programming is a method of planning for the effective and efficient provision of public facilities, infrastructure improvements, major maintenance requirements, and acquisition of property and equipment. A “capital project” is defined as an acquisition that represents a public betterment to the community, has a life of not less than twenty (20) years following its purchase, construction or other acquisition, and has a total cost of not less than twenty-five thousand dollars (\$25,000). The first year of the *Capital Improvement Program* represents the City Manager’s proposal to City Council as the Capital Improvement Program (CIP) budget.

A five-year CIP allows City Council and citizens an opportunity to view both the five-year capital construction and infrastructure maintenance needs of the City and the Lynchburg City Schools. Viewing these needs enables the City to better plan a financing strategy for capital improvements and annual operating requirements. A five-year CIP also allows for programming of multi-year projects.

The Comprehensive Plan presents a vision of what the community will be like in the future and identifies the steps required to move toward that vision. Each project is evaluated to determine its alignment with the Comprehensive Plan; the project detail sheets include this relationship. Each project will reference a relationship to the *2013 – 2030 Comprehensive Plan*, adopted by City Council in January 2014.

The Comprehensive Plan can be viewed on the City’s website at www.lyncburgva.gov/comprehensive-plan.

BASIS FOR BUDGETING

The first year of the CIP represents the capital improvement budget for that year. Following adoption by City Council, the first year of the CIP should be viewed as the Capital Budget. The CIP is a proposed expenditure plan; the budget adopted by City Council provides the legal authorization to actually expend City funds.

The CIP is based on a fiscal year calendar. The fiscal year calendar for the City of Lynchburg begins July 1 and ends June 30.

BENEFITS OF CAPITAL IMPROVEMENT PROGRAMMING

The principal benefit of Capital Improvement Programming is it requires the City to plan its capital needs in concert with available financing over a five-year period. This process contributes to a responsible fiscal policy. Other benefits of Capital Improvement Programming include:

- ❖ Fostering a sound and stable financial program over a five-year period given a set of revenue and expenditure assumptions based on current economic trends;
- ❖ Coordinating various City improvements so informed decisions can be made across City departments in an effort to avoid duplication;
- ❖ Enabling private businesses and citizens to have some assurances as to when certain public improvements will be undertaken so they can plan more efficiently and effectively;
- ❖ Focusing on the goals and needs of the community through the provision of new facilities and infrastructure improvements; and,
- ❖ Evaluating annually the infrastructure needs of the City to provide for the public health and safety of the citizens.

CONCLUSION

The CIP is a document dedicated to a process designed to identify both the capital improvement needs and priorities of the City over a five-year period in concert with projected funding levels and City Council’s priorities. Actual programming of projects is dependent upon the financial resources available.

The Project Detail Sheets on the following pages reflect those projects proposed for consideration in the *FY 2026 – 2030 Capital Improvement Program*.

DEFINITIONS

Project Type – New: Projects designed to enhance existing structures or involve new construction.

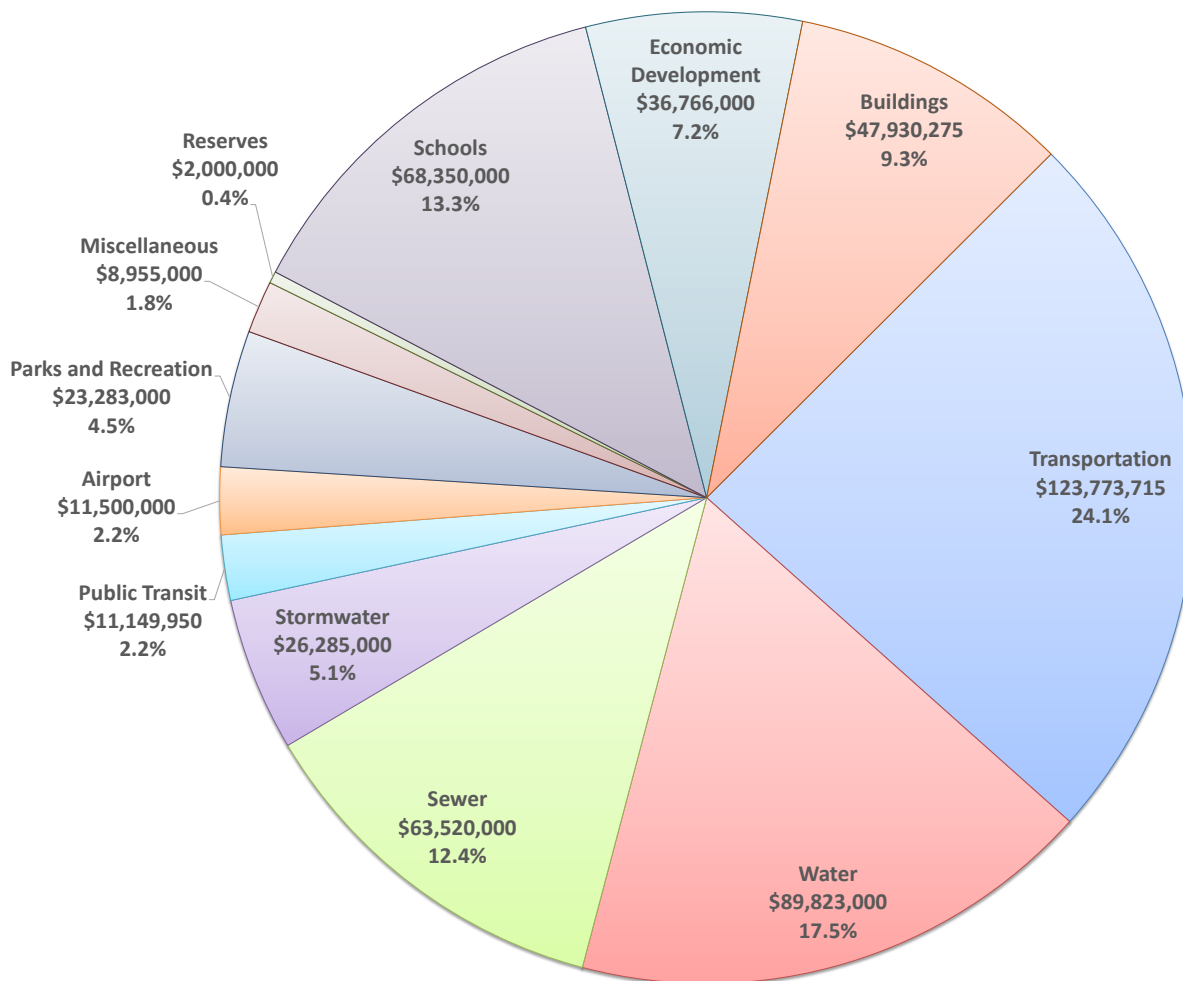
Project Type – Maintenance: Projects designed solely to maintain the condition of a current asset.





**Categorical Expenditure Distribution
Capital Improvement Program
FY 2026 - 2030
(all sources of funding)**

\$513,335,940





Five Year Proposed Appropriations to be Financed By The City						Five-Year Estimated Net Cost
	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	
Summary - All Funds						
Buildings	30,600,150	7,562,250	1,719,500	4,067,750	3,980,625	47,930,275
Transportation	18,671,311	35,079,005	20,320,148	26,642,977	23,060,274	123,773,715
Public Transit	3,704,000	1,720,950	750,000	3,900,000	1,075,000	11,149,950
Economic Development	3,900,000	9,350,000	12,246,000	8,920,000	2,350,000	36,766,000
Parks and Recreation	3,564,000	12,340,000	2,213,000	1,961,000	3,205,000	23,283,000
Miscellaneous	1,750,000	700,000	275,000	3,155,000	3,075,000	8,955,000
Reserves	400,000	400,000	400,000	400,000	400,000	2,000,000
Total City Capital	\$62,589,461	\$67,152,205	\$37,923,648	\$49,046,727	\$37,145,899	\$253,857,940
Schools	10,950,000	31,960,000	21,950,000	1,850,000	1,640,000	68,350,000
Total City Capital and Schools	\$73,539,461	\$99,112,205	\$59,873,648	\$50,896,727	\$38,785,899	\$322,207,940
Airport	4,500,000	1,000,000	2,500,000	2,000,000	1,500,000	11,500,000
Water	12,825,000	17,045,000	17,635,000	26,075,000	16,243,000	89,823,000
Sewer	11,600,000	13,140,000	14,120,000	11,775,000	12,885,000	63,520,000
Stormwater	2,900,000	2,550,000	3,560,000	3,355,000	13,920,000	26,285,000
Grand Total All Funds	\$105,364,461	\$132,847,205	\$97,688,648	\$94,101,727	\$83,333,899	\$513,335,940



TOTAL SUMMARY OF APPROPRIATIONS - This summary demonstrates project appropriations for each Fiscal Year along with the expected sources of funding.

	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Resources					
Federal: Federal Aviation Admin	4,050,000	900,000	2,250,000	1,800,000	1,350,000
Federal: Grants	2,388,000	0	0	0	0
Federal: State of Good Repair	0	8,858,230	0	0	0
Federal: Transportation Alternatives	1,048,030	0	0	0	0
Federal: Virginia Resource Authority	0	0	0	9,000,000	0
Local: Line of Credit	49,318,276	60,229,300	38,218,148	28,182,951	19,152,676
Local: Line of Credit (Sewer)	7,600,000	11,225,000	7,925,000	4,795,000	8,920,000
Local: Line of Credit (Stormwater)	2,275,000	2,550,000	3,360,000	3,220,000	3,770,000
Local: Line of Credit (Water)	12,030,000	16,760,000	16,960,000	16,550,000	15,868,000
Local: Pay-As-You-Go	9,393,570	18,237,954	13,994,500	12,965,500	13,271,125
Local: Pay-As-You-Go (Sewer)	4,000,000	1,915,000	6,195,000	1,980,000	1,965,000
Local: Pay-As-You-Go (Stormwater)	625,000	0	200,000	135,000	150,000
Local: Pay-As-You-Go (Water)	795,000	285,000	675,000	525,000	375,000
State: Grants	959,080	1,170,246	510,000	2,652,000	10,731,000
State: Highway Maintenance (VDOT)	6,322,979	4,726,000	5,101,000	5,362,950	5,631,098
State: Revenue Sharing	4,109,526	5,890,475	2,050,000	1,733,326	0
State: VA Dept of Aviation	450,000	100,000	250,000	200,000	150,000
State: VCWRLF	0	0	0	5,000,000	2,000,000
TOTAL ESTIMATED RESOURCES	\$105,364,461	\$132,847,205	\$97,688,648	\$94,101,727	\$83,333,899
CAPITAL PROJECTS					
Buildings	30,600,150	7,562,250	1,719,500	4,067,750	3,980,625
Transportation	18,671,311	35,079,005	20,320,148	26,642,977	23,060,274
Public Transit	3,704,000	1,720,950	750,000	3,900,000	1,075,000
Economic Development	3,900,000	9,350,000	12,246,000	8,920,000	2,350,000
Parks and Recreation	3,564,000	12,340,000	2,213,000	1,961,000	3,205,000
Miscellaneous	1,750,000	700,000	275,000	3,155,000	3,075,000
Reserves	400,000	400,000	400,000	400,000	400,000
Schools	10,950,000	31,960,000	21,950,000	1,850,000	1,640,000
Airport	4,500,000	1,000,000	2,500,000	2,000,000	1,500,000
Water	12,825,000	17,045,000	17,635,000	26,075,000	16,243,000
Sewer	11,600,000	13,140,000	14,120,000	11,775,000	12,885,000
Stormwater	2,900,000	2,550,000	3,560,000	3,355,000	13,920,000
TOTAL PROPOSED CAPITAL PROJECTS	\$105,364,461	\$132,847,205	\$97,688,648	\$94,101,727	\$83,333,899



TOTAL FINANCING PLAN (CASH FLOWS) - This summary demonstrates project cash flows for each Fiscal Year along with the expected sources of funding.

	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Resources					
Federal: Federal Aviation Admin	4,050,000	900,000	2,250,000	1,800,000	1,350,000
Federal: Grants	3,398,000	4,000,000	7,409,817	6,000,000	0
Federal: State of Good Repair	5,000,000	4,000,000	4,000,000	4,000,000	4,000,000
Federal: Transportation Alternatives	250,000	370,000	428,030	0	0
Federal: Virginia Resource Authority	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000
Local: Line of Credit	48,976,596	53,216,526	37,138,177	43,779,289	38,205,364
Local: Line of Credit (Sewer)	10,447,000	11,205,000	9,260,000	6,020,000	10,010,000
Local: Line of Credit (Stormwater)	6,890,000	3,665,000	3,160,000	3,720,000	3,770,000
Local: Line of Credit (Water)	17,452,600	19,232,572	17,718,000	15,965,000	16,046,000
Local: Pay-As-You-Go	9,392,663	18,348,621	13,994,500	12,125,500	15,986,489
Local: Pay-As-You-Go (Sewer)	6,470,000	3,066,000	3,792,000	3,890,000	1,420,000
Local: Pay-As-You-Go (Stormwater)	650,000	100,000	200,000	135,000	150,000
Local: Pay-As-You-Go (Water)	720,000	315,000	775,000	525,000	685,000
State: Grants	619,653	1,592,912	510,000	867,000	6,116,000
State: Highway Maintenance (VDOT)	6,022,979	5,026,000	5,101,000	5,362,950	5,991,101
State: Revenue Sharing	3,702,846	5,522,024	5,923,919	10,212,766	3,842,512
State: VA Dept of Aviation	450,000	100,000	250,000	200,000	150,000
State: VCWRLF	20,000,000	27,200,000	10,686,000	8,500,000	2,000,000
TOTAL ESTIMATED RESOURCES	\$147,492,337	\$160,859,655	\$125,596,443	\$126,102,505	\$112,722,466

CAPITAL PROJECTS					
Buildings	30,600,150	7,562,250	1,719,500	4,067,750	3,980,625
Transportation	23,924,921	25,509,550	34,951,943	60,718,755	52,790,841
Public Transit	1,303,666	4,254,283	750,000	1,275,000	3,700,000
Economic Development	3,900,000	9,350,000	12,246,000	8,920,000	2,350,000
Parks and Recreation	4,534,000	12,340,000	2,213,000	1,961,000	3,205,000
Miscellaneous	1,750,000	700,000	275,000	3,155,000	3,075,000
Reserves	400,000	400,000	400,000	400,000	400,000
Schools	10,950,000	31,960,000	21,950,000	1,850,000	1,640,000
Airport	4,500,000	1,000,000	2,500,000	2,000,000	1,500,000
Water	21,172,600	22,547,572	21,493,000	19,490,000	19,731,000
Sewer	36,917,000	41,471,000	23,738,000	18,410,000	13,430,000
Stormwater	7,540,000	3,765,000	3,360,000	3,855,000	6,920,000
TOTAL PROPOSED CAPITAL PROJECTS	\$147,492,337	\$160,859,655	\$125,596,443	\$126,102,505	\$112,722,466



CITY CAPITAL PROJECTS FUND SUMMARY OF APPROPRIATIONS - This summary demonstrates project appropriations for each Fiscal Year along with the expected sources of funding.

	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Resources					
Federal: Grants	2,388,000	0	0	0	0
Federal: State of Good Repair	0	8,858,230	0	0	0
Federal: Transportation Alternatives	1,048,030	0	0	0	0
Local: Line of Credit	39,318,276	30,229,300	18,218,148	28,182,951	19,152,676
Local: Pay-As-You-Go	8,443,570	16,277,954	12,044,500	11,115,500	11,631,125
State: Grants	959,080	1,170,246	510,000	2,652,000	731,000
State: Highway Maintenance (VDOT)	6,322,979	4,726,000	5,101,000	5,362,950	5,631,098
State: Revenue Sharing	4,109,526	5,890,475	2,050,000	1,733,326	0
TOTAL ESTIMATED RESOURCES	\$62,589,461	\$67,152,205	\$37,923,648	\$49,046,727	\$37,145,899
CAPITAL PROJECTS					
Buildings	30,600,150	7,562,250	1,719,500	4,067,750	3,980,625
Transportation	18,671,311	35,079,005	20,320,148	26,642,977	23,060,274
Public Transit	3,704,000	1,720,950	750,000	3,900,000	1,075,000
Economic Development	3,900,000	9,350,000	12,246,000	8,920,000	2,350,000
Parks and Recreation	3,564,000	12,340,000	2,213,000	1,961,000	3,205,000
Miscellaneous	1,750,000	700,000	275,000	3,155,000	3,075,000
Reserves	400,000	400,000	400,000	400,000	400,000
TOTAL PROPOSED CAPITAL PROJECTS	\$62,589,461	\$67,152,205	\$37,923,648	\$49,046,727	\$37,145,899



CITY CAPITAL PROJECTS FUND SUMMARY OF CASH FLOWS - This summary demonstrates project cash flows for each Fiscal Year along with the expected sources of funding.

	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Resources					
Federal: Grants	3,398,000	4,000,000	7,409,817	6,000,000	0
Federal: State of Good Repair	5,000,000	4,000,000	4,000,000	4,000,000	4,000,000
Federal: Transportation Alternatives	250,000	370,000	428,030	0	0
Local: Line of Credit	38,976,596	23,216,526	17,138,177	43,779,289	38,205,364
Local: Pay-As-You-Go	8,442,663	16,388,621	12,044,500	10,275,500	14,346,489
State: Grants	619,653	1,592,912	510,000	867,000	3,116,000
State: Highway Maintenance (VDOT)	6,022,979	5,026,000	5,101,000	5,362,950	5,991,101
State: Revenue Sharing	3,702,846	5,522,024	5,923,919	10,212,766	3,842,512
TOTAL ESTIMATED RESOURCES	\$66,412,737	\$60,116,083	\$52,555,443	\$80,497,505	\$69,501,466
CAPITAL PROJECTS					
Buildings	30,600,150	7,562,250	1,719,500	4,067,750	3,980,625
Transportation	23,924,921	25,509,550	34,951,943	60,718,755	52,790,841
Public Transit	1,303,666	4,254,283	750,000	1,275,000	3,700,000
Economic Development	3,900,000	9,350,000	12,246,000	8,920,000	2,350,000
Parks and Recreation	4,534,000	12,340,000	2,213,000	1,961,000	3,205,000
Miscellaneous	1,750,000	700,000	275,000	3,155,000	3,075,000
Reserves	400,000	400,000	400,000	400,000	400,000
TOTAL PROPOSED CAPITAL PROJECTS	\$66,412,737	\$60,116,083	\$52,555,443	\$80,497,505	\$69,501,466



Five-Year Proposed Appropriations

	Appropriations Through 06/30/2025	Budget FY 2026	FY 2027 - 2030 Planned	Five-Year Estimated Net Cost	Estimated Cost Beyond Program Period	Total Accumulated Project Cost
Buildings						
Circuit and General District Court Improvements	750,000	8,400,000	0	8,400,000	0	9,150,000
Maintenance and Repairs to City Owned Parking Decks	0	0	640,500	640,500	0	640,500
Major Building Repairs and Improvements/Multiple Projects	Continuing	4,789,150	8,317,375	13,106,525	Continuing	Continuing
Mid-Town Parking Deck Repairs	0	0	445,000	445,000	0	445,000
Parking Lot Repairs and Improvements/Multiple Projects	Continuing	0	1,859,250	1,859,250	Continuing	Continuing
Public Library Renovation	1,092,710	11,100,000	1,400,000	12,500,000	0	13,592,710
Roof Replacement/Multiple Projects	Continuing	1,061,000	4,668,000	5,729,000	Continuing	Continuing
Transfer Station for Refuse	6,900,000	5,250,000	0	5,250,000	0	12,150,000
Total Proposed FY 2026 - 2030 CIP	\$8,742,710	\$30,600,150	\$17,330,125	\$47,930,275	\$0	\$35,978,210



Project Title	Project Number	Service Area
Circuit and General District Court Improvements	B0177	Buildings
Location	Project Type	Department
Circuit and General District Courts	New	Public Works



Department Priority
Project supports essential services
Project Description
Make improvements to the court facilities as outlined in the report given by Atelier 11 Architecture and Architects Design Group on January 11, 2017. Improvements include security (including bollards), ADA accessibility, and proper operational space for judges and court proceedings.
Relationship to Comprehensive Plan
Chapter 3, Page 37, Goal PFS 1.1: Plan and develop new facilities and/or maintain/renovate existing facilities to meet the City's needs.
Project Manager
Gaynelle Hart, Director of Public Works

Projected Start Date	Q1 FY 2025
Projected Completion Date	Q4 FY 2027

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Q4 FY 2025
Construction	Q4 FY 2027

Why Now
In 2016 an architecture consultant did an assessment of the two court facilities. The courts were identified as having extensive needs and were originally scheduled to receive funding for renovations after the construction of the new police headquarters.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$750,000
Budget FY 2026	8,400,000
FY 2027 - FY 2030 Planned	0
Remaining Need	0
Total Project Cost	\$9,150,000
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$9,150,000
Interest	3,649,785
Total	\$12,799,785
Estimated Annual Debt Service	\$639,989

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Construction	8,400,000	0	0	0	0	\$8,400,000
Total	\$8,400,000	\$0	\$0	\$0	\$0	\$8,400,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Line of Credit	8,400,000	0	0	0	0	\$8,400,000
Total	\$8,400,000	\$0	\$0	\$0	\$0	\$8,400,000

Operating Budget Impact
No additional costs associated with this project.



Project Title	Project Number	Service Area
Maintenance and Repairs to City Owned Parking Decks	To Be Assigned	Buildings
Location	Project Type	Department
Downtown Area	Maintenance	Public Works



Department Priority
Project supports essential services
Project Description
Required maintenance for all three parking decks (Clay Street, Midtown and Uptown).
Relationship to Comprehensive Plan
Chapter 3, Page 37, Goal PFS-1.1: Plan and develop new facilities and/or maintain/renovate existing facilities to meet the City's needs.
Project Manager
Lee Newland, P.E., City Engineer

Projected Start Date	Q1 FY 2028
Projected Completion Date	Q4 FY 2029

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Q2 FY 2028
Construction	Q4 FY 2029

Why Now
Parking Decks are similar to Bridges and require regular maintenance to extend their life and defer costly replacements; this funding preserves the existing infrastructure.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$0
Budget FY 2026	0
FY 2027 - FY 2030 Planned	640,500
Remaining Need	0
Total Project Cost	\$640,500
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$640,500
Interest	255,485
Total	\$895,985
Estimated Annual Debt Service	\$44,799

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	0	0	52,500	0	0	\$52,500
Construction	0	0	0	588,000	0	\$588,000
Total	\$0	\$0	\$52,500	\$588,000	\$0	\$640,500

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Line of Credit	0	0	52,500	588,000	0	\$640,500
Total	\$0	\$0	\$52,500	\$588,000	\$0	\$640,500

Operating Budget Impact
Maintaining a parking deck will require additional staff time; utilities costs will increase as well.



Project Title	Project Number	Service Area
Major Building Repairs and Improvements/Multiple Projects	Multiple	Buildings
Location	Project Type	Department
Various	Maintenance	Public Works



Department Priority
Project supports essential services
Project Description
Annual program for repair and improvements to City owned buildings. A detailed sub-project list is attached.
Relationship to Comprehensive Plan
Chapter 3, Page 37, Goal PFS-1.1: Plan and develop new facilities and/or maintain/renovate existing facilities to meet the City's needs.
Project Manager
Michael Bodnar, Construction Coordinator

Projected Start Date	Continuing
Projected Completion Date	Continuing

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Continuing
Construction	Continuing

Why Now
Funds are used for the upkeep of existing City buildings and assets as they age and require maintenance and repairs.
In FY 2018, a consultant performed a condition assessment of all City owned buildings. Results of the assessment provided staff with information to prioritize needs and develop a schedule to address maintenance and replacement of building systems and components.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	Continuing
Budget FY 2026	4,789,150
FY 2027 - FY 2030 Planned	8,317,375
Remaining Need	Continuing
Total Project Cost	Continuing
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$3,302,250
Interest	1,317,214
Total	\$4,619,464
Estimated Annual Debt Service	\$230,973

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	974,500	126,000	126,000	94,500	220,500	\$1,541,500
Construction	3,814,650	3,730,750	456,750	1,344,000	2,218,875	\$11,565,025
Total	\$4,789,150	\$3,856,750	\$582,750	\$1,438,500	\$2,439,375	\$13,106,525

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go	3,056,650	2,544,250	582,750	1,401,750	2,218,875	\$9,804,275
Local: Line of Credit	1,732,500	1,312,500	0	36,750	220,500	\$3,302,250
Total	\$4,789,150	\$3,856,750	\$582,750	\$1,438,500	\$2,439,375	\$13,106,525

Operating Budget Impact
Addressing maintenance issues reduces the need for on-going temporary repairs.



Major Building Repairs and Improvements/Multiple Projects

Fiscal Year	Location	Project	Consultant Engineering	Construction	Annual Total
	* Armory/City Market	Combined HVAC replacement	\$0	\$1,312,500	\$1,312,500
	Armory/City Market	Replace piping, separate sewer and storm water, redo kitchen piping, grease interceptor, renovate Armory Bathroom	52,500	525,000	577,500
	City Hall	Carpet replacement (split over multiple years)	0	52,500	52,500
	* City Hall	HVAC, AHU and controls replacement - 3rd Floor (design)	157,500	0	157,500
	City Hall	Wallpaper peeling/remove/skim and paint (split over multiple years)	0	42,000	42,000
	City Stadium - Baseball Side	Offices - replace HVAC and ladder	0	45,150	45,150
	City Wide	Building condition reassessment	577,500	0	577,500
	City Wide	Carpet and paint (annual allocation)	0	105,000	105,000
	City Wide	Emergency and unscheduled building repairs (annual allocation)	78,750	708,750	787,500
	City Wide	Gateway/Wayfinding replacements (annual allocation)	0	26,250	26,250
	City Wide	Multi-building - major backflow preventers (multi-year project)	5,250	26,250	31,500
	Criminal Justice Academy	Lighting and office configuration (design)	40,000	0	40,000
	Expressway	Repair and stain privacy fence (annual allocation)	0	52,500	52,500
	Fire Station 1	Fire alarm system	5,250	42,000	47,250
	Fire Station 2	Fire alarm system	5,250	31,500	36,750
	Fire Station 7	Electrical panel upgrade	15,750	157,500	173,250
	Fort Early Building	Renovations - windows and siding	0	42,000	42,000
	Kemper Street Building	Boiler/chiller replacement	0	262,500	262,500
	Mid-Town Parking Deck	Stairwells (2) - engineering assessment for corrosion protection (design)	36,750	0	36,750
	Parks	Replace split rail fencing with chain-link (multi-year project)	0	26,250	26,250
	Parks	Upgrades to equipment and amenities (annual allocation)	0	52,500	52,500
	Peaks View Park	Parking lot lighting replacement - Phase 2, Lots 1 & 2	0	304,500	304,500
2026	Sub-Totals		\$974,500	\$3,814,650	\$4,789,150

* indicates projects identified for Line of Credit funding



Major Building Repairs and Improvements/Multiple Projects - continued

Fiscal Year	Location	Project	Consultant Engineering	Construction	Annual Total
	925 Church Street Building	Interior and exterior renovations	\$52,500	\$630,000	\$682,500
	Blackwater Creek Athletic Area	Repair steps between parking lot and pavilion	10,500	42,000	52,500
	Buildings and Grounds Building	Backflow preventers for fire protection	5,250	73,500	78,750
	City Hall	Backflow preventers for fire protection	5,250	84,000	89,250
	City Hall	Carpet replacement (split over multiple years)	0	52,500	52,500
	* City Hall	HVAC, AHU and controls replacement - 108 fan coils, pneumatic control replacement (construction)	0	1,312,500	1,312,500
	City Hall	Wallpaper peeling/remove/skim and paint (split over multiple years)	0	42,000	42,000
	City Stadium	Fencing, Wythe Road frontage	0	105,000	105,000
	City Stadium - Baseball Side	Add gate for mower access between dumpster and ADA ramp	0	26,250	26,250
	City Wide	Carpet and paint (annual allocation)	0	105,000	105,000
	City Wide	Emergency and unscheduled building repairs (annual allocation)		105,000	105,000
	City Wide	Gateway/Wayfinding replacements (annual allocation)	0	26,250	26,250
	City Wide	Multi-building - major backflow preventers (multi-year project)	5,250	26,250	31,500
	Criminal Justice Academy	Lighting and office configuration (construction)	0	125,000	125,000
	Expressway	Repair and stain privacy fence (annual allocation)	0	52,500	52,500
	Fire Station 4	Fire alarm system	5,250	47,250	52,500
	Fire Station 6	Paint and plaster repair	0	68,250	68,250
	Fire Station 8	Fire alarm system	5,250	47,250	52,500
	Fort Early Building	Renovations - Windows & Siding - Construction	0	105,000	105,000
	Mid-Town Parking Deck	Stairwells (2) - corrosion protection (construction)	0	125,000	125,000
	Old Courthouse Museum	Restroom renovations	36,750	189,000	225,750
	Parks	Blackwater Creek bridge replace decking	0	31,500	31,500
	Parks	Upgrades to equipment and amenities (annual allocation)	0	52,500	52,500
	Peaks View Park	Install HVAC at the maintenance shop	0	15,750	15,750
	Peaks View Park	Parking lot lighting additions - Phase 3, Lots 4 and 5	0	210,000	210,000
	Peaks View Park	Stain and treat wooden bridges	0	31,500	31,500
2027	Sub-Totals		\$126,000	\$3,730,750	\$3,856,750

* indicates projects identified for Line of Credit funding



Major Building Repairs and Improvements/Multiple Projects - continued

	Location	Project	Consultant Engineering	Construction	Annual Total
	City Wide	Carpet and paint (annual allocation)	\$0	\$105,000	\$105,000
	City Wide	Emergency and unscheduled building repairs (annual allocation)	0	105,000	105,000
	City Wide	Gateway/Wayfinding replacements (annual allocation)	0	26,250	26,250
	City Wide	Multi-building - major backflow preventers (multi-year project)	5,250	26,250	31,500
	Parks	Upgrades to equipment and amenities (annual allocation)	0	52,500	52,500
	Percival's Island Bridge	Stain and treat wooden bridge	15,750	141,750	157,500
	Sandusky Park	Repair/improve drainage (design)	105,000	0	105,000
2028	Sub-Totals		\$126,000	\$456,750	\$582,750

Fiscal Year	Location	Project	Consultant Engineering	Construction	Annual Total
	City Hall	9th and 10th Street entrances - refurbish exterior doors	\$0	\$367,500	\$367,500
	City Wide	Carpet and paint (annual allocation)	0	105,000	105,000
	City Wide	Emergency and unscheduled building repairs (annual allocation)	0	105,000	105,000
	City Wide	Gateway/Wayfinding replacements (annual allocation)	0	26,250	26,250
	City Wide	Multi-building - major backflow preventers (multi-year project)	5,250	26,250	31,500
	Expressway	Repair and stain privacy fence (annual allocation)	0	52,500	52,500
	Fire Station 1	Install fans in apparatus area	0	31,500	31,500
	Fire Station 2	HVAC replacement, duct work and three systems	0	105,000	105,000
	Fire Station 2	Install fans in apparatus area	0	21,000	21,000
	Old Courthouse Museum	Hustings Courtroom floor and acoustic upgrades (design)	52,500	0	52,500
	Parks	Upgrades to equipment and amenities (annual allocation)	0	52,500	52,500
	Peaks View Park	Parking lot and pathway lighting replacement - Phase 4, Lot 6 and Pathway	0	420,000	420,000
	Peaks View Park	Replace archway bridge (design)	36,750	0	36,750
	Peaks View Park	Stain and treat wooden bridges	0	31,500	31,500
2029	Sub-Totals		\$94,500	\$1,344,000	\$1,438,500

* indicates projects identified for Line of Credit funding



Major Building Repairs and Improvements/Multiple Projects - continued

Fiscal Year	Location	Project	Consultant Engineering	Construction	Annual Total
	City Wide	Carpet and paint (annual allocation)	\$0	\$110,250	\$110,250
	City Wide	Emergency and unscheduled building repairs (annual allocation)	0	105,000	105,000
	City Wide	Gateway/Wayfinding replacements (annual allocation)	0	27,563	27,563
	City Wide	Maintenance and repairs to infrastructure based on building condition assessment	220,500	1,185,188	1,405,688
	Expressway	Repair and stain privacy fence (annual allocation)	0	52,500	52,500
	Old Courthouse Museum	Hustings Courtroom floor and acoustic upgrades (construction)	0	165,375	165,375
	Parks	Upgrades to equipment and amenities (annual allocation)	0	52,500	52,500
	* Peaks View Park	Replace archway bridge (construction)	0	220,500	220,500
	Sandusky Park	Repair/improve drainage (construction)	0	300,000	300,000
2030	Sub-Totals		\$220,500	\$2,218,875	\$2,439,375
Grand Totals			\$1,541,500	\$11,565,025	\$13,106,525

* indicates projects identified for Line of Credit funding



Project Title	Project Number	Service Area
Mid-Town Parking Deck Repairs	To Be Assigned	Buildings
Location	Project Type	Department
Commerce Street	Maintenance	Public Works



Department Priority
Project contributes to the generation of new revenue; Project supports essential services
Project Description
Repairs needed on a 60-year-old parking deck.
Relationship to Comprehensive Plan
Chapter 3, Page 37, Goal PFS-1.1: Plan and develop new facilities and/or maintain/renovate existing facilities to meet the City's needs.
Project Manager
Lee Newland, P.E., City Engineer

Projected Start Date	Q1 FY 2030
Projected Completion Date	Q4 FY 2030

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Q2 FY 2030
Construction	Q4 FY 2030

Why Now
Long-term repairs to deck to preserve its lifespan.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$0
Budget FY 2026	0
FY 2027 - FY 2030 Planned	445,000
Remaining Need	0
Total Project Cost	\$445,000
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$445,000
Interest	177,503
Total	\$622,503
Estimated Annual Debt Service	\$31,125

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	0	0	0	0	45,000	\$45,000
Construction	0	0	0	0	400,000	\$400,000
Total	\$0	\$0	\$0	\$0	\$445,000	\$445,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Line of Credit	0	0	0	0	445,000	\$445,000
Total	\$0	\$0	\$0	\$0	\$445,000	\$445,000

Operating Budget Impact
Maintaining a parking deck will require additional staff time; utilities costs will increase as well.



Project Title	Project Number	Service Area
Parking Lot Repairs and Improvements/Multiple Projects	Multiple	Buildings
Location	Project Type	Department
Various	Maintenance	Public Works



Department Priority
Project supports essential services
Project Description
Annual program for repair and improvements to City owned parking lots. A detailed sub-project list is attached.
Relationship to Comprehensive Plan
Chapter 3, Page 37, Goal PFS-1.1: Plan and develop new facilities and/or maintain/renovate existing facilities to meet the City's needs.
Project Manager
Clay Simmons, Deputy Director of Public Works

Projected Start Date	Continuing
Projected Completion Date	Continuing

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Continuing
Construction	Continuing

Why Now
Funds are used for the upkeep of existing City parking lots as they age and require maintenance and repairs. Annually, funds are allotted to address minor paving and lighting needs. Some lots require a wider scope to address maintenance issues; this work is scheduled in future years based on parking lot usage.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	Continuing
Budget FY 2026	0
FY 2027 - FY 2030 Planned	1,859,250
Remaining Need	Continuing
Total Project Cost	Continuing
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	0	10,500	0	0	0	\$10,500
Construction	0	510,000	446,250	446,250	446,250	\$1,848,750
Total	\$0	\$520,500	\$446,250	\$446,250	\$446,250	\$1,859,250

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go	0	520,500	446,250	446,250	446,250	\$1,859,250
Total	\$0	\$520,500	\$446,250	\$446,250	\$446,250	\$1,859,250

Operating Budget Impact
Addressing maintenance issues reduces the need for on-going temporary repairs.



Parking Lot Repairs and Improvements/Multiple Projects

Fiscal Year	Location	Project	Consultant Engineering	Construction	Annual Total
					\$0
2026	Sub-Totals		\$0	\$0	\$0
	Business Development Center	Repave parking lot	\$0	\$300,000	\$300,000
	City Wide	Lighting, striping and paving	0	78,750	78,750
	Mid-town Parking Deck	Electric Vehicle Charging Station	10,500	131,250	141,750
2027	Sub-Totals		\$10,500	\$510,000	\$520,500
	City Wide	Lighting, striping and paving	\$0	\$78,750	\$78,750
	City Wide	Pay station replacement at various lots	0	105,000	105,000
	Public Works	Repave parking lot (Phase 1)	0	262,500	262,500
2028	Sub-Totals		\$0	\$446,250	\$446,250
	City Wide	Lighting, striping and paving	\$0	\$78,750	\$78,750
	City Wide	Pay station replacement at various lots	0	105,000	105,000
	Public Works	Repave parking lot (Phase 2)	0	262,500	262,500
2029	Sub-Totals		\$0	\$446,250	\$446,250
	City Wide	Lighting, striping and paving	\$0	\$78,750	\$78,750
	City Wide	Pay station replacement at various lots	0	105,000	105,000
	IT Building	Repave parking lot	0	262,500	262,500
2030	Sub-Totals		\$0	\$446,250	\$446,250
Grand Totals			\$10,500	\$1,848,750	\$1,859,250



Project Title	Project Number	Service Area
Public Library Renovation	BM201	Buildings
Location	Project Type	Department
Public Library	New	Public Works



Department Priority
Project supports essential services
Project Description
Construct improvements to enhance and modernize the Main Library to meet the evolving needs of the public library system. These improvements will support future innovations, integrate advanced technologies, and address current structural and design shortcomings. Building improvements will include greater accessibility and lighting, more community spaces, including individual and group study rooms, a free makerspace for the community, upgraded technology systems, and dedicated programming rooms for children.
Relationship to Comprehensive Plan
Chapter 3, Page 37, Goal PFS-1.1: Plan and develop new facilities and/or maintain/renovate existing facilities to meet the City's needs.
Project Manager
Clay Simmons, Deputy Director of Public Works

Projected Start Date	Q3 FY 2018
Projected Completion Date	Q4 FY 2025

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Q4 FY 2023
Construction	Q4 FY 2025

Why Now
Library systems nationwide are evolving to meet the changing needs and expectations of their communities. The Public Library, housed in its current location since 1984, has never been in a building that was designed to be a library. The building has seen minimal updates over the past forty years and is now experiencing significant issues with leaking pipes, roof integrity, water/sewer backups and the like. These essential renovations are critical to ensuring the Library remains modern, responsive, and vital to the community it serves.
Tymoff and Moss Architects, based in Norfolk, VA, was hired in FY 2022 and has construction documents ready to build.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$1,092,710
Budget FY 2026	11,100,000
FY 2027 - FY 2030 Planned	1,400,000
Remaining Need	0
Total Project Cost	\$13,592,710
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$11,805,499
Interest	4,709,020
Total	\$16,514,519
Estimated Annual Debt Service	\$825,726

Five Year Proposed Appropriations by Activity

Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Construction	11,100,000	0	0	0	0	\$11,100,000
Furniture, Fixtures, and Equipment	0	1,400,000	0	0	0	\$1,400,000
Total	\$11,100,000	\$1,400,000	\$0	\$0	\$0	\$12,500,000

Five Year Proposed Expenditure Cash Flow Projections

Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Line of Credit	11,100,000	0	0	0	0	\$11,100,000
Local: Pay-As-You-Go	0	1,400,000	0	0	0	\$1,400,000
Total	\$11,100,000	\$1,400,000	\$0	\$0	\$0	\$12,500,000

Operating Budget Impact

As the services provided by the Library evolves costs to operate and maintain the facility, equipment, and technologies are expected to increase.



Project Title	Project Number	Service Area
Roof Replacement/Multiple Projects	Multiple	Buildings
Location	Project Type	Department
Various	Maintenance	Public Works



Department Priority
Project supports essential services
Project Description
Annual program for repair and replacement of roofs. A detailed sub-project list is attached.
Relationship to Comprehensive Plan
Chapter 3, Page 37, Goal PFS-1.1: Plan and develop new facilities and/or maintain/renovate existing facilities to meet the City's needs.
Project Manager
Michael Bodnar, Construction Coordinator

Projected Start Date	Continuing
Projected Completion Date	Continuing

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Continuing
Construction	Continuing

Why Now
Funds are used for the upkeep of the roofs of existing City buildings and assets as they age and require maintenance and repairs.
In FY 2018, a consultant performed a condition assessment of all City owned buildings. Results of the assessment provided staff with information to prioritize needs and develop a schedule to address maintenance and replacement of roof systems and components.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	Continuing
Budget FY 2026	1,061,000
FY 2027 - FY 2030 Planned	4,668,000
Remaining Need	Continuing
Total Project Cost	Continuing
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$3,574,000
Interest	1,425,610
Total	\$4,999,610
Estimated Annual Debt Service	\$249,981

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	36,000	50,000	8,000	45,000	0	\$139,000
Construction	1,025,000	1,735,000	630,000	1,550,000	650,000	\$5,590,000
Total	\$1,061,000	\$1,785,000	\$638,000	\$1,595,000	\$650,000	\$5,729,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go	590,000	515,000	350,000	350,000	350,000	\$2,155,000
Local: Line of Credit	471,000	1,270,000	288,000	1,245,000	300,000	\$3,574,000
Total	\$1,061,000	\$1,785,000	\$638,000	\$1,595,000	\$650,000	\$5,729,000

Operating Budget Impact
Addressing maintenance issues reduces the need for on-going temporary repairs.



Roof Replacement/Multiple Projects

Fiscal Year	Location	Project	Consultant Engineering	Construction	Annual Total
	* Allen Morrison Building	Replace roof	\$21,000	\$450,000	\$471,000
	City Armory	Replace bathroom roof	5,000	25,000	30,000
	City Stadium - Baseball Side	Replace rubber roof and Skybox kitchen roof	10,000	175,000	185,000
	City Wide	Emergency roof repairs	0	250,000	250,000
	City Wide	Inspections and maintenance	0	100,000	100,000
	Riverside Park	Replace Pump House roof	0	25,000	25,000
2026	Sub-Totals		\$36,000	\$1,025,000	\$1,061,000
	* Business Incubator	Replace roof	\$20,000	\$1,250,000	\$1,270,000
	City Wide	Emergency roof repairs	0	250,000	250,000
	City Wide	Inspections and maintenance	0	100,000	100,000
	Public Works	Replace Tractor Shed roof/structural repairs	15,000	75,000	90,000
	Rutherford Site	Replace Tractor Shed roof/structural repairs	15,000	60,000	75,000
2027	Sub-Totals		\$50,000	\$1,735,000	\$1,785,000
	City Wide	Emergency roof repairs	\$0	\$250,000	\$250,000
	City Wide	Inspections and maintenance	0	100,000	100,000
	* Refuse	Replace roof	8,000	280,000	288,000
2028	Sub-Totals		\$8,000	\$630,000	\$638,000
	City Wide	Emergency roof repairs	\$0	\$250,000	\$250,000
	City Wide	Inspections and maintenance	0	100,000	100,000
	* Health Department	Replace roof	15,000	1,200,000	1,215,000
	* Police Storage	Replace roof & Re-skin building (asbestos & lead abatement)	30,000	0	30,000
2029	Sub-Totals		\$45,000	\$1,550,000	\$1,595,000
	City Wide	Emergency roof repairs	\$0	\$250,000	\$250,000
	City Wide	Inspections and maintenance	0	100,000	100,000
	* Police Storage	Replace roof & Re-skin building (asbestos & lead abatement)	0	300,000	300,000
2030	Sub-Totals		\$0	\$650,000	\$650,000
Grand Totals			\$139,000	\$5,590,000	\$5,729,000

* indicates projects identified for Line of Credit funding



Project Title	Project Number	Service Area
Transfer Station for Refuse	B0175	Buildings
Location	Project Type	Department
TBD	New	Public Works



Department Priority

Project supports essential services

Project Description

Design and build a refuse transfer station for City refuse operations to accept residential trash, brush, and bulk before hauling to a permitted landfill. The new facility could possibly serve as the citizen convenience center.

Relationship to Comprehensive Plan

Chapter 3, Page 37, Goal PFS 1.1: Plan and develop new facilities and/or maintain/renovate existing facilities to meet the City's needs.

Project Manager

Gaynelle Hart, Director of Public Works

Projected Start Date	Q1 FY 2023
Projected Completion Date	Q4 FY 2025

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Q4 FY 2024
Construction	Q4 FY 2025

Why Now

A transfer station located within the City should be considered now for the following reasons: reduced travel time and on-site wait times to/at the Region 2000 Service Authority landfill resulting in reduced labor and fuel costs, reduced travel time creating capacity to serve more trash customers as the City population grows, reduced damage and repairs to refuse vehicles that result from navigating the road to the landfill face, increased capacity to respond to emergencies that result in debris, and the flexibility to respond to regional and national solid waste changes and trends.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$6,900,000
Budget FY 2026	5,250,000
FY 2027 - FY 2030 Planned	0
Remaining Need	0
Total Project Cost	\$12,150,000
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$12,150,000
Interest	4,846,436
Total	\$16,996,436
Estimated Annual Debt Service	\$849,822

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Construction	5,250,000	0	0	0	0	\$5,250,000
Total	\$5,250,000	\$0	\$0	\$0	\$0	\$5,250,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Line of Credit	5,250,000	0	0	0	0	\$5,250,000
Total	\$5,250,000	\$0	\$0	\$0	\$0	\$5,250,000

Operating Budget Impact	
Annual operating costs are estimated at \$300,000.	





Five-Year Proposed Appropriations

Project Title	Appropriations Through 06/30/2025	Budget FY 2026	FY 2027 - 2030 Planned	Five-Year Estimated Net Cost	Estimated Cost Beyond Program Period	Total Accumulated Project Cost
Transportation						
Public Transit Improvements and Bus Replacements	133,000	3,704,000	7,445,950	11,149,950	0	11,282,950
Bedford Avenue Bridge	14,724,894	0	9,858,230	9,858,230	0	24,583,124
Bedford Avenue Corridor Improvements	0	1,400,000	0	1,400,000	0	1,400,000
Breezewood Drive Widening	9,753,825	0	1,708,456	1,708,456	0	11,462,281
Bridge Maintenance	Continuing	625,000	2,974,173	3,599,173	Continuing	Continuing
Campbell Avenue Intersection and Signal Reconstruction	0	0	3,281,250	3,281,250	0	3,281,250
Culvert Replacement Program	Continuing	81,250	1,954,388	2,035,638	Continuing	Continuing
Forest Brook Road, Phase I	0	0	6,417,500	6,417,500	2,938,000	9,355,500
General Street Improvements	Continuing	1,100,000	5,000,288	6,100,288	Continuing	Continuing
Hollins Mill Road Bridge Replacement with Bikeway Improvements	8,268,000	0	11,583,062	11,583,062	0	19,851,062
Lakeside Drive Improvements	4,056,849	0	629,168	629,168	0	4,686,017
Link Road/Boonsboro Road Intersection Improvements	3,033,794	0	547,898	547,898	0	3,581,692
Lynchburg Center for Industry - Phase II	262,007	1,048,030	0	1,048,030	0	1,310,037
¹ Lynchburg Expressway/Candlers Mountain Road Interchange Improvements	40,560,000	9,729,000	14,368,000	24,097,000	0	64,657,000
Mill Ridge Road Intersection Improvements	0	0	215,000	215,000	8,450,000	8,665,000
Ninth Street Repairs and Replacements	58,772	1,000,000	0	1,000,000	0	1,058,772
Public Works Infrastructure Improvements	Continuing	353,000	1,636,000	1,989,000	Continuing	Continuing
Retaining Wall Replacement/Repair Program	Continuing	500,000	1,150,000	1,650,000	Continuing	Continuing
Route 501/221 One-Way Pairs	62,993,119	8,219,052	14,635,223	22,854,275	0	85,847,394
Storm Drainage System Repairs/Replacements	Continuing	149,000	720,800	869,800	Continuing	Continuing
Street Overlay Program	Continuing	3,695,979	13,340,200	17,036,179	Continuing	Continuing
Timberlake Road Bridge, East Bound Lanes	0	0	11,200,000	11,200,000	0	11,200,000
Timberlake Road Bridge, West Bound Lanes	0	0	10,749,375	10,749,375	0	10,749,375
Timberlake Road Improvements	0	0	472,500	472,500	29,927,500	30,400,000
Traffic Signal Repair and Replacement	Continuing	500,000	2,149,875	2,649,875	Continuing	Continuing
¹ Vassar Street at Langhorne Road Intersection Improvements	27,080	0	13,883,867	13,883,867	0	13,910,947
¹ Wards Ferry Road at CVCC Campus Drive Roundabout	23,539,672	0	0	0	0	23,539,672
Wards Ferry Road/Atlanta Avenue Turn Lanes	2,937,015	0	779,018	779,018	0	3,716,033
Total Proposed FY 2026 - 2030 CIP	\$170,348,027	\$32,104,311	\$136,700,221	\$168,804,532	\$41,315,500	\$344,538,106

¹ List includes three transportation projects either fully or partially funded and administered by the Virginia Department of Transportation (VDOT); and therefore, not reflected in the City's Capital Improvement Program budget appropriation.



Project Title	Project Number	Service Area
Public Transit Improvements and Bus Replacements	T0256	Public Transit
Location	Project Type	Department
419 Bradley Dr	New	Greater Lynchburg Transit Company (GLTC)



Department Priority
Project has State and/or Federal funding; Project represents additional essential services; Project required to support important but not essential services
Project Description
These projects include the replacement of heavy-duty transit buses as well as replacing light-duty Body-on-Chassis vehicles for ADA Paratransit as well as technology upgrades and repairs, the replacement of service vehicles and tools, and improvements to passenger amenities including shelters, lighting, signage, and seating.
Relationship to Comprehensive Plan
Chapter 3, Page 30, Goal T-1: Provide safe, efficient, effective, and well-planned transportation systems and facilities that enhance economic development and redevelopment opportunities while preserving the integrity and character of the affected neighborhoods, historic districts, downtown and natural resources.
Project Manager
Josh Moore, General Manager

Projected Start Date	Continuing
Projected Completion Date	Continuing

Projected Schedule	
Activity	Projected Date
Revenue Vehicle Fleet	Continuing
Consultant Engineering	Q1 FY 2026
Construction	Continuing
Equipment	Continuing
Technology	Continuing
Fencing, Lighting, and Signs	Q1 FY 2027

Why Now
These projects are scored by the VA Department of Rail and Public Transportation and the Federal Transit Administration using a Transit Asset Management (TAM) plan which focuses on the State of Good Repair (SGR) and as projects meet these thresholds, they become eligible for more funding and a greater likelihood of being funded to comply with the Federal and State requirements for the TAM.

Financial Summary			
Total Project Cost		Estimated Debt Service	
Prior Appropriations as of 06/30/2025	\$133,000	Project Total Debt Expenditures	
Budget FY 2026	3,704,000	Principal	\$0
FY 2027 - FY 2030 Planned	7,445,950	Interest	0
Remaining Need	0	Total	\$0
Total Project Cost	\$11,282,950		
Local Funding Percentage	24.6%	Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Equipment	199,000	294,750	0	0	450,000	\$943,750
Revenue Vehicle Fleet	3,130,000	480,000	0	3,000,000	410,000	\$7,020,000
Technology	0	740,000	500,000	0	0	\$1,240,000
Facilities	225,000	0	30,000	900,000	0	\$1,155,000
Fencing, Lighting, and Signs	0	206,200	0	0	0	\$206,200
Consultant Engineering	150,000	0	0	0	0	\$150,000
Construction	0	0	220,000	0	215,000	\$435,000
Total	\$3,704,000	\$1,720,950	\$750,000	\$3,900,000	\$1,075,000	\$11,149,950

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Federal: Grants	398,000	2,000,000	0	0	0	\$2,398,000
State: Grants	619,653	1,592,912	510,000	867,000	2,516,000	\$6,105,565
Local: Pay-As-You-Go	286,013	661,371	240,000	408,000	1,184,000	\$2,779,384
Total	\$1,303,666	\$4,254,283	\$750,000	\$1,275,000	\$3,700,000	\$11,282,949

Operating Budget Impact
All projects this year are replacement projects which will result in lower maintenance costs.
Local match may be lower based on MERIT score when grants are applied for. The Revenue vehicle replacement in FY 2029 may be funded at a higher level due to possible SGR and additional state programs. Revenue vehicles generally trail a year for expenditure due to 12-14-month order lead time.



Project Title	Project Number	Service Area
Bedford Avenue Bridge	TB054	Transportation
Location	Project Type	Department
Bedford Avenue at Norfolk Southern Rail	New	Public Works



Department Priority
Project has legal or regulatory mandate; Project supports essential services; Project has State and/or Federal funding
Project Description
Replace deteriorating structure over Norfolk Southern Railway.
Relationship to Comprehensive Plan
Chapter 3, Page 31, Goal T-1.7: Commit adequate resources for the cost-effective operation and maintenance of streets, including pavement, bikeways, sidewalks, streetscapes and stormwater management improvements.
Project Manager
Lee Newland, P.E., City Engineer

Projected Start Date	Q3 FY 2023
Projected Completion Date	Q2 FY 2031

Projected Schedule	
Activity	Projected Date
Land Acquisition/Right-of-Way	Q2 FY 2027
Consultant Engineering	Q3 FY 2027
Construction	Q2 FY 2031

Why Now
The City's Comprehensive Bridge Condition Report ranks this bridge as the most immediate need as it has a "Poor" condition rating. The abutments are deteriorated and the bridge deck has spalling concrete and exposed reinforcing steel.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$14,724,894
Budget FY 2026	0
FY 2027 - FY 2030 Planned	9,858,230
Remaining Need	0
Total Project Cost	\$24,583,124
Local Funding Percentage	4.1%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$1,000,000
Interest	398,884
Total	\$1,398,884
Estimated Annual Debt Service	
	\$69,944

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Land Acquisition/Right-of-Way	0	1,104,653	0	0	0	\$1,104,653
Consultant Engineering	0	22,050	0	0	0	\$22,050
Construction	0	8,731,527	0	0	0	\$8,731,527
Total	\$0	\$9,858,230	\$0	\$0	\$0	\$9,858,230

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Federal: State of Good Repair	5,000,000	4,000,000	4,000,000	4,000,000	4,000,000	\$21,000,000
Total	\$5,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$21,000,000

Operating Budget Impact
None anticipated at this time.

Total estimated cost of project is now \$24,239,048; \$14,714,539 of State of Good Repair funding has been awarded. Additional funding for State of Good Repair funding of \$8,858,230 will be applied for.



Project Title	Project Number	Service Area
Bedford Avenue Corridor Improvements	To Be Assigned	Transportation
Location	Project Type	Department
Bedford Ave. - Rivermont Ave. to Cork St.	New	Public Works



Department Priority
Project supports essential services
Project Description
Improvements to sidewalks and pedestrian facilities along with enhancements.
Relationship to Comprehensive Plan
Chapter 3, Page 30, Goal T-1.4: Prioritize improvements to the transportation system based on safety considerations; existing deficiencies; multimodal and environmental considerations; opportunities to improve street connectivity; physical, economic and policy constraints; contributions to the neighborhood character; impact on historical and environmental resources; required right-of-way; target levels of service; public safety access; regional connectivity; and system continuity.
Project Manager
Lee Newland, P.E., City Engineer

Projected Start Date	Q1 FY 2026
Projected Completion Date	Q2 FY 2027

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Q3 FY 2026
Construction	Q2 FY 2027

Why Now
With redevelopment transforming Bedford Avenue into a more pedestrian friendly corridor, sidewalk improvements, street trees, and street furniture will complement the redevelopment and upcoming bridge replacement.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$0
Budget FY 2026	1,400,000
FY 2027 - FY 2030 Planned	0
Remaining Need	0
Total Project Cost	\$1,400,000
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$1,400,000
Interest	558,437
Total	\$1,958,437
Estimated Annual Debt Service	\$97,922

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	175,000	0	0	0	0	\$175,000
Construction	1,225,000	0	0	0	0	\$1,225,000
Total	\$1,400,000	\$0	\$0	\$0	\$0	\$1,400,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Line of Credit	500,000	900,000	0	0	0	\$1,400,000
Total	\$500,000	\$900,000	\$0	\$0	\$0	\$1,400,000

Operating Budget Impact
Additional manpower for maintenance and refuse collections.



Project Title	Project Number	Service Area
Breezewood Drive Widening	T0331	Transportation
Location	Project Type	Department
Breezewood Drive	New	Public Works



Department Priority
Project supports essential services; Project has State and/or Federal funding
Project Description
Widen and improve road and pedestrian features from the end of the Virginia Department of Transportation's (VDOT's) 2007 project to the end of the cul-de-sac.
Relationship to Comprehensive Plan
Chapter 3, Page 30, Goal T-1.4: Prioritize improvements to the transportation system based on safety considerations; existing deficiencies; multimodal and environmental considerations; opportunities to improve street connectivity; physical, economic and policy constraints; contributions to the neighborhood character; impact on historical and environmental resources; required right-of-way; target levels of service; public safety access; regional connectivity; and system continuity.
Project Manager
Lee Newland, P.E., City Engineer

Projected Start Date	Q1 FY 2024
Projected Completion Date	Q4 FY 2028

Projected Schedule	
Activity	Projected Date
Land Acquisition/Right-of-Way	Q2 FY 2026
Consultant Engineering	Q2 FY 2026
Construction	Q4 FY 2028

Why Now
Project was cancelled after funds ran out from the 2007 VDOT project. Roadway has seen increased vehicle and pedestrian traffic due to private development in the immediate vicinity and safety improvements for pedestrians and vehicles are needed. An application was submitted for Revenue Sharing Funds.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$9,753,825
Budget FY 2026	0
FY 2027 - FY 2030 Planned	1,708,456
Remaining Need	0
Total Project Cost	\$11,462,281
Local Funding Percentage	52.7%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$6,046,141
Interest	2,411,707
Total	\$8,457,847
Estimated Annual Debt Service	\$422,892

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Construction	0	1,708,456	0	0	0	\$1,708,456
Total	\$0	\$1,708,456	\$0	\$0	\$0	\$1,708,456

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Line of Credit	1,100,000	1,850,000	1,768,641	0	0	\$4,718,641
State: Revenue Sharing	1,100,000	1,850,000	1,768,640	0	0	\$4,718,640
Total	\$2,200,000	\$3,700,000	\$3,537,281	\$0	\$0	\$9,437,281

Operating Budget Impact
Additional annual expenses for tree maintenance and stormwater (~\$10,000).



Project Title	Project Number	Service Area
Bridge Maintenance	TB038	Transportation
Location	Project Type	Department
Various	Maintenance	Public Works



Department Priority
Project has legal or regulatory mandate; Project has State and/or Federal funding; Project supports essential services
Project Description
Annual cleaning of seventy-nine bridges and culverts; repairs to expansion joints; annual consultant bridge and safety inspection; and other maintenance.
Relationship to Comprehensive Plan
Chapter 3, Page 31, Goal T-1.7: Commit adequate resources for the cost-effective operation and maintenance of streets, including pavement, bikeways, sidewalks, streetscapes and stormwater management improvements.
Project Manager
Lee Newland, P.E., City Engineer

Projected Start Date	Continuing
Projected Completion Date	Continuing

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Continuing
Construction	Continuing

Why Now
Bridge inspections must be performed every year; on-going maintenance increases an asset's useful life span and reduces the need for major repairs.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	Continuing
Budget FY 2026	625,000
FY 2027 - FY 2030 Planned	2,974,173
Remaining Need	Continuing
Total Project Cost	Continuing
Local Funding Percentage	0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	137,500	156,000	175,500	184,275	193,489	\$846,764
Construction	487,500	520,000	553,500	581,175	610,234	\$2,752,409
Total	\$625,000	\$676,000	\$729,000	\$765,450	\$803,723	\$3,599,173

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
State: Highway Maintenance (VDOT)	625,000	676,000	729,000	765,450	803,723	\$3,599,173
Total	\$625,000	\$676,000	\$729,000	\$765,450	\$803,723	\$3,599,173

Operating Budget Impact
None anticipated at this time.



Project Title	Project Number	Service Area
Campbell Avenue Intersection and Signal Reconstruction	T0332	Transportation
Location	Project Type	Department
Campbell Avenue - Fort Avenue to 12th Street	New	Public Works



Department Priority
Project supports essential services
Project Description
Fort Avenue and 12th Street signal replacements on Campbell Avenue with pedestrian features; road rebuild.
Relationship to Comprehensive Plan
Chapter 3, Page 30, Goal T-1.4: Prioritize improvements to the transportation system based on safety considerations; existing deficiencies; multimodal and environmental considerations; opportunities to improve street connectivity; physical, economic and policy constraints; contributions to the neighborhood character; impact on historical and environmental resources; required right-of-way; target levels of service; public safety access; regional connectivity; and system continuity.
Project Manager
Lee Newland, P.E., City Engineer

Projected Start Date	Q1 FY 2029
Projected Completion Date	Q4 FY 2029
Projected Schedule	
Activity	Projected Date
Consultant Engineering	Q4 FY 2029
Construction	Q4 FY 2029

Why Now
Signals work in synchronization and both are beyond their useful life span as they are over 40 years old. The roadway is concrete pavement that needs replacing due to deterioration and pot holes. Improvements to pedestrian crossing features will be added for safety.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$0
Budget FY 2026	0
FY 2027 - FY 2030 Planned	3,281,250
Remaining Need	0
Total Project Cost	\$3,281,250
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$3,281,250
Interest	1,308,837
Total	\$4,590,087
Estimated Annual Debt Service	\$229,504

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	0	0	0	328,125	0	\$328,125
Construction	0	0	0	2,953,125	0	\$2,953,125
Total	\$0	\$0	\$0	\$3,281,250	\$0	\$3,281,250

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Line of Credit	0	0	0	3,281,250	0	\$3,281,250
Total	\$0	\$0	\$0	\$3,281,250	\$0	\$3,281,250

Operating Budget Impact
None anticipated at this time.

An application will be submitted to VDOT for Revenue Share Program funding.



Project Title	Project Number	Service Area
Culvert Replacement Program	T0258	Transportation
Location	Project Type	Department
Various	Maintenance	Public Works



Department Priority
Project supports essential services
Project Description
Managed program to replace and maintain over 100 city culverts. Upcoming culvert replacements include Springvale/Reno Drive, John Capron
Relationship to Comprehensive Plan
Chapter 3, Page 31, Goal T-1.7: Commit adequate resources for the cost-effective operation and maintenance of streets, including pavement, bikeways, sidewalks, streetscapes and stormwater management improvements.
Project Manager
Dee Dee Conner, P.E., Principal Engineer

Projected Start Date	Continuing
Projected Completion Date	Continuing

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Continuing
Construction	Continuing

Why Now
City staff performs a bi-annual Culvert Condition Report to prioritize needs to maintain the street integrity by designing and replacing failing culverts in alternating years.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	Continuing
Budget FY 2026	81,250
FY 2027 - FY 2030 Planned	1,954,388
Remaining Need	Continuing
Total Project Cost	Continuing
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$2,035,638
Interest	811,983
Total	\$2,847,621
Estimated Annual Debt Service	\$142,381

Five Year Proposed Appropriations by Activity

Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	81,250	0	87,750	0	92,138	\$261,138
Construction	0	845,000	0	929,500	0	\$1,774,500
Total	\$81,250	\$845,000	\$87,750	\$929,500	\$92,138	\$2,035,638

Five Year Proposed Expenditure Cash Flow Projections

Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Line of Credit	81,250	845,000	87,750	929,500	92,138	\$2,035,638
Total	\$81,250	\$845,000	\$87,750	\$929,500	\$92,138	\$2,035,638

Operating Budget Impact

Maintenance costs will be reduced.



Project Title	Project Number	Service Area
Forest Brook Road, Phase I	To Be Assigned	Transportation
Location	Project Type	Department
Forest Brook Road - Old Forest Road to Railroad	New	Public Works



Department Priority
Project supports essential services; Project has State and/or Federal funding
Project Description
Realign the road to remove double curves, widen road to 30-36 feet, and add sidewalk per the Forest Brook Road corridor study.
Relationship to Comprehensive Plan
Chapter 3, Page 30, Goal T-1.4: Prioritize improvements to the transportation system based on safety considerations; existing deficiencies; multimodal and environmental considerations; opportunities to improve street connectivity; physical, economic and policy constraints; contributions to the neighborhood character; impact on historical and environmental resources; required right-of-way; target levels of service; public safety access; regional connectivity; and system continuity.
Project Manager
Lee Newland, P.E., City Engineer

Projected Start Date	Q1 FY 2029
Projected Completion Date	Q4 FY 2031

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Q3 FY 2029
Land Acquisition/Right-of-Way	Q3 FY 2030
Construction	Q4 FY 2031

Why Now
Road has no sidewalk in portions and is narrow and rolling. There was one fatality in FY 2021.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$0
Budget FY 2026	0
FY 2027 - FY 2030 Planned	6,417,500
Remaining Need	2,938,000
Total Project Cost	\$9,355,500
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$9,355,500
Interest	3,731,756
Total	\$13,087,256
Estimated Annual Debt Service	\$654,363

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	0	0	0	850,500	0	\$850,500
Land Acquisition/Right-of-Way	0	0	0	567,000	0	\$567,000
Construction	0	0	0	0	5,000,000	\$5,000,000
Total	\$0	\$0	\$0	\$1,417,500	\$5,000,000	\$6,417,500

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Line of Credit	0	0	0	535,500	4,000,000	\$4,535,500
Total	\$0	\$0	\$0	\$535,500	\$4,000,000	\$4,535,500

Operating Budget Impact
None for years 2030 - 2032 - new structure.

An application will be submitted to VDOT for Revenue Share and/or SMARTSCALE Program funding.



Project Title	Project Number	Service Area
General Street Improvements	TG019	Transportation
Location	Project Type	Department
Various	Maintenance	Public Works



Department Priority
Project supports essential services
Project Description
Curb, gutter and sidewalk petitions; annual contractual improvements; subdivisions and storm sewer improvements; street improvements and signalization.
Relationship to Comprehensive Plan
Chapter 3, Page 30, Goal T-1.4: Prioritize improvements to the transportation system based on safety considerations; existing deficiencies; multimodal and environmental considerations; opportunities to improve street connectivity; physical, economic and policy constraints; contributions to the neighborhood character; impact on historical and environmental resources; required right-of-way; target levels of service; public safety access; regional connectivity; and system continuity.
Project Manager
Lee Newland, P.E., City Engineer

Projected Start Date	Continuing
Projected Completion Date	Continuing
Projected Schedule	
Activity	Projected Date
Consultant Engineering	Continuing
Construction	Continuing

Why Now
Improvements in the transportation system due to safety considerations and existing deficiencies; reimbursements to developers.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	Continuing
Budget FY 2026	1,100,000
FY 2027 - FY 2030 Planned	5,000,288
Remaining Need	Continuing
Total Project Cost	Continuing
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$1,389,788
Interest	554,364
Total	\$1,944,152
Estimated Annual Debt Service	\$97,208

Five Year Proposed Appropriations by Activity

Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	60,000	78,000	81,000	85,000	89,250	\$393,250
Construction	1,040,000	1,092,000	1,134,000	1,190,750	1,250,288	\$5,707,038
Total	\$1,100,000	\$1,170,000	\$1,215,000	\$1,275,750	\$1,339,538	\$6,100,288

Five Year Proposed Expenditure Cash Flow Projections

Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go	1,100,000	845,000	877,500	921,000	967,000	\$4,710,500
Local: Line of Credit	0	325,000	337,500	354,750	372,588	\$1,389,838
Total	\$1,100,000	\$1,170,000	\$1,215,000	\$1,275,750	\$1,339,588	\$6,100,338

Operating Budget Impact

Possible increase in lane mileage, subsequently increasing maintenance costs and State Highway reimbursement. Possible increase in curb and gutter, number of signals, and square yards of sidewalk, resulting in increased maintenance.



Project Title	Project Number	Service Area
Hollins Mill Road Bridge Replacement with Bikeway Improvements	TB061	Transportation
Location	Project Type	Department
Hollins Mill Road Bridge	New	Public Works



Department Priority
Project contributes to the generation of new revenue; Project supports essential services; Project has State and/or Federal funding
Project Description
Replacement and enhancement of the bridge on Hollins Mill Road at Hollins Mill Park. There is a low water bridge underneath the Hollins Mill Bridge connecting the Blackwater Creek Bikeway with the Point of Honor Trail that constantly requires maintenance to remain safely accessible to pedestrians and bicyclists. This project will replace the bridge and provide bike and pedestrian enhancements when the low water bridge is not available. Additional funding for the project will need to be applied for in future grant funding cycles.
Relationship to Comprehensive Plan
Chapter 3, Page 31, Goal T-1.7: Commit adequate resources for the cost-effective operation and maintenance of streets, including pavement, bikeways, sidewalks, streetscapes and stormwater management improvements.
Project Manager
Lee Newland, P.E., City Engineer

Projected Start Date	Q2 FY 2026
Projected Completion Date	Q4 FY 2030

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Q4 FY 2028
Construction	Q4 FY 2030

Why Now
This project is needed on two fronts: 1) The bridge requires maintenance and replacement takes care of the maintenance items. 2) Pedestrians and bicyclists are forced to cross the road and bridge in the travel lane without any pedestrian features when the low water crossing is covered with water, which occurs on a regular basis.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$8,268,000
Budget FY 2026	0
FY 2027 - FY 2030 Planned	11,583,062
Remaining Need	0
Total Project Cost	\$19,851,062
Local Funding Percentage	50.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$9,925,531
Interest	3,959,132
Total	\$13,884,663
Estimated Annual Debt Service	\$694,233

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Construction	0	8,116,410	0	3,466,652	0	\$11,583,062
Total	\$0	\$8,116,410	\$0	\$3,466,652	\$0	\$11,583,062

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Line of Credit	600,000	0	2,400,000	3,212,766	3,212,765	\$9,425,531
State: Revenue Sharing	600,000	0	2,400,000	3,212,766	3,212,765	\$9,425,531
Total	\$1,200,000	\$0	\$4,800,000	\$6,425,532	\$6,425,530	\$18,851,062

Operating Budget Impact
Reduces maintenance costs by removal of the low water crossing.

An additional Revenue Share application will be applied for in FY 2026 for the additional funds.



Project Title	Project Number	Service Area
Lakeside Drive Improvements	T0377	Transportation
Location	Project Type	Department
Lakeside Drive at the Plaza	New	Public Works



Department Priority
Project supports essential services; Project has State and/or Federal funding
Project Description
Widen Lakeside Drive from the entrance to the Plaza to Murrell Road; install sidewalks and street trees.
Relationship to Comprehensive Plan
Chapter 3, Page 30, Goal T-1.4: Prioritize improvements to the transportation system based on safety considerations; existing deficiencies; multimodal and environmental considerations; opportunities to improve street connectivity; physical, economic and policy constraints; contributions to the neighborhood character; impact on historical and environmental resources; required right-of-way; target levels of service; public safety access; regional connectivity; and system continuity.
Project Manager
Lee Newland, P.E., City Engineer

Projected Start Date	Q2 FY 2025
Projected Completion Date	Q4 FY 2028

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Q2 FY 2027
Land Acquisition/Right-of-Way	Q2 FY 2027
Construction	Q4 FY 2028

Why Now
This project completes the next section of the Midtown Connector, which is a corridor to improve transportation from the Lynchburg Expressway to the 501/221 intersection. This section of the corridor is routinely blocked due to large delivery trucks parked at the back loading docks of the businesses in the Plaza. This will correct the inconvenience and safety concerns to the traveling public.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$4,056,849
Budget FY 2026	0
FY 2027 - FY 2030 Planned	629,168
Remaining Need	0
Total Project Cost	\$4,686,017
Local Funding Percentage	50.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$2,343,008
Interest	934,588
Total	\$3,277,596
Estimated Annual Debt Service	\$163,880

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Construction	0	629,168	0	0	0	\$629,168
Total	\$0	\$629,168	\$0	\$0	\$0	\$629,168

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Line of Credit	500,000	857,009	500,000	0	0	\$1,857,009
State: Revenue Sharing	500,000	857,008	500,000	0	0	\$1,857,008
Total	\$1,000,000	\$1,714,017	\$1,000,000	\$0	\$0	\$3,714,017

Operating Budget Impact
Additional annual expenses for tree maintenance and stormwater (~\$5,000).

An additional Revenue Share application has been submitted for FY 2027.



Project Title	Project Number	Service Area
Link Road/Boonsboro Road Intersection Improvements	T0376	Transportation
Location	Project Type	Department
Link Road at Boonsboro Road	New	Public Works



Department Priority
Project supports essential services; Project has State and/or Federal funding
Project Description
Install a right turn lane from Link Road onto Boonsboro Road to improve the flow of traffic and add pedestrian features at the intersection.
Relationship to Comprehensive Plan
Chapter 3, Page 30, Goal T-1.4: Prioritize improvements to the transportation system based on safety considerations; existing deficiencies; multimodal and environmental considerations; opportunities to improve street connectivity; physical, economic and policy constraints; contributions to the neighborhood character; impact on historical and environmental resources; required right-of-way; target levels of service; public safety access; regional connectivity; and system continuity.
Project Manager
Lee Newland, P.E., City Engineer

Projected Start Date	Q2 FY 2024
Projected Completion Date	Q2 FY 2027

Projected Schedule	
Activity	Projected Date
Land Acquisition/Right-of-Way	Q3 FY 2026
Consultant Engineering	Q3 FY 2026
Construction	Q2 FY 2027

Why Now
Traffic back-ups along Link Road are a frequent occurrence. Staff has had many requests from citizens to create a safe pedestrian crossing and to add a turn lane so vehicles making left turns do not block the ability for right turns on red.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$3,033,794
Budget FY 2026	0
FY 2027 - FY 2030 Planned	547,898
Remaining Need	0
Total Project Cost	\$3,581,692
Local Funding Percentage	50.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$1,790,846
Interest	714,339
Total	\$2,505,185
Estimated Annual Debt Service	\$125,259

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Construction	0	547,898	0	0	0	\$547,898
Total	\$0	\$547,898	\$0	\$0	\$0	\$547,898

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Line of Credit	1,002,846	557,000	0	0	0	\$1,559,846
State: Revenue Sharing	1,002,846	557,000	0	0	0	\$1,559,846
Total	\$2,005,692	\$1,114,000	\$0	\$0	\$0	\$3,119,692

Operating Budget Impact
Slight increase due to pedestrian signals.



Project Title	Project Number	Service Area
Lynchburg Center for Industry - Phase II	T0390	Transportation
Location	Project Type	Department
Millrace Drive	New	Public Works



Department Priority
Project has State and/or Federal funding; Project supports essential services
Project Description
Additional sidewalk for the Industrial Park as requested by the Office of Economic Development.
Relationship to Comprehensive Plan
Chapter 3, Page 30, Goal T-1.4: Prioritize improvements to the transportation system based on safety considerations; existing deficiencies; multimodal and environmental considerations; opportunities to improve street connectivity; physical, economic and policy constraints; contributions to the neighborhood character; impact on historical and environmental resources; required right-of-way; target levels of service; public safety access; regional connectivity; and system continuity.
Project Manager
Dee Dee Conner, P.E., Principal Engineer

Projected Start Date	Q4 FY 2025
Projected Completion Date	Q3 FY 2028

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Q4 FY 2026
Construction	Q3 FY 2028

Why Now
A need exists for sidewalks to allow business employees to walk without being in travel lanes of the street. This will also reduce costs for future business expansion.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$262,007
Budget FY 2026	1,048,030
FY 2027 - FY 2030 Planned	0
Remaining Need	0
Total Project Cost	\$1,310,037
Local Funding Percentage	20.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$262,007
Interest	104,510
Total	\$366,517
Estimated Annual Debt Service	\$18,326

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Construction	1,048,030	0	0	0	0	\$1,048,030
Total	\$1,048,030	\$0	\$0	\$0	\$0	\$1,048,030

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Federal: Transportation Alternatives	250,000	370,000	428,030	0	0	\$1,048,030
Local: Line of Credit	65,000	92,000	45,007	0	0	\$202,007
Total	\$315,000	\$462,000	\$473,037	\$0	\$0	\$1,250,037

Operating Budget Impact
Minimal with addition of sidewalks.

An application for a Federal Transportation Alternative Grant was applied for in FY 2024.



Project Title
Lynchburg Expressway/Candlers Mountain Road Interchange Improvements
Location
Expressway and Candlers Mountain Road Interchange

Project Number	Service Area
N/A	Transportation (VDOT)
Project Type	Department
New	Public Works



Department Priority
Project supports essential services; Project has State and/or Federal funding
Project Description
Safety and Ramp Improvements; Bridge Replacement. VDOT will administer this project but the City has to be the applicant, but no money should be appropriated.
Relationship to Comprehensive Plan
Chapter 3, Page 31, Goal T-1.7: Commit adequate resources for the cost-effective operation and maintenance of streets, including pavement, bikeways, sidewalks, streetscapes and stormwater management improvements.
Project Manager
Lee Newland, P.E., City Engineer; VDOT

Projected Start Date	Q1 FY 2023
Projected Completion Date	Q2 FY 2029

Projected Schedule	
Activity	Projected Date
Land Acquisition/Right-of-Way	Q3 FY 2027
Consultant Engineering	Q3 FY 2026
Construction	Q2 FY 2029

Why Now
Bridge requires replacement and interchange reconfiguration. Project will be a Federal State of Good Repair and Federal SMARTSCALE funded project and must be included in the local CIP.
No local funding is required.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$40,560,000
Budget FY 2026	9,729,000
FY 2027 - FY 2030 Planned	14,368,000
Remaining Need	0
Total Project Cost	\$64,657,000
Local Funding Percentage	0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Construction (VDOT)	9,729,000	14,368,000	0	0	0	\$24,097,000
Total	\$9,729,000	\$14,368,000	\$0	\$0	\$0	\$24,097,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Federal: Grants (VDOT)	0	0	0	0	0	\$0
Total	\$0	\$0	\$0	\$0	\$0	\$0

Operating Budget Impact
Additional annual expenses for grounds and tree maintenance, as well as stormwater (~\$20,000).

Federal State of Good Repair Program funds and Federal SMARTSCALE Program funds applications were submitted in FY 2021. This project will be administered by VDOT, but the City has to apply for the Federal grants; thus, it is technically a City of Lynchburg project, but no dollars will flow through the City's books.

This project detail page is included in the CIP to show that the City applied for Federal Grant funding. Due to VDOT administering the project, the City will not record these appropriations. The appropriation amounts are not included in the Summary of Appropriations.



Project Title	Project Number	Service Area
Mill Ridge Road Intersection Improvements	To Be Assigned	Transportation
Location	Project Type	Department
Mill Ridge Road	New	Public Works



Department Priority
Project required to support important but not essential services
Project Description
Study to be done in 2028
Relationship to Comprehensive Plan
Chapter 3, Page 31, Goal T-1.7: Commit adequate resources for the cost-effective operation and maintenance of streets, including pavement, bikeways, sidewalks, streetscapes and stormwater management improvements.
Project Manager
Lee Newland, P.E., City Engineer

Projected Start Date	Q1 FY 2028
Projected Completion Date	Q4 FY 2032

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Q3 FY 2030
Construction	Q4 FY 2032

Why Now
With additional jobs coming to Framatome on Mill Ridge Road, this intersection will need improvements as it is already suffering delays now. This study will determine what options are available and better determine what funding will be required to improve it.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$0
Budget FY 2026	0
FY 2027 - FY 2030 Planned	215,000
Remaining Need	8,450,000
Total Project Cost	\$8,665,000
Local Funding Percentage	12.3%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$1,065,000
Interest	424,811
Total	\$1,489,811
Estimated Annual Debt Service	
	\$74,491

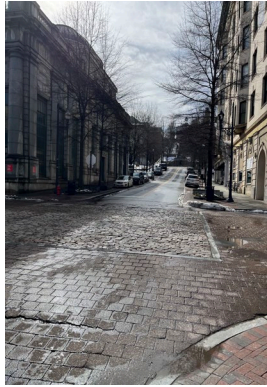
Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	0	0	215,000	0	0	\$215,000
Total	\$0	\$0	\$215,000	\$0	\$0	\$215,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Line of Credit	0	0	215,000	0	0	\$215,000
Total	\$0	\$0	\$215,000	\$0	\$0	\$215,000

Operating Budget Impact
None anticipated at this time.



Project Title	Project Number	Service Area
Ninth Street Repairs and Replacements	T0393	Transportation
Location	Project Type	Department
Ninth St. - Church St. to Jefferson St.	New	Public Works



Department Priority
Project supports essential services
Project Description
Repairs on Ninth Street from Church Street to Jefferson Street, including Sidewalks, Intersection Crosswalks, and Landscaping.
Relationship to Comprehensive Plan
Chapter 3, Page 30, Goal T-1.4: Prioritize improvements to the transportation system based on safety considerations; existing deficiencies; multimodal and environmental considerations; opportunities to improve street connectivity; physical, economic and policy constraints; contributions to the neighborhood character; impact on historical and environmental resources; required right-of-way; target levels of service; public safety access; regional connectivity; and system continuity.
Project Manager
Clay Simmons, P.E., Deputy Director, Public Works

Projected Start Date	Q1 FY 2026
Projected Completion Date	Q2 FY 2027
Projected Schedule	
Activity	Projected Date
Consultant Engineering	Q4 FY 2026
Construction	Q2 FY 2027

Why Now
The sidewalks and crosswalks were completed 23 years ago and are deteriorating to a point where repairs/replacement is required. These areas will become safety hazards if not repaired. Landscaping has outgrown the spaces provided and needs refreshing.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$58,772
Budget FY 2026	1,000,000
FY 2027 - FY 2030 Planned	0
Remaining Need	0
Total Project Cost	\$1,058,772
Local Funding Percentage	0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity

Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	200,000	0	0	0	0	\$200,000
Construction	800,000	0	0	0	0	\$800,000
Total	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000

Five Year Proposed Expenditure Cash Flow Projections

Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
State: Highway Maintenance (VDOT)	700,000	300,000	0	0	0	\$1,000,000
Total	\$700,000	\$300,000	\$0	\$0	\$0	\$1,000,000

Operating Budget Impact

None anticipated at this time.



Project Title	Project Number	Service Area
Public Works Infrastructure Improvements	T0259	Transportation
Location	Project Type	Department
Various	Maintenance	Public Works



Department Priority
Project supports essential services
Project Description
Curb, gutter, sidewalk, transportation maintenance, and any other Public Works infrastructure needs, e.g. bridges. The program is designed to maintain the City's street infrastructure.
Relationship to Comprehensive Plan
Chapter 3, Page 31, Goal T-1.7: Commit adequate resources for the cost-effective operation and maintenance of streets, including pavement, bikeways, sidewalks, streetscapes and stormwater management improvements.
Project Manager
Lee Newland, P.E., City Engineer

Projected Start Date	Continuing
Projected Completion Date	Continuing

Projected Schedule	
Activity	Projected Date
Construction	Continuing

Why Now
The City has aging infrastructure and this funding allows city-wide improvements to be made to maintain safe and functional streets and sidewalks.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	Continuing
Budget FY 2026	353,000
FY 2027 - FY 2030 Planned	1,636,000
Remaining Need	Continuing
Total Project Cost	Continuing
Local Funding Percentage	0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Construction	353,000	375,000	400,000	420,000	441,000	\$1,989,000
Total	\$353,000	\$375,000	\$400,000	\$420,000	\$441,000	\$1,989,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
State: Highway Maintenance (VDOT)	353,000	375,000	400,000	420,000	441,000	\$1,989,000
Total	\$353,000	\$375,000	\$400,000	\$420,000	\$441,000	\$1,989,000

Operating Budget Impact
Maintenance and operating costs will be reduced by timely replacement of curbs, gutters, and sidewalks; also allows the City to respond to changing conditions throughout the City.



Project Title	Project Number	Service Area
Retaining Wall Replacement/Repair Program	T0260	Transportation
Location	Project Type	Department
Various	Maintenance	Public Works



Department Priority
Project supports essential services
Project Description
Existing retaining walls located throughout the City require replacement or repair as an ongoing program in order to maintain safe public spaces. Design and construction are typically performed in alternating fiscal years. Upcoming walls 2108 Giles Street, 13th Street, 1301 Main Street, 812 Court Street, and Cliff Street.
Relationship to Comprehensive Plan
Chapter 3, Page 31, Goal T-1.7: Commit adequate resources for the cost-effective operation and maintenance of streets, including pavement, bikeways, sidewalks, streetscapes and stormwater management improvements.
Project Manager
Dee Dee Conner, P.E., Principal Engineer

Projected Start Date	Continuing
Projected Completion Date	Continuing
Projected Schedule	
Activity	Projected Date
Consultant Engineering	Continuing
Construction	Continuing

Why Now
The City maintains walls within the right-of-way that are deteriorating and many need repairs as failure would impact the safety and stability of the streets and sidewalks. This is a city-wide process of designing and then replacing failing walls in alternating years.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	Continuing
Budget FY 2026	500,000
FY 2027 - FY 2030 Planned	1,150,000
Remaining Need	Continuing
Total Project Cost	Continuing
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	0	62,500	0	62,500	0	\$125,000
Construction	500,000	0	500,000	0	525,000	\$1,525,000
Total	\$500,000	\$62,500	\$500,000	\$62,500	\$525,000	\$1,650,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go	500,000	62,500	500,000	62,500	525,000	\$1,650,000
Total	\$500,000	\$62,500	\$500,000	\$62,500	\$525,000	\$1,650,000

Operating Budget Impact
None anticipated at this time.



Project Title	Project Number	Service Area
Route 501/221 One-Way Pairs	T0272	Transportation
Location	Project Type	Department
Route 501/Route 221 Intersection	New	Public Works



Department Priority
Project has legal or regulatory mandate; Project supports essential services; Project has State and/or Federal funding
Project Description
Design of road improvements needed for marketing of excess right-of-way for economic development purposes and to improve function and safety of the intersection/area.
Relationship to Comprehensive Plan
Chapter 3, Page 31, Goal T-1.7: Commit adequate resources for the cost-effective operation and maintenance of streets, including pavement, bikeways, sidewalks, streetscapes and stormwater management improvements.
Project Manager
Lee Newland, P.E., City Engineer

Projected Start Date	Q3 FY 2014
Projected Completion Date	Q4 FY 2030

Projected Schedule	
Activity	Projected Date
Land Acquisition/Right-of-Way	Q4 FY 2027
Consultant Engineering	Q4 FY 2027
Construction	Q3 FY 2030

Why Now
Federal SMARTSCALE project that has been approved as the area's highest priority project according to City Council, Metropolitan Planning Organization (MPO), and citizen complaints. Funds have been awarded and environmental permitting has finished, with design being re-started. Project also supports economic development in the area.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$62,993,119
Budget FY 2026	8,219,052
FY 2027 - FY 2030 Planned	14,635,223
Remaining Need	0
Total Project Cost	\$85,847,394
Local Funding Percentage	52.8%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$43,252,519
Interest	17,252,722
Total	\$60,505,241
Estimated Annual Debt Service	\$3,025,262

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Construction	8,219,052	6,636,325	7,998,898	0	0	\$22,854,275
Total	\$8,219,052	\$6,636,325	\$7,998,898	\$0	\$0	\$22,854,275

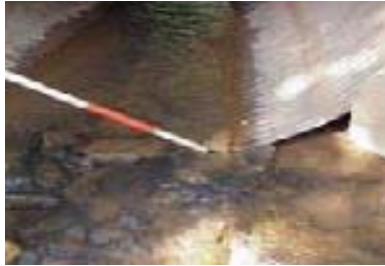
Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Federal: Grants	3,000,000	2,000,000	7,409,817	6,000,000	0	\$18,409,817
Local: Pay-As-You-Go	0	0	0	0	1,875,364	\$1,875,364
State: Revenue Sharing	0	1,000,000	1,255,279	7,000,000	629,747	\$9,885,026
Local: Line of Credit	0	1,000,000	4,255,279	14,998,898	16,839,873	\$37,094,050
State: Grants	0	0	0	0	600,000	\$600,000
State: Highway Maintenance (VDOT)	0	0	0	0	360,003	\$360,003
Total	\$3,000,000	\$4,000,000	\$12,920,375	\$27,998,898	\$20,304,987	\$68,224,260

Operating Budget Impact
Additional annual expenses for grounds and tree maintenance, snow removal, and stormwater (~\$75,000). Additional capital expenditure of \$250,000 is needed for a dump truck/snow plow for snow removal and other maintenance.

14.65 acres of land with a value of \$10 million used for Right-of-Way was transferred to the City by VDOT (shown in project funding). Total project cost = \$85,847,394



Project Title	Project Number	Service Area
Storm Drainage System Repairs/Replacements	T0261	Transportation
Location	Project Type	Department
Various	Maintenance	Public Works



Department Priority
Project has legal or regulatory mandate; Project has State and/or Federal funding
Project Description
Continuing program for major repairs, replacements and upgrades to a deteriorating storm drainage system within city streets.
Relationship to Comprehensive Plan
Chapter 3, Page 31, Goal T-1.7: Commit adequate resources for the cost-effective operation and maintenance of streets, including pavement, bikeways, sidewalks, streetscapes and stormwater management improvements.
Project Manager
Lee Newland, P.E., City Engineer

Projected Start Date	Continuing
Projected Completion Date	Continuing

Projected Schedule	
Activity	Projected Date
Construction	Continuing

Why Now
These funds are used to maintain and replace the older county system that used corrugated metal pipes with a 30-year life span and are corroding to the point the structural integrity of the pipes, and therefore the roadways, are compromised. Project funds are also used to meet current standards for storm drainage flows across the City that are undersized; these funds are used city-wide.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	Continuing
Budget FY 2026	149,000
FY 2027 - FY 2030 Planned	720,800
Remaining Need	Continuing
Total Project Cost	Continuing
Local Funding Percentage	0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Construction	149,000	162,500	177,000	186,000	195,300	\$869,800
Total	\$149,000	\$162,500	\$177,000	\$186,000	\$195,300	\$869,800

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
State: Highway Maintenance (VDOT)	149,000	162,500	177,000	186,000	195,300	\$869,800
Total	\$149,000	\$162,500	\$177,000	\$186,000	\$195,300	\$869,800

Operating Budget Impact
Reduction in repairs to old system.



Project Title	Project Number	Service Area
Street Overlay Program	T0262	Transportation
Location	Project Type	Department
Various	Maintenance	Public Works



Department Priority
Project supports essential services; Project has State and/or Federal funding
Project Description
Program is designed to overlay and maintain city streets in a safe and acceptable condition for general public use.
Relationship to Comprehensive Plan
Chapter 3, Page 31, Goal T-1.7: Commit adequate resources for the cost-effective operation and maintenance of streets, including pavement, bikeways, sidewalks, streetscapes and stormwater management improvements.
Project Manager
Timyarn Benjamin, Construction Coordinator

Projected Start Date	Continuing
Projected Completion Date	Continuing

Projected Schedule	
Activity	Projected Date
Construction	Continuing

Why Now
The Pavement Condition Index (PCI) is constantly declining due to the age of the pavement; these funds help to keep the Index at the recommended levels.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	Continuing
Budget FY 2026	3,695,979
FY 2027 - FY 2030 Planned	13,340,200
Remaining Need	Continuing
Total Project Cost	Continuing
Local Funding Percentage	0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Construction	3,695,979	3,000,000	3,280,000	3,444,000	3,616,200	\$17,036,179
Total	\$3,695,979	\$3,000,000	\$3,280,000	\$3,444,000	\$3,616,200	\$17,036,179

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
State: Highway Maintenance (VDOT)	3,695,979	3,000,000	3,280,000	3,444,000	3,616,200	\$17,036,179
Total	\$3,695,979	\$3,000,000	\$3,280,000	\$3,444,000	\$3,616,200	\$17,036,179

Operating Budget Impact
Maintenance and operating costs will be reduced by monitoring the Pavement Condition Index (PCI) of streets and planning work accordingly.



Project Title	Project Number	Service Area
Timberlake Road Bridge, East Bound Lanes	To Be Assigned	Transportation
Location	Project Type	Department
Timberlake Road over Route 501	Maintenance	Public Works



Department Priority
Project has legal or regulatory mandate; Project supports essential services
Project Description
Maintenance improvements to Timberlake Road Bridge - East Bound lanes.
Relationship to Comprehensive Plan
Chapter 3, Page 31, Goal T-1.7: Commit adequate resources for the cost-effective operation and maintenance of streets, including pavement, bikeways, sidewalks, streetscapes and stormwater management improvements.
Project Manager
Lee Newland, P.E., City Engineer

Projected Start Date	Q1 FY 2029
Projected Completion Date	Q4 FY 2030

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Q4 FY 2029
Construction	Q4 FY 2030

Why Now
The City's Comprehensive Bridge Condition Report prioritizes this bridge for deck and substructure repairs or replacement.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$0
Budget FY 2026	0
FY 2027 - FY 2030 Planned	11,200,000
Remaining Need	0
Total Project Cost	\$11,200,000
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$11,200,000
Interest	4,467,497
Total	\$15,667,497
Estimated Annual Debt Service	
	\$783,375

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	0	0	0	1,200,000	10,000,000	\$11,200,000
Total	\$0	\$0	\$0	\$1,200,000	\$10,000,000	\$11,200,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Line of Credit	0	0	0	1,200,000	10,000,000	\$11,200,000
Total	\$0	\$0	\$0	\$1,200,000	\$10,000,000	\$11,200,000

Operating Budget Impact
None anticipated at this time.



Project Title	Project Number	Service Area
Timberlake Road Bridge, West Bound Lanes	TB053	Transportation
Location	Project Type	Department
Timberlake Road over Route 501	Maintenance	Public Works



Department Priority
Project has legal or regulatory mandate; Project supports essential services
Project Description
Maintenance improvements to Timberlake Road Bridge - West Bound lanes.
Relationship to Comprehensive Plan
Chapter 3, Page 31, Goal T-1.7: Commit adequate resources for the cost-effective operation and maintenance of streets, including pavement, bikeways, sidewalks, streetscapes and stormwater management improvements.
Project Manager
Lee Newland, P.E., City Engineer

Projected Start Date	Q1 FY 2028
Projected Completion Date	Q4 FY 2029

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Q3 FY 2028
Construction	Q4 FY 2029

Why Now
The City's Comprehensive Bridge Condition Report prioritizes this bridge for deck and substructure repairs.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$0
Budget FY 2026	0
FY 2027 - FY 2030 Planned	10,749,375
Remaining Need	0
Total Project Cost	\$10,749,375
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$10,749,375
Interest	4,287,750
Total	\$15,037,125
Estimated Annual Debt Service	\$751,856

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	0	0	1,102,500	0	0	\$1,102,500
Construction	0	0	0	9,646,875	0	\$9,646,875
Total	\$0	\$0	\$1,102,500	\$9,646,875	\$0	\$10,749,375

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Line of Credit	0	0	1,102,500	9,646,875	0	\$10,749,375
Total	\$0	\$0	\$1,102,500	\$9,646,875	\$0	\$10,749,375

Operating Budget Impact
None anticipated at this time.



Project Title	Project Number	Service Area
Timberlake Road Improvements	To Be Assigned	Transportation
Location	Project Type	Department
Timberlake Road	New	Public Works



Department Priority
Project supports essential services
Project Description
Roadway improvements per STARS Study completed by VDOT:
1) Crossover improvements at:
a) Middleview Street
b) 7300 block of Timberlake Road
c) 7500 block of Timberlake Road
2) Intersection improvements at:
a) Old Graves Mill Road
b) Wood Road area
Relationship to Comprehensive Plan
Chapter 3, Page 31, Goal T-1.7: Commit adequate resources for the cost-effective operation and maintenance of streets, including pavement, bikeways, sidewalks, streetscapes and stormwater management improvements.
Project Manager
Lee Newland, P.E., City Engineer

Projected Start Date	Q1 FY 2029
Projected Completion Date	Q2 FY 2036

Why Now
To improve safety and efficiency on Timberlake Road.

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Q4 FY 2034
Land Acquisition/Right-of-Way	Q2 FY 2035
Construction	Q2 FY 2036

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$0
Budget FY 2026	0
FY 2027 - FY 2030 Planned	472,500
Remaining Need	29,927,500
Total Project Cost	\$30,400,000
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$30,400,000
Interest	12,126,063
Total	\$42,526,063
Estimated Annual Debt Service	\$2,126,303

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	0	0	0	0	472,500	\$472,500
Total	\$0	\$0	\$0	\$0	\$472,500	\$472,500

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Line of Credit	0	0	0	0	472,500	\$472,500
Total	\$0	\$0	\$0	\$0	\$472,500	\$472,500

Operating Budget Impact
Increase in landscaping maintenance costs (~\$8,000).

An application will be submitted to VDOT for Revenue Share and/or SMARTSCALE Program funding.



Project Title	Project Number	Service Area
Traffic Signal Repair and Replacement	T0263	Transportation
Location	Project Type	Department
Various	Maintenance	Public Works



Department Priority
Project has legal or regulatory mandate; Project supports essential services
Project Description
Replace or upgrade existing sub-standard traffic signals throughout the City by converting from span-wire to mast arms to improve operation and maintenance. Priority list includes the intersections of Memorial Avenue and Oakley Avenue, Fort Avenue and Wadsworth Street, and Fort Avenue and Graves Mill Road.
Relationship to Comprehensive Plan
Chapter 3, Page 31, Goal T-1, Objective T-1.5: Manage access to promote safety and convenience along streets and on abutting properties for all modes of transportation.
Project Manager
Lee Newland, P.E., City Engineer

Projected Start Date	Continuing
Projected Completion Date	Continuing

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Continuing
Construction	Continuing

Why Now
On-going program to bring traffic signals to current standards by replacing span-wire with mast arms. Many signals have outlived their useful life and maintenance costs are rising while reliability is declining.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	Continuing
Budget FY 2026	500,000
FY 2027 - FY 2030 Planned	2,149,875
Remaining Need	Continuing
Total Project Cost	Continuing
Local Funding Percentage	0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	62,500	62,500	65,000	67,500	70,875	\$328,375
Construction	437,500	450,000	450,000	480,000	504,000	\$2,321,500
Total	\$500,000	\$512,500	\$515,000	\$547,500	\$574,875	\$2,649,875

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
State: Highway Maintenance (VDOT)	500,000	512,500	515,000	547,500	574,875	\$2,649,875
Total	\$500,000	\$512,500	\$515,000	\$547,500	\$574,875	\$2,649,875

Operating Budget Impact
Reduction in electricity costs and staff maintenance time through a more energy efficient signal.



Project Title	Project Number	Service Area
Vassar Street at Langhorne Road Intersection Improvements	T0348	Transportation (VDOT)
Location	Project Type	Department
Vassar St. at Langhorne Rd.	New	Public Works



Department Priority
Project supports essential services; Project has State and/or Federal funding
Project Description
Preliminary engineering to determine the appropriate alternatives for the intersection, followed by construction of the selected improvements.
Relationship to Comprehensive Plan
Chapter 3, Page 30, Goal T-1.4: Prioritize improvements to the transportation system based on safety considerations; existing deficiencies; multimodal and environmental considerations; opportunities to improve street connectivity; physical, economic and policy constraints; contributions to the neighborhood character; impact on historical and environmental resources; required right-of-way; target levels of service; public safety access; regional connectivity; and system continuity.
Project Manager
Lee Newland, P.E., City Engineer

Projected Start Date	Q1 FY 2021
Projected Completion Date	Q4 FY 2031
Projected Schedule	
Activity	Projected Date
Consultant Engineering	Q4 FY 2029
Construction	Q4 FY 2031

Why Now
The intersection has a high crash rate (13 in five years), and a study is needed to determine the most economical and accepted solution amongst the stakeholders.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$27,080
Budget FY 2026	0
FY 2027 - FY 2030 Planned	13,883,867
Remaining Need	0
Total Project Cost	\$13,910,947
Local Funding Percentage	14.9%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$2,077,080
Interest	828,513
Total	\$2,905,593
Estimated Annual Debt Service	
	\$145,280

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering (VDOT)	0	0	1,000,000	0	0	\$1,000,000
Construction (VDOT)	0	0	8,783,867	0	0	\$8,783,867
Construction	0	0	4,100,000	0	0	\$4,100,000
Total	\$0	\$0	\$13,883,867	\$0	\$0	\$13,883,867

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Federal: Grants (VDOT)	0	0	0	0	0	\$0
Total	\$0	\$0	\$0	\$0	\$0	\$0

Operating Budget Impact
Increase in landscaping maintenance costs (~\$8,000).

This project will be administered by VDOT, but the City had to apply for the Federal grants; thus, it is technically a City of Lynchburg project, and very few dollars will flow through the City's books.

This project detail page is included in the CIP to show that the City applied for Federal Grant funding. Due to VDOT administering the project, the City will only record the Revenue Share and LOC appropriations. The appropriation amounts associated with the Federal Grant are not included in the Summary of Appropriations.

**Project Title**

Wards Ferry Road at CVCC Campus Drive Roundabout

Location

Wards Ferry Road at CVCC Campus Drive

Project Number

N/A

Service Area

Transportation (VDOT)

Project Type

New

Department

Public Works

**Department Priority**

Project supports essential services; Project has State and/or Federal funding

Project Description

Construct a roundabout at the intersection of Wards Ferry Road and CVCC Campus Drive.

Relationship to Comprehensive Plan

Chapter 3, Page 30, Goal T-1.4: Prioritize improvements to the transportation system based on safety considerations; existing deficiencies; multimodal and environmental considerations; opportunities to improve street connectivity; physical, economic and policy constraints; contributions to the neighborhood character; impact on historical and environmental resources; required right-of-way; target levels of service; public safety access; regional connectivity; and system continuity.

Project Manager

Lee Newland, P.E., City Engineer; VDOT

Projected Start Date

Q1 FY 2023

Projected Completion Date

Q4 FY 2026

Projected Schedule

Activity	Projected Date
Consultant Engineering	Q4 FY 2024
Land Acquisition/Right-of-Way	Q3 FY 2024
Construction	Q4 FY 2026

Why Now

Due to increased traffic in the area, exiting from CVCC Campus Drive and Harvard Street has become problematic and improvements are necessary. There have been 31 crashes between 2013 and 2020.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$23,539,672
Budget FY 2026	0
FY 2027 - FY 2030 Planned	0
Remaining Need	0
Total Project Cost	\$23,539,672
Local Funding Percentage	0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity

Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
	0	0	0	0	0	\$0
Total	\$0	\$0	\$0	\$0	\$0	\$0

Five Year Proposed Expenditure Cash Flow Projections

Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Federal: Grants (VDOT)	0	0	0	0	0	\$0
Total	\$0	\$0	\$0	\$0	\$0	\$0

Operating Budget Impact

Additional annual expenses for landscaping maintenance (~\$1,000).

This project will be administered by VDOT, but the City had to apply for the Federal grants; thus, it is technically a City of Lynchburg project, but no dollars will flow through the City's books.

This project detail page is included in the CIP to show that the City applied for Federal Grant funding. Due to VDOT administering the project, the City will not record these appropriations. The appropriation amounts are not included in the Summary of Appropriations.



Project Title	Project Number	Service Area
Wards Ferry Road/Atlanta Avenue Turn Lanes	T0378	Transportation
Location	Project Type	Department
Wards Ferry Road at Atlanta Ave.	New	Public Works



Department Priority
Project supports essential services; Project has State and/or Federal funding
Project Description
Widen Wards Ferry Road; install turn lanes onto Atlanta Avenue.
Relationship to Comprehensive Plan
Chapter 3, Page 31, Goal T-1.7: Commit adequate resources for the cost-effective operation and maintenance of streets, including pavement, bikeways, sidewalks, streetscapes and stormwater management improvements.
Project Manager
Lee Newland, P.E., City Engineer

Projected Start Date	Q2 FY 2024
Projected Completion Date	Q4 FY 2027

Projected Schedule	
Activity	Projected Date
Land Acquisition/Right-of-Way	Q1 FY 2026
Consultant Engineering	Q3 FY 2026
Construction	Q4 FY 2027

Why Now
As part of the Wards Ferry Road Corridor Study, this project was designated as high priority to reduce rear-end crashes on Wards Ferry Road and provide better traffic flow for Wards Ferry Road.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$2,937,015
Budget FY 2026	0
FY 2027 - FY 2030 Planned	779,018
Remaining Need	0
Total Project Cost	\$3,716,033
Local Funding Percentage	50.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$1,858,017
Interest	741,132
Total	\$2,599,149
Estimated Annual Debt Service	\$129,957

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Construction	0	779,018	0	0	0	\$779,018
Total	\$0	\$779,018	\$0	\$0	\$0	\$779,018

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Line of Credit	500,000	1,258,017	0	0	0	\$1,758,017
State: Revenue Sharing	500,000	1,258,016	0	0	0	\$1,758,016
Total	\$1,000,000	\$2,516,033	\$0	\$0	\$0	\$3,516,033

Operating Budget Impact
None anticipated at this time.

An additional Revenue Share application has been submitted for FY 2027

**Planned Projects Beyond FY 2030**

Project Title	Planned Total Project Cost
Atlanta Avenue Multi-Use Path	\$4,995,000
D Street and Rivermont Avenue Intersection Improvements	11,200,000
Forest Brook Road Realignment, Phase II	10,597,500
Grace Street Realignment at 12th and Madison	6,578,000
Graves Mill Road at Route 501 S Ramp Modifications	6,375,000
Graves Mill Road/Expressway Interchange Improvements	35,100,000
Hill Street/Moormans Road Improvements	5,857,500
James River Parkway	135,000,000
Jefferson Ridge Parkway Extension	67,500,000
Lakeside Drive Arch Bridge Rehabilitation	1,437,500
Lakeside Drive/Murrell Road Roundabout	9,112,500
Leesville Road Pedestrian Improvements	12,555,000
Liberty Mountain Drive Realignment	9,315,000
Lynchburg Expressway/Grace Street Interchange Improvements	3,037,500
Lynchburg Expressway/Odd Fellows Road Interchange Improvements	10,462,500
Main Street/Church Street/Rivermont Avenue Alignment Improvements	16,200,000
McConville Road Realignment to Lakeside Drive	5,375,000
Nationwide Drive Roundabout	9,450,000
Old Graves Mill Road Improvements from Robin Drive to Bridge over Railroad	12,555,000
Pleasant Valley Improvements	14,850,000
Roundabout at VES Road and Rivermont Avenue	17,887,500
Timberlake Road Interchange Improvements at Expressway	54,000,000
Tyreeanna Improvements	20,000,000
Wards Ferry Road Bike/Pedestrian Improvements	10,260,000
Wards Ferry Road/Simons Run Pedestrian Accommodations	312,500
Wards Road Improvements	54,000,000
Total	\$372,703,000

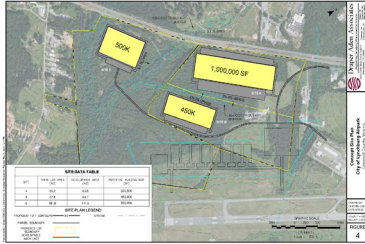


Five-Year Proposed Appropriations

Project Title	Appropriations		FY 2027 - 2030 Planned	Five-Year Estimated Net Cost	Estimated	Total
	Through 06/30/2025	Budget FY 2026			Cost Beyond Program Period	
Economic Development						
Airport Commerce Park	500,000	500,000	10,560,000	11,060,000	0	11,560,000
Downtown Development	Continuing	0	400,000	400,000	Continuing	Continuing
Future Streetscape Improvements Downtown	875,000	0	7,786,000	7,786,000	22,085,000	30,746,000
Ivy Creek Innovation Park - Sites A and B Development	0	2,400,000	9,520,000	11,920,000	0	11,920,000
Property Toolkit	0	750,000	3,600,000	4,350,000	Continuing	Continuing
Street and Utility Extensions to Promote Economic Development	Continuing	250,000	1,000,000	1,250,000	Continuing	Continuing
Total Proposed FY 2026 - 2030 CIP	\$1,375,000	\$3,900,000	\$32,866,000	\$36,766,000	\$22,085,000	\$54,226,000



Project Title	Project Number	Service Area
Airport Commerce Park	E0028	Economic Development
Location	Project Type	Department
Airport Commerce Park	New	Economic Development



Department Priority

Project contributes to the generation of new revenue

Project Description

Airport Commerce Park (Park) is an approximate 260-acre site located west of and adjacent to the Lynchburg Regional Airport and east of US Route 460. Property is owned by both local governments and the City-owned property is also controlled by the Lynchburg Regional Airport Commission. The Park is intended to be developed into a business and industrial park compatible with aviation uses. The City parcel is zoned Business, Heavy Commercial (B-HC) and lies within the County's Route 29 Transportation Corridor Overlay District. FY 2026 and FY 2027 funding will be used for the design of the road, water and sewer improvements required for the sites.

Relationship to Comprehensive Plan

Chapter 3, Page 23, Goal ED-2: Lead and coordinate existing efforts regarding business development, encouragement of entrepreneurship, and recruitment strategies.

Project Manager

Marjette Upshur, Director of Economic Development and Tourism

Projected Start Date	Q1 FY 2024
Projected Completion Date	Q4 FY 2028

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Q1 FY 2025
Construction	Q1 FY 2027

Why Now

The City of Lynchburg must act now to remain competitive in industrial site development. Speed-to-market readiness is critical - without prepared sites, we lose opportunities to other regions. Leveraging airport and regional assets ensures we attract high-value employers and long-term investment. This project creates jobs, generates tax revenue, and strengthens the local economy. Additionally, state and federal funding opportunities can offset costs, maximizing return on investment. Delaying development leads to rising infrastructure costs, making future projects more expensive and less competitive. By securing funding now, Lynchburg positions itself as a leader in economic growth, ensuring we remain a prime destination for business expansion and job creation.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$500,000
Budget FY 2026	500,000
FY 2027 - FY 2030 Planned	10,560,000
Remaining Need	0
Total Project Cost	\$11,560,000
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	500,000	0	0	0	0	\$500,000
Construction	0	5,000,000	5,560,000	0	0	\$10,560,000
Total	\$500,000	\$5,000,000	\$5,560,000	\$0	\$0	\$11,060,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go	500,000	5,000,000	5,560,000	0	0	\$11,060,000
Total	\$500,000	\$5,000,000	\$5,560,000	\$0	\$0	\$11,060,000

Operating Budget Impact

This project has the potential to generate considerable revenue for the City for industrial development.

The Economic Development Authority of the City of Lynchburg was awarded a \$190,000 GO Virginia grant for initial due diligence and preliminary engineering studies. Staff will continue to seek additional grant funding for engineering and construction.



Project Title	Project Number	Service Area
Downtown Development	ED005	Economic Development
Location	Project Type	Department
Downtown Development	Maintenance	Public Works



Department Priority

Project contributes to the generation of new revenue

Project Description

Beginning in FY 2002, City Council committed to invest \$1.0 million per year for downtown development. This project provides funding to maintain the amenities added to improve the pedestrian experience - street trees, landscaping, benches, trash receptacles, signage, etc.

Relationship to Comprehensive Plan

Chapter 8, Page 8.5, Goal 3, Objective 3.A: Concentrate on improving and expanding retail businesses, street-level activities, and streetscape environments.

Chapter 3, Page 20, Goal AP-2: Maintain a strong mixed-use downtown that is a focus for civic, business, residential, entertainment, art, culture, and recreational activities. Celebrate and strengthen connections to James River.

Project Manager

Cheree Taylor, Construction Manager

Projected Start Date	Continuing
Projected Completion Date	Continuing

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Continuing
Construction	Continuing

Why Now
With Council's investment in revitalizing downtown, on-going maintenance is necessary in order for the area to continue to be a destination for visitors and an asset to the community.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	Continuing
Budget FY 2026	0
FY 2027 - FY 2030 Planned	400,000
Remaining Need	Continuing
Total Project Cost	Continuing
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Construction	0	100,000	100,000	100,000	100,000	\$400,000
Total	\$0	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go	0	100,000	100,000	100,000	100,000	\$400,000
Total	\$0	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000

Operating Budget Impact
As space is developed and/or modified the cost of maintenance increases.



Downtown Development

Fiscal Year	Project	Consultant Engineering	Construction	Annual Total
				\$0
2026	Sub-Totals	\$0	\$0	\$0
	Maintenance of Downtown Enhancements	\$0	\$100,000	\$100,000
2027	Sub-Totals	\$0	\$100,000	\$100,000
	Maintenance of Downtown Enhancements	\$0	\$100,000	\$100,000
2028	Sub-Totals	\$0	\$100,000	\$100,000
	Maintenance of Downtown Enhancements	\$0	\$100,000	\$100,000
2029	Sub-Totals	\$0	\$100,000	\$100,000
	Maintenance of Downtown Enhancements	\$0	\$100,000	\$100,000
2030	Sub-Totals	\$0	\$100,000	\$100,000
Grand Totals		\$0	\$400,000	\$400,000



Project Title	Project Number	Service Area
Future Streetscape Improvements Downtown	ED017	Economic Development
Location	Project Type	Department
Downtown	New	Public Works



Department Priority

Project contributes to the generation of new revenue; Project supports essential services; Project has a component in the Water Capital Projects Fund

Project Description

This project will enhance the downtown streetscapes in coordination with the downtown water main replacement project.

Relationship to Comprehensive Plan

Chapter 3, Page 20, Goal AP-2: Maintain a strong, mixed use downtown that is a focus for civic, business, residential, entertainment, art, culture, and recreational activities. Celebrate and strengthen connections to the James River.

Project Manager

Cheree Taylor, Construction Manager

Projected Start Date	Q1 FY 2023
Projected Completion Date	Q4 FY 2037

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Q4 FY 2028
Construction	Q4 FY 2037

Why Now

Project continues improving economic viability and reliability of utilities long-term. Downtown growth reflects the successful revitalization of the area by increasing residents and businesses.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$875,000
Budget FY 2026	0
FY 2027 - FY 2030 Planned	7,786,000
Remaining Need	22,085,000
Total Project Cost	\$30,746,000
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$30,746,000
Interest	12,264,076
Total	\$43,010,076
Estimated Annual Debt Service	\$2,150,504

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	0	0	936,000	0	1,000,000	\$1,936,000
Construction	0	2,600,000	0	2,750,000	0	\$5,350,000
Contingency	0	250,000	0	250,000	0	\$500,000
Total	\$0	\$2,850,000	\$936,000	\$3,000,000	\$1,000,000	\$7,786,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Line of Credit	0	2,850,000	936,000	3,000,000	1,000,000	\$7,786,000
Total	\$0	\$2,850,000	\$936,000	\$3,000,000	\$1,000,000	\$7,786,000

Operating Budget Impact	
Additional annual expenses for grounds and tree maintenance, as well as trash collection (~\$105,000).	



Project Title	Project Number	Service Area
Ivy Creek Innovation Park - Sites A and B Development	E0029	Economic Development
Location	Project Type	Department
Ivy Creek Innovation Park	New	Economic Development



Department Priority

Project contributes to the generation of new revenue

Project Description

This project will result in opening two sites for industrial development in the Ivy Creek Innovation Park. Funds requested for FY 2025 cover onsite infrastructure construction and permitting for road, water and sewer access. Funds requested in FY 2026 cover mass grading, permitting and construction documents. Funds requested in FY 2027-2028 include mass grading construction. Together Sites A and B are 64 acres; Site A can accommodate a building of up to 600,000 square feet. Site B can accommodate one building of up to 50,000 square feet and another of 20,000 square feet.

Relationship to Comprehensive Plan

Chapter 3, Page 23, Goal ED-2: Lead and coordinate existing efforts regarding business development, encouragement of entrepreneurship, and recruitment strategies.

Project Manager

Marjette Upshur, Director of Economic Development and Tourism

Projected Start Date	Q1 FY 2024
Projected Completion Date	Q2 FY 2028

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Q1 FY 2024
Construction	Q3 FY 2025

Why Now
The City's economic growth is limited by a shortage of development-ready industrial sites, restricting business expansion and new investment. To stay competitive, we must act now to meet market demand and attract high-quality employers. The Virginia Economic Development Partnership (VEDP) has designated these sites as prime for investment, and business interest is surging following a comprehensive master plan. With due diligence complete and road construction set to begin within six months, delaying infrastructure improvements would slow momentum and increase costs. By investing now, Lynchburg leverages State funding, accelerates site readiness, and strengthens its position as a premier destination for industrial growth, job creation, and long-term economic success.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$0
Budget FY 2026	2,400,000
FY 2027 - FY 2030 Planned	9,520,000
Remaining Need	0
Total Project Cost	\$11,920,000
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$11,400,000
Interest	4,547,274
Total	\$15,947,274
Estimated Annual Debt Service	\$797,364

Five Year Proposed Appropriations by Activity

Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	0	350,000	0	170,000	0	\$520,000
Construction	2,400,000	0	4,400,000	4,600,000	0	\$11,400,000
Total	\$2,400,000	\$350,000	\$4,400,000	\$4,770,000	\$0	\$11,920,000

Five Year Proposed Expenditure Cash Flow Projections

Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go	0	350,000	0	170,000	0	\$520,000
Local: Line of Credit	2,400,000	0	4,400,000	4,600,000	0	\$11,400,000
Total	\$2,400,000	\$350,000	\$4,400,000	\$4,770,000	\$0	\$11,920,000

Operating Budget Impact

This project has the potential to generate considerable revenue for the City for industrial development.

The Economic Development Authority of the City of Lynchburg was awarded a \$261,750 grant from the Virginia Business Ready Sites Program for initial due diligence and preliminary engineering. Staff will continue to seek additional grant funding for engineering and construction.



Project Title	Project Number	Service Area
Property Toolkit	To Be Assigned	Economic Development
Location	Project Type	Department
Citywide	New	Various



Department Priority
Project contributes to the generation of new revenue; Project supports essential services
Project Description
The project would provide funding for demolition of condemned buildings to eliminate blighted conditions, improve public safety, and support strong neighborhoods. A Housing Trust Fund would also be created to remove barriers for redevelopment and create opportunities for much needed affordable and market-based housing. In FY 2026 \$250,000 will be used to develop a revitalization program with \$500,000 in subsequent years to support this initiative. Demolition funding expands every other year allowing commercial properties to be addressed as well.
Relationship to Comprehensive Plan
A primary goal of the Comprehensive Plan is to improve the livability of the City's neighborhoods through conservation, stabilization and revitalization. Residents continue to invest time and energy to improve their neighborhoods and homes, yet some owners have allowed their properties to deteriorate leading to blighted and unsafe conditions. The Plan recommends the City take an active role in encouraging the improvement of older housing through loans and/or tax abatements/credits that make renovations more feasible. The plan also recommends expanding programs to encourage owners to fix up deteriorated property, enforcing code regulations, demolishing dilapidated structures and waiving demolition fees and liens for redevelopment projects.
Project Manager
Keith Wright, Neighborhood Services Manager

Projected Start Date	Continuing
Projected Completion Date	Continuing
Projected Schedule	
Activity	Projected Date
Construction	Continuing
Miscellaneous	Continuing

Why Now
The City has approximately three hundred (300) condemned structures. The majority of the condemned structures are located within the older parts of the City. While the City has been making progress through the use of the Derelict Program and City-funded demolitions, current funding levels do not adequately address the need. The City funds three (3) to four (4) demolitions per year and as properties become compliant, unfortunately others are added to take their place. Removing blighted structures or facilitating their redevelopment will improve public safety and create opportunities for affordable and market-based housing.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$0
Budget FY 2026	750,000
FY 2027 - FY 2030 Planned	3,600,000
Remaining Need	Continuing
Total Project Cost	Continuing
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity

Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Construction	500,000	300,000	500,000	300,000	500,000	\$2,100,000
Miscellaneous	250,000	500,000	500,000	500,000	500,000	\$2,250,000
Total	\$750,000	\$800,000	\$1,000,000	\$800,000	\$1,000,000	\$4,350,000

Five Year Proposed Expenditure Cash Flow Projections

Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go	750,000	800,000	1,000,000	800,000	1,000,000	\$4,350,000
Total	\$750,000	\$800,000	\$1,000,000	\$800,000	\$1,000,000	\$4,350,000

Operating Budget Impact

Possible Additional Staffing Requirements for Housing Component



Project Title	Project Number	Service Area
Street and Utility Extensions to Promote Economic Development	EX000	Economic Development
Location	Project Type	Department
Various	New	Economic Development



Department Priority
Project supports essential services; Project contributes to the generation of new revenue
Project Description
Plans for and/or construction of streets, water and sewer lines, and/or other amenity improvements to drive revenue and support private investment and site development throughout the City.
Relationship to Comprehensive Plan
Chapter 3, Page 24, ED-3.1 Review and amend existing or implement new City policies to maximize economic development potential.
Project Manager
Marjette Upshur, Director of Economic Development and Tourism

Projected Start Date	Continuing
Projected Completion Date	Continuing

Projected Schedule	
Activity	Projected Date
Contributions	Continuing

Why Now
The City's ability to attract and retain businesses starts with modern infrastructure. Without ready streets, water, and sewer extensions, development sites remain unusable, pushing businesses elsewhere. Other localities are investing - Lynchburg must stay competitive.
By funding infrastructure now, we can:
• Accelerate private investment – Businesses choose cities ready for development, not years of delays • Increase tax revenue – Infrastructure drives business expansion, job creation, and property taxes. • Reduce future costs – Construction expenses continue to rise; waiting only makes projects more expensive. • Leverage state and federal funding – Many grants require shovel-ready sites.
Investing today ensures Lynchburg competes for high-wage jobs, attracts new industries, and strengthens our economy.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	Continuing
Budget FY 2026	250,000
FY 2027 - FY 2030 Planned	1,000,000
Remaining Need	Continuing
Total Project Cost	Continuing
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Contributions	250,000	250,000	250,000	250,000	250,000	\$1,250,000
Total	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,250,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go	250,000	250,000	250,000	250,000	250,000	\$1,250,000
Total	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,250,000

Operating Budget Impact
None anticipated at this time.



Five-Year Proposed Appropriations

	Appropriations			Five-Year	Estimated	Total
	Through		FY 2027 - 2030	Estimated	Cost Beyond	Accumulated
Project Title	06/30/2025	Budget FY 2026	Planned	Net Cost	Program	Project Cost
Parks and Recreation						
Allen-Morrison Site Assessment/Design	0	0	250,000	250,000	0	250,000
Armstrong Athletic Field Improvements	0	0	750,000	750,000	0	750,000
Athletic Field Maintenance	Continuing	265,000	1,300,000	1,565,000	Continuing	Continuing
City Stadium - Visitors' Side Improvements	0	0	575,000	575,000	0	575,000
Community Park Investment Fund	Continuing	0	200,000	200,000	Continuing	Continuing
Fairview Park Improvements	0	0	750,000	750,000	0	750,000
Fireman Fountain Restoration	25,000	0	250,000	250,000	0	275,000
General Park Maintenance	Continuing	190,000	675,000	865,000	Continuing	Continuing
General Park Security Improvements	Continuing	200,000	400,000	600,000	Continuing	Continuing
Heritage Park Improvements	975,000	0	500,000	500,000	0	1,475,000
Jackson Heights Art Studio Renovation	0	0	575,000	575,000	0	575,000
Jefferson Park: Phase 2	0	0	650,000	650,000	500,000	1,150,000
Langhorne Road East Bridge	522,667	424,000	0	424,000	0	946,667
Langhorne Road West Bridge	272,666	300,000	0	300,000	0	572,666
Miller Park Pool Assessment/Replacement	50,000	300,000	10,100,000	10,400,000	0	10,450,000
Parks and Trails Paving and Lighting	Continuing	285,000	914,000	1,199,000	Continuing	Continuing
Parks Tree Replacement Program	Continuing	0	100,000	100,000	Continuing	Continuing
Peaks View Park Athletic Field Lighting	0	1,600,000	0	1,600,000	0	1,600,000
Riverside Park Master Plan Implementation	0	0	575,000	575,000	0	575,000
Sandusky Park Athletic Field Renovations	0	0	300,000	300,000	0	300,000
Sustainable Infrastructure Program	Continuing	0	380,000	380,000	Continuing	Continuing
Templeton Senior Center Renovations	0	0	475,000	475,000	0	475,000
Total Proposed FY 2026 - 2030 CIP	\$1,845,333	\$3,564,000	\$19,719,000	\$23,283,000	\$500,000	\$20,719,333



Project Title	Project Number	Service Area
Allen-Morrison Site Assessment/Design	To Be Assigned	Parks and Recreation
Location	Project Type	Department
Rutherford Street	New	Parks and Recreation



Department Priority
Project required to support important but not essential services
Project Description
Allen-Morrison has had extensive site remediation from its past use. A conceptual plan has been completed to develop the site into a City park. This funding is to expand and update the master plan and begin the implementation of developing the site.
Relationship to Comprehensive Plan
Chapter 3, Page 29, PR-2.5 Fully utilize parks, trails and facilities to meet the recreational needs of City residents, placing emphasis on underserved populations. Chapter 3, Page 37, PFS-1.1 Plan and develop new facilities and/or maintain/renovate existing facilities to meet the City's needs.
Project Manager
Wyatt Woody, Director of Parks and Recreation

Projected Start Date	Q1 FY 2027
Projected Completion Date	Q4 FY 2027

Projected Schedule	
Activity	Projected Date
Architectural Services (Contractual)	Q3 FY 2027

Why Now
Increasing the number of usable parks has been proven to increase the health of our citizens. "Park deserts" are defined as areas that do not have a park or recreational area within 10 minutes of walking distance from them. Our department is following its mission to make outdoor recreation as accessible as possible to all the City's citizens. This is why we want to start what will be a long-term development of this additional park for the citizens' use.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$0
Budget FY 2026	0
FY 2027 - FY 2030 Planned	250,000
Remaining Need	0
Total Project Cost	\$250,000
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Architectural Services (Contractual)	0	250,000	0	0	0	\$250,000
Total	\$0	\$250,000	\$0	\$0	\$0	\$250,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go	0	250,000	0	0	0	\$250,000
Total	\$0	\$250,000	\$0	\$0	\$0	\$250,000

Operating Budget Impact
None anticipated at this time.



Project Title	Project Number	Service Area
Armstrong Athletic Field Improvements	To Be Assigned	Parks and Recreation
Location	Project Type	Department
Armstrong Place	New	Parks and Recreation



Department Priority
Project required to support important but not essential services
Project Description
Renovate the current field at Armstrong Place to fully support athletic play, including regrading and installation of irrigation and an athletic playing surface.
Relationship to Comprehensive Plan
Chapter 3, Page 37, PFS-1.1 Plan and develop new facilities and/or maintain/renovate existing facilities to meet the City's needs.
Project Manager
Howard Covey, Parks Services Manager

Projected Start Date	Q1 FY 2030
Projected Completion Date	Q4 FY 2030

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Q1 FY 2023
Construction	Q3 FY 2030

Why Now
The City has a shortage of multiuse playing fields for either youth or adult sports. This field, which is currently unofficially used by various groups for pickup play could be used throughout the year for various sports, both adult and youth and would help alleviate the shortage.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$0
Budget FY 2026	0
FY 2027 - FY 2030 Planned	750,000
Remaining Need	0
Total Project Cost	\$750,000
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$750,000
Interest	299,163
Total	\$1,049,163
Estimated Annual Debt Service	\$52,458

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	0	0	0	0	150,000	\$150,000
Construction	0	0	0	0	600,000	\$600,000
Total	\$0	\$0	\$0	\$0	\$750,000	\$750,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Line of Credit	0	0	0	0	750,000	\$750,000
Total	\$0	\$0	\$0	\$0	\$750,000	\$750,000

Operating Budget Impact
None anticipated.



Project Title	Project Number	Service Area
Athletic Field Maintenance	P0152	Parks and Recreation
Location	Project Type	Department
Various	Maintenance	Parks and Recreation



Department Priority

Project required to support important but not essential services; Project contributes to the generation of new revenue

Project Description

Improvements to City-wide athletic fields and amenities. A detailed project list is attached.

Relationship to Comprehensive Plan

Chapter 3, Page 29, PR-2.5 Fully utilize parks, trails and facilities to meet the recreational needs of City residents, placing emphasis on underserved populations.

Chapter 3, Page 37, PFS-1.1 Plan and develop new facilities and/or maintain/renovate existing facilities to meet the City's needs.

Project Manager

Wyatt Woody, Director of Parks and Recreation

Projected Start Date	Continuing
Projected Completion Date	Continuing

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Continuing
Construction	Continuing
Fencing, Lighting, and Signs	Continuing
Contingency	Continuing

Why Now
This project funds many preventative maintenance repairs and upgrades to existing athletic fields and courts. Athletic fields require regular maintenance, due to extremely heavy use, to be maintained in safe and playable conditions. Failure to perform this work will result in more expensive repairs later or possible injuries to their users.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	Continuing
Budget FY 2026	265,000
FY 2027 - FY 2030 Planned	1,300,000
Remaining Need	Continuing
Total Project Cost	Continuing
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Construction	255,000	455,000	230,000	245,000	225,000	\$1,410,000
Contingency	10,000	10,000	35,000	50,000	50,000	\$155,000
Total	\$265,000	\$465,000	\$265,000	\$295,000	\$275,000	\$1,565,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go	265,000	465,000	265,000	295,000	275,000	\$1,565,000
Total	\$265,000	\$465,000	\$265,000	\$295,000	\$275,000	\$1,565,000

Operating Budget Impact
None anticipated at this time.



Athletic Field Maintenance

<i>Fiscal Year</i>	<i>Project</i>	<i>Consultant Engineering</i>	<i>Construction</i>	<i>Fencing, Lighting, and Signs</i>	<i>Contingency</i>	<i>Annual Total</i>
	Convert athletic fields at several parks to fescue turf and/or to multi-use (from softball)	\$0	\$200,000	\$0	\$0	\$200,000
	Seeding, aeration and general field maintenance	0	55,000	0	10,000	65,000
2026	Sub-Totals	\$0	\$255,000	\$0	\$10,000	\$265,000
	Peaks View softball fields 1-7, fence replacement	\$0	\$400,000	\$0	\$0	\$400,000
	Seeding, aeration and general field maintenance	0	55,000	0	10,000	65,000
2027	Sub-Totals	\$0	\$455,000	\$0	\$10,000	\$465,000
	Peaks View Park - Fields 1-7, infield regrading	\$0	\$175,000	\$0	\$25,000	\$200,000
	Seeding, aeration and general field maintenance	0	55,000	0	10,000	65,000
2028	Sub-Totals	\$0	\$230,000	\$0	\$35,000	\$265,000
	Miller Park baseball fields; replace/upgrade irrigation system	\$0	\$125,000	\$0	\$25,000	\$150,000
	Seeding, aeration and general field maintenance	0	120,000	0	25,000	145,000
2029	Sub-Totals	\$0	\$245,000	\$0	\$50,000	\$295,000
	Miller Park baseball fields; regrade infields	\$0	\$125,000	\$0	\$25,000	\$150,000
	Seeding, aeration and general field maintenance	0	100,000	0	25,000	125,000
2030	Sub-Totals	\$0	\$225,000	\$0	\$50,000	\$275,000
Grand Totals		\$0	\$1,410,000	\$0	\$155,000	\$1,565,000



Project Title	Project Number	Service Area
City Stadium - Visitors' Side Improvements	To Be Assigned	Parks and Recreation
Location	Project Type	Department
City Stadium (Football)	New	Parks and Recreation



Department Priority
Project required to support important but not essential services; Project contributes to the generation of new revenue
Project Description
Renovation of the Visitor's side of City Stadium to include improvements for ADA accessibility and the press box, bathrooms, and other needs as funds allow.
Relationship to Comprehensive Plan
Chapter 3, Page 29, PR-2.5 Fully utilize parks, trails and facilities to meet the recreational needs of City residents, placing emphasis on underserved populations.
Chapter 3, Page 37, PFS-1.1 Plan and develop new facilities and/or maintain/renovate existing facilities to meet the City's needs.
Project Manager
Wyatt Woody, Director of Parks and Recreation

Projected Start Date	Q1 FY 2027
Projected Completion Date	Q4 FY 2027

Projected Schedule	
Activity	Projected Date
Architectural Services (Contractual)	Q4 FY 2027
Construction	Q4 FY 2027

Why Now
The improvements and repairs are greatly needed for the visitor side of the stadium due to it being out-of-date and in need of repairs and updates. Importance of this project is increasing as we continue to market it as a venue not only for City events but also outside event organizers and sporting organizations. These outside events include, but are not limited to, high school, semi-pro, and college sporting events. The quality of our facilities is a factor in earning successful bids for these new and on-going events.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$0
Budget FY 2026	0
FY 2027 - FY 2030 Planned	575,000
Remaining Need	0
Total Project Cost	\$575,000
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Architectural Services (Contractual)	0	75,000	40,000	0	0	\$115,000
Construction	0	0	460,000	0	0	\$460,000
Total	\$0	\$75,000	\$500,000	\$0	\$0	\$575,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go	0	75,000	500,000	0	0	\$575,000
Total	\$0	\$75,000	\$500,000	\$0	\$0	\$575,000

Operating Budget Impact
None anticipated at this time.



Project Title	Project Number	Service Area
Community Park Investment Fund	P0123	Parks and Recreation
Location	Project Type	Department
Various	New	Parks and Recreation



Department Priority
Project contributes to the generation of new revenue; Project required to support important but not essential services
Project Description
Funding to be used in combination with community funds to improve parks, centers and trails throughout the City.
Relationship to Comprehensive Plan
Chapter 13, Page 7, Goal 4.B: Explore alternate funding methods for Parks and Recreation.
Project Manager
Wyatt Woody, Director of Parks and Recreation

Projected Start Date	Continuing
Projected Completion Date	Continuing

Projected Schedule	
Activity	Projected Date
Construction	Continuing
Miscellaneous	Continuing

Why Now
This program has been popular over the past years and has helped fund several large projects in our parks system over that time such as the Kiwanis Centennial Riverfront Playground and in years past the half-pipe addition at the Rotary Centennial Skate Park.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	Continuing
Budget FY 2026	0
FY 2027 - FY 2030 Planned	200,000
Remaining Need	Continuing
Total Project Cost	Continuing
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Construction	0	40,000	40,000	40,000	40,000	\$160,000
Miscellaneous	0	10,000	10,000	10,000	10,000	\$40,000
Total	\$0	\$50,000	\$50,000	\$50,000	\$50,000	\$200,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go	0	50,000	50,000	50,000	50,000	\$200,000
Total	\$0	\$50,000	\$50,000	\$50,000	\$50,000	\$200,000

Operating Budget Impact
To be determined on a project-by-project basis.



Project Title	Project Number	Service Area
Fairview Park Improvements	TBD	Parks and Recreation
Location	Project Type	Department
Fairview Park	New	Parks and Recreation



Department Priority
Project required to support important but not essential services
Project Description
General park and grounds improvements to include: athletic-field improvements for youth recreation leagues including grading and turf improvements, field lighting, additional parking along school lane, a picnic pavilion, and walking paths around the field and through the woods as addressed in the Fairview Heights Walkable Watershed Plan (August 2016).
Relationship to Comprehensive Plan
Chapter 3, Page 37, PFS-1.1 Plan and develop new facilities and/or maintain/renovate existing facilities to meet the City's needs.
Project Manager
Howard Covey, Parks Services Manager

Projected Start Date	Q1 FY 2028
Projected Completion Date	Q4 FY 2028

Projected Schedule	
Activity	Projected Date
Architectural Services (Contractual)	Q1 FY 2028
Construction	Q3 FY 2028

Why Now
This park space has remained underdeveloped for decades and the community needs the additional amenities proposed in this project. Parks and Recreation is facing a shortage of lighted Athletic Fields for the number of youth sports that are desiring to utilize city facilities. Including CVU (Soccer), Blue Ridge Lacrosse, Youth football, and a proposed youth Flag Football League.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$0
Budget FY 2026	0
FY 2027 - FY 2030 Planned	750,000
Remaining Need	0
Total Project Cost	\$750,000
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$750,000
Interest	299,163
Total	\$1,049,163
Estimated Annual Debt Service	\$52,458

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Architectural Services (Contractual)	0	0	150,000	0	0	\$150,000
Construction	0	0	600,000	0	0	\$600,000
Total	\$0	\$0	\$750,000	\$0	\$0	\$750,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Line of Credit	0	0	750,000	0	0	\$750,000
Total	\$0	\$0	\$750,000	\$0	\$0	\$750,000

Operating Budget Impact
None anticipated.



Project Title	Project Number	Service Area
Fireman Fountain Restoration	P0182	Parks and Recreation
Location	Project Type	Department
Miller Park	New	Parks and Recreation



Department Priority

Project required to support important but not essential services

Project Description

The Fireman Fountain is a historical feature of Miller Park not far from the Aviary. Over the years, it has growing need for renovations due to its age and use. This project is to renovate the existing fountain, re-do the landscaping, and add hardscaping.

Relationship to Comprehensive Plan

Chapter 3, Page 37, PFS-1.1 Plan and develop new facilities and/or maintain/renovate existing facilities to meet the City's needs.

Project Manager

Wyatt Woody, Director of Parks and Recreation

Projected Start Date	Q1 FY 2025
Projected Completion Date	Q4 FY 2025

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Q1 FY 2025
Construction	Q3 FY 2025

Why Now

The project has been planned for many years as the fountain has fallen into disrepair. Along with funds being raised by the Lynchburg Fireman Association, we wish to proceed with refreshing the existing construction plans and seek a general contractor to perform the renovation. Continuing to wait on this project will increase its cost over-time due to continued disintegration of the existing fountain unless it is properly preserved.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$25,000
Budget FY 2026	0
FY 2027 - FY 2030 Planned	250,000
Remaining Need	0
Total Project Cost	\$275,000
Local Funding Percentage	90.9%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	0	20,000	0	0	0	\$20,000
Construction	0	230,000	0	0	0	\$230,000
Total	\$0	\$250,000	\$0	\$0	\$0	\$250,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go	0	250,000	0	0	0	\$250,000
Total	\$0	\$250,000	\$0	\$0	\$0	\$250,000

Operating Budget Impact

Decreased maintenance and repair costs are anticipated.



Project Title	Project Number	Service Area
General Park Maintenance	P0153	Parks and Recreation
Location	Project Type	Department
Various	Maintenance	Parks and Recreation



Department Priority
Project required to support important but not essential services
Project Description
Improvements and renovations to park playgrounds, signage, fencing and other amenities and features. A detailed project list is attached.
Relationship to Comprehensive Plan
Chapter 3, Page 37, PFS-1.1 Plan and develop new facilities and/or maintain/renovate existing facilities to meet the City's needs.
Project Manager
Wyatt Woody, Director of Parks and Recreation

Projected Start Date	Continuing
Projected Completion Date	Continuing

Projected Schedule	
Activity	Projected Date
Construction	Continuing
Miscellaneous	Continuing
Contingency	Continuing

Why Now
This project funds many preventative maintenance repairs and upgrades to existing playground equipment and other park amenities. This maintenance and repair work will help alleviate unsafe situations in our parks as well as prevent more-expensive repairs or replacements in the future.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	Continuing
Budget FY 2026	190,000
FY 2027 - FY 2030 Planned	675,000
Remaining Need	Continuing
Total Project Cost	Continuing
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Construction	150,000	151,000	90,000	65,000	155,000	\$611,000
Miscellaneous	10,000	28,000	15,000	50,000	50,000	\$153,000
Contingency	30,000	26,000	5,000	15,000	25,000	\$101,000
Total	\$190,000	\$205,000	\$110,000	\$130,000	\$230,000	\$865,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go	190,000	205,000	110,000	130,000	230,000	\$865,000
Total	\$190,000	\$205,000	\$110,000	\$130,000	\$230,000	\$865,000

Operating Budget Impact
None anticipated at this time.



General Park Maintenance

Fiscal Year	Project	Construction	Miscellaneous	Contingency	Annual Total
	Miller Park Playground replacement	\$140,000	\$0	\$20,000	\$160,000
	General signage, fencing, and amenities	0	10,000	5,000	\$15,000
	Skatepark maintenance and improvements	10,000	0	5,000	\$15,000
2026	Sub-Totals	\$150,000	\$10,000	\$30,000	\$190,000
	Valley View playlot improvements	\$40,000	\$15,000	\$7,000	\$62,000
	Biggers Playground replacement	90,000	0	10,000	100,000
	Skatepark maintenance and improvements	10,000	5,000	5,000	20,000
	General signage, fencing, and amenities	11,000	8,000	4,000	23,000
2027	Sub-Totals	\$151,000	\$28,000	\$26,000	\$205,000
	Daniels Hill Playground replacement	\$90,000	\$0	\$5,000	\$95,000
	Skatepark maintenance and improvements	0	10,000	0	10,000
	General signage, fencing, and amenities	0	5,000	0	5,000
2028	Sub-Totals	\$90,000	\$15,000	\$5,000	\$110,000
	Yoder Center Playground replacement	\$65,000	\$0	\$15,000	\$80,000
	Skatepark maintenance and improvements	0	15,000	0	15,000
	General signage, fencing, and amenities	0	35,000	0	35,000
2029	Sub-Totals	\$65,000	\$50,000	\$15,000	\$130,000
	Diamond Hill Playground replacement	\$75,000	\$0	\$5,000	\$80,000
	Skatepark maintenance and improvements	20,000	0	10,000	30,000
	General signage, fencing, and amenities	60,000	50,000	10,000	120,000
2030	Sub-Totals	\$155,000	\$50,000	\$25,000	\$230,000
Grand Totals		\$611,000	\$153,000	\$101,000	\$865,000



Project Title	Project Number	Service Area
General Park Security Improvements	P0183	Parks and Recreation
Location	Project Type	Department
Various	New	Parks and Recreation



Department Priority

Project required to support important but not essential services

Project Description

Improvements to parks and facilities including site lighting, cameras, and other security measures to increase safety for citizens. These projects will follow recommended improvements called for by LPD Security Assessments which are currently underway starting with Miller Park.

Relationship to Comprehensive Plan

Chapter 3, Page 29, PR-2.5 Fully utilize parks, trails and facilities to meet the recreational needs of City residents, placing emphasis on underserved populations.

Chapter 3, Page 37, PFS-1.1 Plan and develop new facilities and/or maintain/renovate existing facilities to meet the City's needs.

Project Manager

Wyatt Woody, Director of Parks and Recreation

Projected Start Date	Continuing
Projected Completion Date	Continuing
Projected Schedule	
Activity	Projected Date
Consultant Engineering	Continuing
Construction	Continuing
Fencing, Lighting, and Signs	Continuing

Why Now
Funding is needed for improvements including better lighting and security to foster better safety throughout the City Parks System. Parks and Recreation has been consulting with the Community Action Team at the police department to develop Security Plans park by park; this project funding will help with implementing the needed improvements.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	Continuing
Budget FY 2026	200,000
FY 2027 - FY 2030 Planned	400,000
Remaining Need	Continuing
Total Project Cost	Continuing
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	40,000	20,000	20,000	20,000	20,000	\$120,000
Construction	120,000	60,000	60,000	60,000	60,000	\$360,000
Fencing, Lighting, and Signs	40,000	20,000	20,000	20,000	20,000	\$120,000
Total	\$200,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go	200,000	100,000	100,000	100,000	100,000	\$600,000
Total	\$200,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000

Operating Budget Impact
Annual maintenance and operating costs will be determined on a project-by-project basis.



Project Title	Project Number	Service Area
Heritage Park Improvements	P0181	Parks and Recreation
Location	Project Type	Department
Heritage Park	New	Parks and Recreation



Department Priority
Project required to support important but not essential services
Project Description
This project is to fund a park master plan and its implementation via new upgrades mainly of the City School's "side of the park." This project shall include park features such as playground, pavilion, and walking loop which the current park is missing. Master planning for the park is currently underway. Construction is projected to begin in FY 2027.
Relationship to Comprehensive Plan
Chapter 3, Page 29, PR-2.5 Fully utilize parks, trails and facilities to meet the recreational needs of City residents, placing emphasis on underserved populations.
Chapter 3, Page 37, PFS-1.1 Plan and develop new facilities and/or maintain/renovate existing facilities to meet the City's needs.
Project Manager
Wyatt Woody, Director of Parks and Recreation

Projected Start Date	Q1 FY 2023
Projected Completion Date	Q4 FY 2027

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Q4 FY 2026
Construction	Q4 FY 2027

Why Now
This area of the City has been identified as a park desert and, as such, has been historically under-served with a very-limited amount of park space.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$975,000
Budget FY 2026	0
FY 2027 - FY 2030 Planned	500,000
Remaining Need	0
Total Project Cost	\$1,475,000
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$900,000
Interest	358,995
Total	\$1,258,995
Estimated Annual Debt Service	\$62,950

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Construction	0	500,000	0	0	0	\$500,000
Total	\$0	\$500,000	\$0	\$0	\$0	\$500,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go	70,000	500,000	0	0	0	\$570,000
Local: Line of Credit	900,000	0	0	0	0	\$900,000
Total	\$970,000	\$500,000	\$0	\$0	\$0	\$1,470,000

Operating Budget Impact
Annual maintenance needs and costs will be determined during design development.



Project Title	Project Number	Service Area
Jackson Heights Art Studio Renovation	To Be Assigned	Parks and Recreation
Location	Project Type	Department
Jackson Heights Art Studio	New	Parks and Recreation



Department Priority
Project required to support important but not essential services; Project contributes to the generation of new revenue
Project Description
Jackson Heights Art Studio Renovation project funding is for professional design, updates to existing facilities, and expansion of additional square footage either through an addition to existing building or separate new building's construction. Currently projecting to start the design/engineering planning in FY 2029 to prepare for construction in FY 2030.
Relationship to Comprehensive Plan
Chapter 3, Page 37, PFS-1.1 Plan and develop new facilities and/or maintain/renovate existing facilities to meet the City's needs.
Project Manager
Wyatt Woody, Director of Parks and Recreation

Projected Start Date	Q1 FY 2029
Projected Completion Date	Q4 FY 2030
Projected Schedule	
Activity	Projected Date
Architectural Services (Contractual)	Q1 FY 2029
Construction	Q1 FY 2030

Why Now
Jackson Heights Art Studio is an aging historical school house which needs maintenance and updates which go beyond current maintenance scope and budgets. Also, due to expanding art programs at Parks and Recreation, additional square footage is needed to house them.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$0
Budget FY 2026	0
FY 2027 - FY 2030 Planned	575,000
Remaining Need	0
Total Project Cost	\$575,000
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Architectural Services (Contractual)	0	0	0	75,000	0	\$75,000
Construction	0	0	0	0	500,000	\$500,000
Total	\$0	\$0	\$0	\$75,000	\$500,000	\$575,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go	0	0	0	75,000	500,000	\$575,000
Total	\$0	\$0	\$0	\$75,000	\$500,000	\$575,000

Operating Budget Impact
To be determined during design development phase of project.



Project Title	Project Number	Service Area
Jefferson Park: Phase 2	To Be Assigned	Parks and Recreation
Location	Project Type	Department
Jefferson Park	New	Parks and Recreation



Department Priority
Project required to support important but not essential services
Project Description
Jefferson Park has long needed upgrades to better provide recreation to the underserved Dearington Neighborhood. The City started on phase one of the park's updates, which was funded by a Community Development Block Grant in 2021. Phase two would be the continuation of this same project. This could include additional amenities on the community's converted Plaza area, trails, exercise equipment, interpretive installations memorializing local historic figures, and additional park improvements.
Relationship to Comprehensive Plan
Chapter 3, Page 29, PR-1.7 Include interpretive signage in parks, greenways and blueways to promote a better understanding of the historic, cultural and environmental resources.
Chapter 3, Page 29, PR-2.5 Fully utilize parks, trails and facilities to meet the recreational needs of city residents, placing emphasis on underserved populations.
Chapter 11: Parks and Recreation - Park and Facility Improvement Several parks, including Miller and Riverside Parks, contain historic City Beautiful landscapes that need to be preserved, improved and interpreted.
Project Manager
Wyatt Woody, Director of Parks and Recreation

Projected Start Date	Q1 FY 2029
Projected Completion Date	Q4 FY 2031

Projected Schedule	
Activity	Projected Date
Architectural Services (Contractual)	Q1 FY 2029
Construction	Q1 FY 2030

Why Now
Jefferson Park's new master plan was a large part of the Dearington Neighborhood Plan adopted into the City's Comprehensive Plan in 2022. This project is Phase II of this on-going project and the continuation of the improvements as outlined in the new Master Plan.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$0
Budget FY 2026	0
FY 2027 - FY 2030 Planned	650,000
Remaining Need	500,000
Total Project Cost	\$1,150,000
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$1,150,000
Interest	458,716
Total	\$1,608,716
Estimated Annual Debt Service	\$80,436

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Architectural Services (Contractual)	0	0	0	150,000	50,000	\$200,000
Construction	0	0	0	0	450,000	\$450,000
Total	\$0	\$0	\$0	\$150,000	\$500,000	\$650,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Line of Credit	0	0	0	150,000	500,000	\$650,000
Total	\$0	\$0	\$0	\$150,000	\$500,000	\$650,000

Operating Budget Impact
None anticipated at this time.



Project Title	Project Number	Service Area
Langhorne Road East Bridge	P0165	Parks and Recreation
Location	Project Type	Department
Blackwater Creek Natural Area	New	Parks and Recreation



Department Priority
Project required to support important but not essential services
Project Description
Replace the Langhorne Road East Bridge spanning Blackwater Creek. This bridge, along with four others, was destroyed in the flooding in August, 2018. Funding would be used to construct a new bridge with up-to-date forestry-service design that are intended to survive higher floods. This request is for additional funding due to the original construction bid quotes being much higher than projected.
Relationship to Comprehensive Plan
Chapter 3, Page 29, Goal PR-3 Recreation. Provide access to parks, trails, and recreation facilities and programs; and Chapter 3, Page 37, PFS-1.1 Plan and develop new facilities and/or maintain/renovate existing facilities to meet the City's needs.
Project Manager
Howard Covey, Parks Services Manager

Projected Start Date	Q1 FY 2021
Projected Completion Date	Q4 FY 2026

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Q1 FY 2023
Construction	Q1 FY 2026
Contingency	Q4 FY 2026

Why Now
Four of the bridges along the Creekside Trail were destroyed in the flooding of August, 2018. Only one has been fully replaced at this time, and another will go under construction shortly. Recent price increases and construction cost estimates have shown that more funding will be needed for each of the remaining two (this one and the Langhorne Rd West Bridge).

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$522,667
Budget FY 2026	424,000
FY 2027 - FY 2030 Planned	0
Remaining Need	0
Total Project Cost	\$946,667
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$686,667
Interest	273,900
Total	\$960,567
Estimated Annual Debt Service	\$48,028

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Construction	424,000	0	0	0	0	\$424,000
Total	\$424,000	\$0	\$0	\$0	\$0	\$424,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Line of Credit	424,000	0	0	0	0	\$424,000
Total	\$424,000	\$0	\$0	\$0	\$0	\$424,000

Operating Budget Impact
None anticipated.



Project Title	Project Number	Service Area
Langhorne Road West Bridge	P0166	Parks and Recreation
Location	Project Type	Department
Blackwater Creek Natural Area	New	Parks and Recreation



Department Priority
Project required to support important but not essential services
Project Description
Replace the Langhorne Road West Bridge spanning Blackwater Creek. This bridge, along with four others, was destroyed in the flooding in August, 2018. Funding would be used to construct a new bridge with up-to-date forestry-service design that are intended to survive higher floods. This request is for additional funding due to the original construction bid quotes being much higher than projected.
Relationship to Comprehensive Plan
Chapter 3, Page 29, Goal PR-3 Recreation. Provide access to parks, trails, and recreation facilities and programs; and Chapter 3, Page 37, PFS-1.1 Plan and develop new facilities and/or maintain/renovate existing facilities to meet the City's needs.
Project Manager
Howard Covey, Parks Services Manager

Projected Start Date	Q1 FY 2021
Projected Completion Date	Q4 FY 2026

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Q1 FY 2023
Construction	Q1 FY 2026
Contingency	Q4 FY 2026

Why Now
Four of the bridges along the Creekside Trail were destroyed in the flooding of August, 2018. Only one has been fully replaced at this time, and another will go under construction shortly. Recent price increases and construction cost estimates have shown that more funding will be needed for each of the remaining two (this one and the Langhorne Rd East Bridge).

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$272,666
Budget FY 2026	300,000
FY 2027 - FY 2030 Planned	0
Remaining Need	0
Total Project Cost	\$572,666
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$562,666
Interest	224,438
Total	\$787,104
Estimated Annual Debt Service	\$39,355

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Construction	300,000	0	0	0	0	\$300,000
Total	\$300,000	\$0	\$0	\$0	\$0	\$300,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Line of Credit	300,000	0	0	0	0	\$300,000
Total	\$300,000	\$0	\$0	\$0	\$0	\$300,000

Operating Budget Impact
None anticipated.



Project Title	Project Number	Service Area
Miller Park Pool Assessment/Replacement	P0160	Parks and Recreation
Location	Project Type	Department
Miller Park	New	Parks and Recreation



Department Priority

Project contributes to the generation of new revenue; Project required to support important but not essential services

Project Description

Development, design, and construction of replacement of Miller Park Pool, the City's only pool open to the general public. The current facility is a 428,000-gallon, Olympic-size outdoor pool. Currently a process is underway to develop a conceptual design through public and other input.

Relationship to Comprehensive Plan

Chapter 3, Page 37, PFS-1.1 Plan and develop new facilities and/or maintain/renovate existing facilities to meet the City's needs.

Project Manager

Wyatt Woody, Director of Parks and Recreation

Projected Start Date	Q1 FY 2023
Projected Completion Date	Q2 FY 2028

Projected Schedule	
Activity	Projected Date
Architectural Services (Contractual)	Q1 FY 2026
Construction	Q4 FY 2027
Contingency	Q2 FY 2028

Why Now

The Miller Park Pool complex will be 40 years old in FY 2026 and has had several significant repairs performed over the past decade. An initial assessment has been conducted to determine the community's current aquatic needs and the most cost-effective manner to meet those needs moving forward.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$50,000
Budget FY 2026	300,000
FY 2027 - FY 2030 Planned	10,100,000
Remaining Need	0
Total Project Cost	\$10,450,000
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$10,400,000
Interest	4,148,390
Total	\$14,548,390
Estimated Annual Debt Service	\$727,419

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Architectural Services (Contractual)	250,000	1,100,000	0	0	0	\$1,350,000
Construction	0	7,500,000	0	0	0	\$7,500,000
Contingency	50,000	1,500,000	0	0	0	\$1,550,000
Total	\$300,000	\$10,100,000	\$0	\$0	\$0	\$10,400,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Line of Credit	300,000	10,100,000	0	0	0	\$10,400,000
Total	\$300,000	\$10,100,000	\$0	\$0	\$0	\$10,400,000

Operating Budget Impact

A clearer picture of future operational costs will be available once architectural and engineering design work is complete in FY 2026. Utilities costs may reduce due to efficiencies gained with newer equipment/facilities; the current structure continues to have leaks resulting in increased utilities expenses.



Project Title	Project Number	Service Area
Parks and Trails Paving and Lighting	P0156	Parks and Recreation
Location	Project Type	Department
Various	Maintenance	Parks and Recreation



Department Priority
Project required to support important but not essential services; Project contributes to the generation of new revenue
Project Description
Renovation of park athletic courts, trails, walks, steps, parking lots, and lighting. A detailed project list is attached.
Relationship to Comprehensive Plan
Chapter 3, Page 37, PFS-1.1 Plan and develop new facilities and/or maintain/renovate existing facilities to meet the City's needs.
Project Manager
Wyatt Woody, Director of Parks and Recreation

Projected Start Date	Continuing
Projected Completion Date	Continuing

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Continuing
Construction	Continuing
Miscellaneous	Continuing
Contingency	Continuing

Why Now
This project funds many preventative maintenance repairs and upgrades to existing trails, athletic courts, and parking lots. This maintenance and repair work is needed to extend asset lives and prevent more expensive repairs or replacements in the future.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	Continuing
Budget FY 2026	285,000
FY 2027 - FY 2030 Planned	914,000
Remaining Need	Continuing
Total Project Cost	Continuing
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	0	5,000	0	0	5,000	\$10,000
Construction	240,000	130,000	258,000	210,000	125,000	\$963,000
Miscellaneous	0	50,000	0	0	0	\$50,000
Contingency	45,000	25,000	40,000	36,000	30,000	\$176,000
Total	\$285,000	\$210,000	\$298,000	\$246,000	\$160,000	\$1,199,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go	285,000	210,000	298,000	246,000	160,000	\$1,199,000
Total	\$285,000	\$210,000	\$298,000	\$246,000	\$160,000	\$1,199,000

Operating Budget Impact
None anticipated at this time.



Parks and Trails Paving and Lighting

<i>Fiscal Year</i>	<i>Project</i>	<i>Consultant Engineering</i>	<i>Construction</i>	<i>Miscellaneous</i>	<i>Contingency</i>	<i>Annual Total</i>
	Riverside Park entrance road	\$0	\$20,000	\$0	\$4,000	\$24,000
	Riverside Park interior path	0	30,000	0	6,000	36,000
	Fairview Basketball Court relocation	0	80,000	0	15,000	95,000
	Fairview Tennis Court resurface/repair	0	80,000	0	15,000	95,000
	Miscellaneous lighting and electrical improvements	0	30,000	0	5,000	35,000
2026	Sub-Totals	\$0	\$240,000	\$0	\$45,000	\$285,000
	Miller Park basketball court resurfacing	\$0	\$30,000	\$0	\$10,000	\$40,000
	Miscellaneous parking lot repairs/resurfacing	0	65,000	0	15,000	80,000
	Miscellaneous lighting and electrical improvements	5,000	35,000	50,000	0	90,000
2027	Sub-Totals	\$5,000	\$130,000	\$50,000	\$25,000	\$210,000
	Biggers Park basketball court resurfacing	\$0	\$20,000	\$0	\$5,000	\$25,000
	Miller Park pathways repairs/replacement	0	98,000	0	0	98,000
	Riverside Park basketball court resurface	0	20,000	0	5,000	25,000
	Miscellaneous parking lot repairs/resurfacing	0	65,000	0	15,000	80,000
	Miscellaneous lighting and electrical improvements	0	55,000	0	15,000	70,000
2028	Sub-Totals	\$0	\$258,000	\$0	\$40,000	\$298,000
	Riverside Park tennis court resurfacing	\$0	\$65,000	\$0	\$10,000	\$75,000
	Fort Avenue Park basketball court resurfacing	0	20,000	0	5,000	25,000
	Miscellaneous parking lot repairs/resurfacing	0	65,000	0	15,000	80,000
	Miscellaneous lighting and electrical improvements	0	60,000	0	6,000	66,000
2029	Sub-Totals	\$0	\$210,000	\$0	\$36,000	\$246,000
	Westover Park basketball court resurfacing	\$0	\$20,000	\$0	\$5,000	\$25,000
	Miscellaneous parking lot repairs/resurfacing	0	65,000	0	15,000	80,000
	Miscellaneous lighting and electrical improvements	5,000	40,000	0	10,000	55,000
2030	Sub-Totals	\$5,000	\$125,000	\$0	\$30,000	\$160,000
Grand Totals		\$10,000	\$963,000	\$50,000	\$176,000	\$1,199,000



Project Title	Project Number	Service Area
Parks Tree Replacement Program	P0173	Parks and Recreation
Location	Project Type	Department
Various	Maintenance	Parks and Recreation



Department Priority
Project required to support important but not essential services
Project Description
Annual replacement of trees throughout our parks systems. Tree planting needs will be assessed regularly with the help of Public Work's arborist to create plans on where new plants will serve the City the best.
Relationship to Comprehensive Plan
Chapter 3, Page 29, PR-1-8 Develop resource management plans for all natural areas within the park and trails system.
Project Manager
Wyatt Woody, Director of Parks and Recreation

Projected Start Date	Continuing
Projected Completion Date	Continuing
Projected Schedule	
Activity	Projected Date
Miscellaneous	Continuing

Why Now
Canopy coverage is very important for natural cooling to fight "heat island effect" in urban areas, storm water management, air quality, etc.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	Continuing
Budget FY 2026	0
FY 2027 - FY 2030 Planned	100,000
Remaining Need	Continuing
Total Project Cost	Continuing
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Miscellaneous	0	25,000	25,000	25,000	25,000	\$100,000
Total	\$0	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go	0	25,000	25,000	25,000	25,000	\$100,000
Total	\$0	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000

Operating Budget Impact
None anticipated at this time.



Project Title	Project Number	Service Area
Peaks View Park Athletic Field Lighting	To Be Assigned	Parks and Recreation
Location	Project Type	Department
Peaks View Park	New	Parks and Recreation



Department Priority
Project required to support important but not essential services
Project Description
Peaks View Park is a regional sports complex utilized by multiple different sports users with ten formal turf fields plus many practice areas. It attracts many local leagues and regional tournaments, including US Softball, Special Olympics, and Virginia Senior Games. First this project includes an evaluation of the existing systems and a plan for the updates and/or replacements. Once the evaluation is completed, implementation of the plans will begin.
Relationship to Comprehensive Plan
Chapter 3, Page 29, PR-2.5 Fully utilize parks, trails and facilities to meet the recreational needs of city residents, placing emphasis on underserved populations.
Chapter 3, Page 37, PFS-1.1 Plan and develop new facilities and/or maintain/renovate existing facilities to meet the City's needs.
Chapter 3, Page 37, PFS-1.3 Coordinate the design of public facilities and utilities to minimize life-cycle costs for maintenance and operation
Project Manager
Wyatt Woody, Director of Parks and Recreation

Projected Start Date	Q1 FY 2026
Projected Completion Date	Q4 FY 2026

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Q1 FY 2026
Construction	Q2 FY 2026

Why Now
Peaks View Park is a vital asset to the City as one of our largest public green spaces but also the City's most important outdoor sports complex. It attracts local and regional sporting events, which have grown in numbers over the years. Most of the fields have lighting systems, which vary in age. Many are past their "useful life" and in need of upgrades and/or complete replacement. This issue is causing regular failures of the lighting systems, which is interrupting sporting events and creating extensive on-going maintenance / repair cost as well as potential safety concerns.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$0
Budget FY 2026	1,600,000
FY 2027 - FY 2030 Planned	0
Remaining Need	0
Total Project Cost	\$1,600,000
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$1,600,000
Interest	638,214
Total	\$2,238,214
Estimated Annual Debt Service	\$111,911

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	100,000	0	0	0	0	\$100,000
Construction	1,500,000	0	0	0	0	\$1,500,000
Total	\$1,600,000	\$0	\$0	\$0	\$0	\$1,600,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Line of Credit	1,600,000	0	0	0	0	\$1,600,000
Total	\$1,600,000	\$0	\$0	\$0	\$0	\$1,600,000

Operating Budget Impact
Lighting System upgrades will create a significant cost savings for both operational and maintenance costs.



Project Title	Project Number	Service Area
Riverside Park Master Plan Implementation	To Be Assigned	Parks and Recreation
Location	Project Type	Department
Riverside Park	New	Parks and Recreation



Department Priority

Project required to support important but not essential services

Project Description

Riverside Pool is the most significantly historic pool in the City of Lynchburg. It has been closed for operations since 1961, but is still visible as it was only partially filled in. The master plan for Riverside Park includes renovation of the pool area into a space of reflection and reconciliation. In order to do this, our steering committee recommends creating an educational area about the history of civil rights in Lynchburg, with interpretation signage and an oral history kiosk, landscaping, and includes an amphitheater, as described in the Master Plan, for outdoor performance space.

Relationship to Comprehensive Plan

Chapter 3, Page 29, PR-1.7 Include interpretive signage in parks, greenways and blueways to promote a better understanding of the historic, cultural and environmental resources.
Chapter 3, Page 29, PR-2.5 Fully utilize parks, trails and facilities to meet the recreational needs of city residents, placing emphasis on underserved populations.
Chapter 9: History, Culture, Arts and Education - Enhancement of Rivermont Historic District, which includes this portion of Riverside Park;
Chapter 11: Parks and Recreation - Park and Facility Improvement (Riverside mentioned specifically)
Several parks, including Miller and Riverside Parks, contain historic City Beautiful landscapes that need to be preserved, improved and interpreted.

Project Manager

Wyatt Woody, Director of Parks and Recreation

Projected Start Date	Q1 FY 2029
Projected Completion Date	Q4 FY 2030

Projected Schedule	
Activity	Projected Date
Architectural Services (Contractual)	Q1 FY 2029
Construction	Q1 FY 2030

Why Now
We are actively pursuing grant funding from the National Park Service to implement preservation and interpretation of sites intrinsic to civil rights. We were informed by the Virginia Department of Historic Resources that this is a very unique opportunity due to the remnants of the Riverside Pool that are still extant and visible, and that they are located within a public park. They are providing technical assistance to us with paperwork and background information in these efforts. This grant funding will require a local match.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$0
Budget FY 2026	0
FY 2027 - FY 2030 Planned	575,000
Remaining Need	0
Total Project Cost	\$575,000
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Architectural Services (Contractual)	0	0	0	75,000	500,000	\$575,000
Total	\$0	\$0	\$0	\$75,000	\$500,000	\$575,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go	0	0	0	75,000	500,000	\$575,000
Total	\$0	\$0	\$0	\$75,000	\$500,000	\$575,000

Operating Budget Impact
None anticipated at this time.



Project Title	Project Number	Service Area
Sandusky Park Athletic Field Renovations	To Be Assigned	Parks and Recreation
Location	Project Type	Department
Sandusky Park	New	Parks and Recreation



Department Priority
Project required to support important but not essential services
Project Description
Renovate the current field at Sandusky Park to fully support athletic play, including regrading and installation of irrigation and an athletic playing surface.
Relationship to Comprehensive Plan
Chapter 3, Page 37, PFS-1.1 Plan and develop new facilities and/or maintain/renovate existing facilities to meet the City's needs.
Project Manager
Howard Covey, Parks Services Manager

Projected Start Date	Q1 FY 2029
Projected Completion Date	Q4 FY 2029

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Q1 FY 2029
Construction	Q3 FY 2029

Why Now
The City has a shortage of multiuse playing fields for either youth or adult sports. This field, which is currently unofficially used by various groups for pickup play could be used throughout the year for various sports, both adult and youth and would help alleviate the shortage.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$0
Budget FY 2026	0
FY 2027 - FY 2030 Planned	300,000
Remaining Need	0
Total Project Cost	\$300,000
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	0	0	0	60,000	0	\$60,000
Construction	0	0	0	240,000	0	\$240,000
Total	\$0	\$0	\$0	\$300,000	\$0	\$300,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go	0	0	0	300,000	0	\$300,000
Total	\$0	\$0	\$0	\$300,000	\$0	\$300,000

Operating Budget Impact
None anticipated.



Project Title	Project Number	Service Area
Sustainable Infrastructure Program	P0175	Parks and Recreation
Location	Project Type	Department
Various	New	Parks and Recreation



Department Priority
Project required to support important but not essential services
Project Description
This project involves increasing the environment sustainability of new and existing park properties and facilities throughout the City. This shall include but not limited to installation of renewable-energy solutions (such as solar), water-quality enhancers (such as rain gardens), and educational installations on sustainability.
Relationship to Comprehensive Plan
Chapter 3, Page 29, PR-2.5 Fully utilize parks, trails and facilities to meet the recreational needs of City residents, placing emphasis on underserved populations.
Chapter 3, Page 37, PFS-1.1 Plan and develop new facilities and/or maintain/renovate existing facilities to meet the City's needs.
Project Manager
Wyatt Woody, Director of Parks and Recreation

Projected Start Date	Continuing
Projected Completion Date	Continuing

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Continuing
Construction	Continuing
Miscellaneous	Continuing
Contingency	Continuing

Why Now
With this funding, we will be able to retrofit existing properties and increase our environmental sustainability across our parks systems and facilities. This funding will help our City increase its efforts protecting our natural resources for generations to come. This is especially important in a city that has so many natural resources that need protection. At the same time, these improvements and projects should result in decreased operating costs, such as utility bills.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	Continuing
Budget FY 2026	0
FY 2027 - FY 2030 Planned	380,000
Remaining Need	Continuing
Total Project Cost	Continuing
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity

Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	0	0	75,000	0	0	\$75,000
Construction	0	25,000	25,000	90,000	90,000	\$230,000
Contingency	0	10,000	15,000	25,000	25,000	\$75,000
Total	\$0	\$35,000	\$115,000	\$115,000	\$115,000	\$380,000

Five Year Proposed Expenditure Cash Flow Projections

Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go	0	35,000	115,000	115,000	115,000	\$380,000
Total	\$0	\$35,000	\$115,000	\$115,000	\$115,000	\$380,000

Operating Budget Impact

To be determined.



Sustainable Infrastructure Program

Fiscal Year	Project	Consultant Engineering	Construction	Miscellaneous	Contingency	Annual Total
						\$0
2026	Sub-Totals	\$0	\$0	\$0	\$0	\$0
	Sustainable garden maintenance and upgrades	\$0	\$15,000	\$0	\$5,000	\$20,000
	Invasive plant removal and replacement	0	10,000	0	5,000	15,000
2027	Sub-Totals	\$0	\$25,000	\$0	\$10,000	\$35,000
	Sustainable garden maintenance and upgrades	\$0	\$15,000	\$0	\$5,000	\$20,000
	Invasive plant removal and replacement	0	10,000	0	5,000	15,000
	Park system solar feasibility study	75,000	0	0	5,000	80,000
2028	Sub-Totals	\$75,000	\$25,000	\$0	\$15,000	\$115,000
	Sustainable garden maintenance and upgrades	\$0	\$15,000	\$0	\$5,000	\$20,000
	Invasive plant removal and replacement	0	10,000	0	5,000	15,000
	Solar conversion implementation	0	65,000	0	15,000	80,000
2029	Sub-Totals	\$0	\$90,000	\$0	\$25,000	\$115,000
	Sustainable garden maintenance and upgrades	\$0	\$15,000	\$0	\$5,000	\$20,000
	Invasive plant removal and replacement	0	10,000	0	5,000	15,000
	Solar conversion implementation	0	65,000	0	15,000	\$80,000
2030	Sub-Totals	\$0	\$90,000	\$0	\$25,000	\$115,000
Grand Totals		\$75,000	\$230,000	\$0	\$75,000	\$380,000



Project Title	Project Number	Service Area
Templeton Senior Center Renovations	To Be Assigned	Parks and Recreation
Location	Project Type	Department
Templeton Senior Center	New	Parks and Recreation



Department Priority
Project required to support important but not essential services; Project contributes to the generation of new revenue
Project Description
Interior and exterior renovation and repairs which are much needed due to the aging building and heavy use. Currently projecting to start the design/engineering planning in FY 2027 to prepare for construction in FY 2029.
Relationship to Comprehensive Plan
Chapter 3, Page 37, PFS-1.1 Plan and develop new facilities and/or maintain/renovate existing facilities to meet the City's needs.
Project Manager
Wyatt Woody, Director of Parks and Recreation

Projected Start Date	Q1 FY 2027
Projected Completion Date	Q4 FY 2029

Projected Schedule	
Activity	Projected Date
Architectural Services (Contractual)	Q4 FY 2027
Construction	Q4 FY 2029

Why Now
Templeton Senior Center currently needs renovations and repairs that are well beyond maintenance activities and budgets. This funding will provide both design and construction funding for these updates and repairs.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$0
Budget FY 2026	0
FY 2027 - FY 2030 Planned	475,000
Remaining Need	0
Total Project Cost	\$475,000
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Architectural Services (Contractual)	0	75,000	0	0	0	\$75,000
Construction	0	0	0	400,000	0	\$400,000
Total	\$0	\$75,000	\$0	\$400,000	\$0	\$475,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go	0	75,000	0	400,000	0	\$475,000
Total	\$0	\$75,000	\$0	\$400,000	\$0	\$475,000

Operating Budget Impact
None anticipated at this time.





Five-Year Proposed Appropriations

Project Title	Appropriations		FY 2027 - 2030 Planned	Five-Year Estimated Net Cost	Estimated	Total
	Through				Cost Beyond	
	06/30/2025	Budget FY 2026			Program	
Miscellaneous						
Alerting System at Existing Fire Stations	0	0	1,080,000	1,080,000	0	1,080,000
Computer Aided Dispatch Replacement	0	0	2,800,000	2,800,000	0	2,800,000
Memorial Avenue/Concord Turnpike Fuel Site Reconstruction	315,000	1,750,000	0	1,750,000	0	2,065,000
Petroleum Storage	0	0	50,000	50,000	0	50,000
Police Records Management System	0	0	1,800,000	1,800,000	0	1,800,000
Radio Replacement	Continuing	0	1,475,000	1,475,000	0	Continuing
Total Proposed FY 2026 - 2030 CIP	\$315,000	\$1,750,000	\$7,205,000	\$8,955,000	\$0	\$7,795,000



Project Title	Project Number	Service Area
Alerting System at Existing Fire Stations	To Be Assigned	Miscellaneous
Location	Project Type	Department
Existing Fire Stations	New	Fire



Department Priority
Project supports essential services
Project Description
The alerting system is an advanced automated dispatch and fire station alerting solution designed to improve firefighter health and safety, decrease firefighter turnout and emergency response times, and reduce dispatcher workload. The system uses graduated notifications to alert only the necessary staff, which studies have shown would improve firefighters' long-term cardiovascular health. It integrates with Computer-Aided Dispatch (CAD) systems to deliver real-time alerts through audio, visual, and mobile notifications. The system supports features like automated voice dispatching, zoned station alerts, lighting controls, and integration with turnout timers to enhance situational awareness and streamline fire and EMS response operations.
Fire Station 9 will have this system installed during construction. This project entails outfitting Stations 1 - 8 at a cost of approximately \$135,000 per station.
Relationship to Comprehensive Plan
Not Applicable
Project Manager
TBD

Projected Start Date	Q1 FY 2029
Projected Completion Date	Q4 FY 2029

Projected Schedule	
Activity	Projected Date
Equipment	Q4 FY 2029

Why Now
This system enhances response times, improves situational awareness, and ensures reliable, automated dispatching, while reducing cardiac stress on first responders. With its CAD integration, zoned and graduated alerts through multiple pathways and redundancy features that streamline operations, the new system will increase efficiency and public safety. Much of the current alerting systems infrastructure is circa 1970s technology.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$0
Budget FY 2026	0
FY 2027 - FY 2030 Planned	1,080,000
Remaining Need	0
Total Project Cost	\$1,080,000
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Equipment	0	0	0	1,080,000	0	\$1,080,000
Total	\$0	\$0	\$0	\$1,080,000	\$0	\$1,080,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go	0	0	0	1,080,000	0	\$1,080,000
Total	\$0	\$0	\$0	\$1,080,000	\$0	\$1,080,000

Operating Budget Impact
None anticipated at this time.



Project Title	Project Number	Service Area
Computer Aided Dispatch Replacement	ME019	Miscellaneous
Location	Project Type	Department
3621 Candler Mountain Rd	New	Various



Department Priority

Project supports essential services

Project Description

The computer-aided dispatch system (CAD) is a vital call management platform that supports the Police and Fire Departments by delivering timely and efficient information for service calls. While the current system has served the City well for over 20 years, advancements in technology and the evolving needs of the departments present an opportunity to modernize and enhance our capabilities. This project will focus on upgrading to state-of-the-art software and hardware, ensuring seamless integration with other City systems. The initiative will also include updating interconnected servers, PCs, tablets, and software used by the Police and Fire Departments, paving the way for a more responsive and effective public safety infrastructure.

The current CIP separates the CAD project from the Police Records Management System project due to the challenge of finding a vendor able to provide a comprehensive solution meeting the full range of requirements for both systems.

Relationship to Comprehensive Plan

Not Applicable

Project Manager

TBD

Projected Start Date	Q1 FY 2030
Projected Completion Date	Q1 FY 2031

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Q2 FY 2030
Equipment	Q1 FY 2031

Why Now

With advancements in technology and evolving public safety needs, the City's 20-year-old computer-aided dispatch system needs modernization. This project will implement state-of-the-art software and hardware, ensuring seamless integration with City systems and significantly enhancing public safety infrastructure.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$0
Budget FY 2026	0
FY 2027 - FY 2030 Planned	2,800,000
Remaining Need	0
Total Project Cost	\$2,800,000
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Equipment	0	0	0	0	2,800,000	\$2,800,000
Total	\$0	\$0	\$0	\$0	\$2,800,000	\$2,800,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go	0	0	0	0	2,800,000	\$2,800,000
Total	\$0	\$0	\$0	\$0	\$2,800,000	\$2,800,000

Operating Budget Impact
None anticipated at this time.



Project Title	Project Number	Service Area
Memorial Avenue/Concord Turnpike Fuel Site Reconstruction	ME022	Miscellaneous
Location	Project Type	Department
Memorial Avenue/Concord Turnpike	New	Fleet



Department Priority
Project supports essential services to all City departments
Project Description
Complete replacement of underground storage tanks, associated piping, dispensers, pumps, sumps, island, canopy, and all system monitoring, alarm and control systems, as well as security cameras and required software at the Memorial Avenue Fuel Site. Additionally, the project includes replacing tanks and dispensers at the Refuse Fuel Site and potentially at the Fire Department Fuel Site located at Station 7. The project also requires alternative fueling (mobile trucks, temporary tanks, etc.) during construction.
Relationship to Comprehensive Plan
PU-1.3 Continue to maintain the existing City-owned infrastructure systems, through replacement or rehabilitation when required. PFS-1.1 Plan and develop new facilities and/or maintain/renovate existing facilities to meet the City's needs.
Project Manager
Charles Cramer, Director of Fleet Services

Projected Start Date	Q1 FY 2025
Projected Completion Date	Q4 FY 2026

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Q1 FY 2025
Construction	Q1 FY 2026

Why Now
Existing equipment and infrastructure are aging, have a limited service life, and are no longer compatible with current technology. This poses a potential threat to the essential services provided by the City, as well as the environment, should the tanks, piping, and/or monitoring systems fail. The projected lifespan of the current equipment is 20 to 25 years. At the time of construction the equipment will be more than 26 years old.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$315,000
Budget FY 2026	1,750,000
FY 2027 - FY 2030 Planned	0
Remaining Need	0
Total Project Cost	\$2,065,000
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$1,750,000
Interest	698,046
Total	\$2,448,046
Estimated Annual Debt Service	\$122,402

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Construction	1,750,000	0	0	0	0	\$1,750,000
Total	\$1,750,000	\$0	\$0	\$0	\$0	\$1,750,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Line of Credit	1,750,000	0	0	0	0	\$1,750,000
Total	\$1,750,000	\$0	\$0	\$0	\$0	\$1,750,000

Operating Budget Impact
Potential increases in software, software licensing, and local support; costs unknown.

Note: The increases annotated are based on recent projects our counterparts have bid, and/or completed within the last 6-months. These costs/quotes ranged from \$1M - \$1.25M.



Project Title	Project Number	Service Area
Petroleum Storage	To Be Assigned	Miscellaneous
Location	Project Type	Department
Fleet Services Facility	New	Fleet



Department Priority
Project supports essential services
Project Description
Fleet Services needs to expand the storage capacity for vehicle and equipment parts, and petroleum products. The additional storage would be a simple add-on to the existing room within the Fleet facility. The addition would be a simple steel frame and outside skin, and a small extension to the existing concrete pad. Inside would be the addition of lighting, insulation, a new entrance doorway, and a small heater. There would need to be a small modification to the existing curb to allow a ramp for moving pallets into the new area.
Relationship to Comprehensive Plan
PU-1.3 Continue to maintain the existing City-owned infrastructure systems, through replacement or rehabilitation when required.PFS-1.1 Plan and develop new facilities and/or maintain/renovate existing facilities to meet the City's needs.
Project Manager
Charles Cramer, Director of Fleet Services

Projected Start Date	Q1 FY 2027
Projected Completion Date	Q2 FY 2027

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Q1 FY 2027
Construction	Q2 FY 2027

Why Now
Recent years have added a great number of new lubricants required for modern vehicles, to include engine and transmission oils and specialized coolants. Currently we purchase these items in individual quart and gallon quantities due to a lack of bulk storage space. Purchasing these items individually increases costs by 200-300%. The cost of the project would be offset by the savings achieved within the first two years.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$0
Budget FY 2026	0
FY 2027 - FY 2030 Planned	50,000
Remaining Need	0
Total Project Cost	\$50,000
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	0	5,000	0	0	0	\$5,000
Construction	0	45,000	0	0	0	\$45,000
Total	\$0	\$50,000	\$0	\$0	\$0	\$50,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go	0	50,000	0	0	0	\$50,000
Total	\$0	\$50,000	\$0	\$0	\$0	\$50,000

Operating Budget Impact



Project Title	Project Number	Service Area
Police Records Management System	To Be Assigned	Miscellaneous
Location	Project Type	Department
3405 Odd Fellows Road	New	Police - Emergency Communications



Department Priority
Project supports essential services
Project Description
The Records Management System (RMS) replacement project aims to replace the current RMS with a more modern, efficient solution for managing, storing, and accessing law enforcement records. The new system will enhance data accuracy, streamline case management, and improve compliance with legal requirements. Key benefits include better integration with other public safety tools, faster search and retrieval, and improved security for sensitive data, ultimately supporting operational effectiveness and future growth.
Relationship to Comprehensive Plan
Not Applicable
Project Manager
TBD

Projected Start Date	Q1 FY 2029
Projected Completion Date	Q4 FY 2029
Projected Schedule	
Activity	Projected Date
Equipment	Q4 FY 2029

Why Now
With advancements in technology and evolving public safety needs, the City's 20-year old RMS needs modernization. This project will implement state-of-the-art software and hardware, ensuring seamless integration with City systems and significantly enhancing public safety infrastructure.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$0
Budget FY 2026	0
FY 2027 - FY 2030 Planned	1,800,000
Remaining Need	0
Total Project Cost	\$1,800,000
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Equipment	0	0	0	1,800,000	0	\$1,800,000
Total	\$0	\$0	\$0	\$1,800,000	\$0	\$1,800,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go	0	0	0	1,800,000	0	\$1,800,000
Total	\$0	\$0	\$0	\$1,800,000	\$0	\$1,800,000

Operating Budget Impact
None anticipated at this time.



Project Title	Project Number	Service Area
Radio Replacement	ME017	Miscellaneous
Location	Project Type	Department
3621 Candler Mountain Rd	Maintenance	Various



Department Priority
Project supports essential services
Project Description
Replacement of all Fire Department portable (handheld) radios during FY 2027. All mobile (in-vehicle) radios will be replaced between FY 2028 - 2030 and continue into FY 2031. This project is intended to continuously replace aging radios as needed rather than waiting and trying to replace all radios at once.
Relationship to Comprehensive Plan
Not Applicable
Project Manager
Daniel Davis, Deputy Director of Information Technology for Public Safety

Projected Start Date	Continuing
Projected Completion Date	Continuing

Projected Schedule	
Activity	Projected Date
Equipment	Continuing

Why Now
Handheld portable radios have reached "end of service parts support" status which means it will be more difficult to have equipment repaired and it will become unusable. Vehicle mobile radios are reaching "end of manufacturing" status.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	Continuing
Budget FY 2026	0
FY 2027 - FY 2030 Planned	1,475,000
Remaining Need	0
Total Project Cost	Continuing
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	
	\$0

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Equipment	0	650,000	275,000	275,000	275,000	\$1,475,000
Total	\$0	\$650,000	\$275,000	\$275,000	\$275,000	\$1,475,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go	0	650,000	275,000	275,000	275,000	\$1,475,000
Total	\$0	\$650,000	\$275,000	\$275,000	\$275,000	\$1,475,000

Operating Budget Impact
None anticipated at this time.





Five-Year Proposed Appropriations

Project Title	Appropriations	FY 2027 - 2030		Five-Year	Estimated	Total
	Through 06/30/2025	Budget FY 2026	Planned	Estimated Net Cost	Cost Beyond Program Period	Accumulated Project Cost
Reserves						
Lynchburg City Stadium Capital Maintenance Reserve	Continuing	150,000	600,000	750,000	Continuing	Continuing
Snow, Street, and Bridge Reserve	Continuing	250,000	1,000,000	1,250,000	Continuing	Continuing
Total Proposed FY 2026 - 2030 CIP	\$0	\$400,000	\$1,600,000	\$2,000,000	\$0	\$0



Project Title	Project Number	Service Area
Lynchburg City Stadium Capital Maintenance Reserve	BMR01	Reserves
Location	Project Type	Department
Lynchburg City Stadium, Calvin Falwell Field	Maintenance	Public Works



Department Priority
Project contributes to the generation of new revenue
Project Description
Reserves for capital maintenance expenditures at the City Baseball Stadium as outlined in the Baseball Stadium Franchise Agreement. Funds will be used for mutually agreed upon expenditures of a capital nature such as repair, replacement, maintenance, and improvements of the Stadium structural elements and associated equipment.
Relationship to Comprehensive Plan
Chapter 3, Page 37, Goal PFS-1.1: Plan and develop new facilities and/or maintain/renovate existing facilities to meet the City's needs.
Project Manager
Clay Simmons, Deputy Director of Public Works

Projected Start Date	Continuing
Projected Completion Date	Continuing

Projected Schedule	
Activity	Projected Date
Maintenance	Continuing

Why Now
In order to continue to comply with MLB standards and requirements on-going funding must be available to address these needs.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	Continuing
Budget FY 2026	150,000
FY 2027 - FY 2030 Planned	600,000
Remaining Need	Continuing
Total Project Cost	Continuing
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	
	\$0

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Stadium Maintenance	150,000	150,000	150,000	150,000	150,000	\$750,000
Total	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go	150,000	150,000	150,000	150,000	150,000	\$750,000
Total	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000

Operating Budget Impact
Annual funding to be used for capital expenditures which have been mutually agreed upon by the City and the Lynchburg Baseball Corporation.



Project Title	Project Number	Service Area
Snow, Street, and Bridge Reserve	TR004	Reserves
Location	Project Type	Department
N/A	Maintenance	Public Works



Department Priority
Project supports essential services
Project Description
Reserves for unexpected maintenance expenditures related to snow removal. Remaining funds at the end of the fiscal year will be used to fund street and bridge maintenance.
Relationship to Comprehensive Plan
Chapter 3, page 30, Goal T-1: Provide safe, efficient, effective, and well-planned transportation systems and facilities that enhance economic development and redevelopment opportunities while preserving the integrity and character of the affected neighborhoods, historic districts, downtown and natural resources.
Project Manager
Gaynelle Hart, Director of Public Works

Projected Start Date	Continuing
Projected Completion Date	Continuing

Projected Schedule	
Activity	Projected Date
Snow Removal/Maintenance	Continuing

Why Now
The City maintains this reserve to assist with annual snow removal expenses.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	Continuing
Budget FY 2026	250,000
FY 2027 - FY 2030 Planned	1,000,000
Remaining Need	Continuing
Total Project Cost	Continuing
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Snow Removal/Maintenance	250,000	250,000	250,000	250,000	250,000	\$1,250,000
Total	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,250,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go	250,000	250,000	250,000	250,000	250,000	\$1,250,000
Total	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,250,000

Operating Budget Impact
Due to the unpredictability of winter weather, these funds allow the City to budget a moderate amount in the General Fund Operating Budget with the understanding the Reserve is available for overages.





SCHOOLS FUND (CITY CAPITAL PROJECTS FUND) SUMMARY OF APPROPRIATIONS - This summary demonstrates project appropriations for each Fiscal Year along with the expected sources of funding.

	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Resources					
Local: Line of Credit	10,000,000	30,000,000	20,000,000	0	0
Local: Pay-As-You-Go	950,000	1,960,000	1,950,000	1,850,000	1,640,000
TOTAL ESTIMATED RESOURCES	\$10,950,000	\$31,960,000	\$21,950,000	\$1,850,000	\$1,640,000

CAPITAL PROJECTS					
Schools	10,950,000	31,960,000	21,950,000	1,850,000	1,640,000
TOTAL PROPOSED CAPITAL PROJECTS	\$10,950,000	\$31,960,000	\$21,950,000	\$1,850,000	\$1,640,000



SCHOOLS FUND (CITY CAPITAL PROJECTS FUND) SUMMARY OF CASH FLOWS - This summary demonstrates project cash flows for each Fiscal Year along with the expected sources of funding.

	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Resources					
Local: Line of Credit	10,000,000	30,000,000	20,000,000	0	0
Local: Pay-As-You-Go	950,000	1,960,000	1,950,000	1,850,000	1,640,000
TOTAL ESTIMATED RESOURCES	\$10,950,000	\$31,960,000	\$21,950,000	\$1,850,000	\$1,640,000

CAPITAL PROJECTS					
Schools	10,950,000	31,960,000	21,950,000	1,850,000	1,640,000
TOTAL PROPOSED CAPITAL PROJECTS	\$10,950,000	\$31,960,000	\$21,950,000	\$1,850,000	\$1,640,000



Five-Year Proposed Appropriations

	Appropriations			Five-Year	Estimated	
	Through		FY 2027 - 2030	Estimated Net	Cost Beyond	Total
Project Title	06/30/2025	Budget FY 2026	Planned	Cost	Program	Accumulated
					Period	Project Cost
Schools						
Civic Auditorium Improvements	0	0	600,000	600,000	90,000	690,000
Electrical and Mechanical Reserve	0	0	1,000,000	1,000,000	Continuing	Continuing
Elementary Playground Modernization	0	250,000	1,000,000	1,250,000	0	1,250,000
Interior and Exterior Painting and Plaster Repairs	0	0	1,720,000	1,720,000	Continuing	Continuing
Middle School Career and Technical Education Improvements	0	480,000	1,140,000	1,620,000	0	1,620,000
Paving and Fencing Improvements	0	220,000	940,000	1,160,000	Continuing	Continuing
Reserve for Facilities Maintenance Needs	0	0	1,000,000	1,000,000	Continuing	Continuing
School Maintenance and Infrastructure	0	10,000,000	50,000,000	60,000,000	Continuing	Continuing
Total Proposed FY 2026 - 2030 CIP	\$0	\$10,950,000	\$57,400,000	\$68,350,000	\$90,000	\$3,560,000



Project Title	Project Number	Service Area
Civic Auditorium Improvements	To Be Assigned	Schools
Location	Project Type	Department
EC Glass Civic Auditorium	New	Schools

A TRADITION OF EXCELLENCE FOR ALL



Department Priority

Project contributes to the generation of new revenue; Project supports essential services

Project Description

The Civic Auditorium at E. C. Glass is a vital venue for performances and events in Lynchburg City Schools, but its aging infrastructure requires upgrades. This project will begin by addressing critical performance elements, including replacing outdated stage lighting with modern systems and fixing long-standing design flaws. Improving sound quality is another priority, with a focus on optimizing speaker placement and adding an orchestra shell. The project also includes replacing the stage floor and draperies to enhance both function and aesthetics. These upgrades could align with a broader capital campaign to further enhance the space for community use through private philanthropy.

Relationship to Comprehensive Plan

The Educational Facilities section of Chapter 14: Public Facilities of the City of Lynchburg Comprehensive Plan notes that "the school system's educational resources are a tremendous asset to residents, business owners, and employers, as well as the City itself" and that "the City should continue to invest in public schools and facilities". Additionally, Chapter 9: History, Culture, and Education states that, "Maintaining and improving the quality of the Lynchburg Public Schools' education program is essential because school quality has an impact on so many other aspects of Lynchburg including...the stability of neighborhoods and the availability of recreational and educational facilities, among others".

Project Manager

Austin Journey, Supervisor of Communications

Projected Start Date	Q1 FY 2027
Projected Completion Date	Q2 FY 2031

Projected Schedule	
Activity	Projected Date
Equipment	Q1 FY 2027

Why Now

The Civic Auditorium at E. C. Glass has served as a critical community hub for generations. Currently, much of the technology needed for modern performance is out of date and is non-serviceable.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$0
Budget FY 2026	0
FY 2027 - FY 2030 Planned	600,000
Remaining Need	90,000
Total Project Cost	\$690,000
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Equipment	0	170,000	170,000	120,000	140,000	\$600,000
Total	\$0	\$170,000	\$170,000	\$120,000	\$140,000	\$600,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go	0	170,000	170,000	120,000	140,000	\$600,000
Total	\$0	\$170,000	\$170,000	\$120,000	\$140,000	\$600,000

Operating Budget Impact

More efficient lighting and system reduce operating costs; results in revenue generation which can support operations

**Civic Auditorium Improvements**

<i>Fiscal Year</i>	<i>Project Name</i>	<i>Equipment</i>	<i>Annual Total</i>
			\$0
2026	Sub-Totals	\$0	\$0
	Stage Lighting Improvements (phase 1)	\$170,000	\$170,000
2027	Sub-Totals	\$170,000	\$170,000
	Stage Lighting Improvements (phase 2)	\$170,000	\$170,000
2028	Sub-Totals	\$170,000	\$170,000
	Performance Sound Improvements	\$80,000	\$80,000
	Orchestra Shell	40,000	40,000
2029	Sub-Totals	\$120,000	\$120,000
	Stage Floor Replacement	\$140,000	\$140,000
2030	Sub-Totals	\$140,000	\$140,000
Grand Totals		\$600,000	\$600,000



Project Title	Project Number	Service Area
Electrical and Mechanical Reserve	To Be Assigned	Schools
Location	Project Type	Department
Citywide	Maintenance	Schools

A TRADITION OF EXCELLENCE FOR ALL

**Department Priority**

Project supports essential services

Project Description

Given the outdated nature of many electrical and HVAC systems in Lynchburg City Schools, this reserve fund is set aside to address unforeseen breakdowns and system failures. The fund will be used to respond promptly to electrical and mechanical issues that could otherwise disrupt school operations. By establishing this reserve, LCS ensures that necessary repairs can be made quickly, preventing prolonged system outages and maintaining safe, functional learning environments for students and staff.

Relationship to Comprehensive Plan

The Educational Facilities section of Chapter 14: Public Facilities of the City of Lynchburg Comprehensive Plan notes that "the school system's educational resources are a tremendous asset to residents, business owners, and employers, as well as the City itself" and that "the City should continue to invest in public schools and facilities". Additionally, Chapter 9: History, Culture, and Education states that, "Maintaining and improving the quality of the Lynchburg Public Schools' education program is essential because school quality has an impact on so many other aspects of Lynchburg including...the stability of neighborhoods and the availability of recreational and educational facilities, among others".

Project Manager

Don Floyd, Director of Facilities

Projected Start Date	Continuing
Projected Completion Date	Continuing

Projected Schedule	
Activity	Projected Date
Maintenance	Continuing

Why Now
Many buildings have significant deferred maintenance and unforeseen electrical and mechanical issues can often occur.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$0
Budget FY 2026	0
FY 2027 - FY 2030 Planned	1,000,000
Remaining Need	Continuing
Total Project Cost	Continuing
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Maintenance	0	250,000	250,000	250,000	250,000	\$1,000,000
Total	\$0	\$250,000	\$250,000	\$250,000	\$250,000	\$1,000,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go	0	250,000	250,000	250,000	250,000	\$1,000,000
Total	\$0	\$250,000	\$250,000	\$250,000	\$250,000	\$1,000,000

Operating Budget Impact
n/a



Project Title	Project Number	Service Area
Elementary Playground Modernization	To Be Assigned	Schools
Location	Project Type	Department
Citywide	New	Schools

A TRADITION OF EXCELLENCE FOR ALL

**Department Priority**

Project supports essential services

Project Description

Elementary school playgrounds serve as crucial recreational spaces for students and surrounding communities. Many of these playgrounds need significant upgrades to meet modern safety standards and the developmental needs of children. This project focuses on revitalizing playgrounds across LCS, ensuring they are safe, accessible, and engaging for all students. These improvements will enhance outdoor play opportunities, contributing to students' physical and social development while also benefiting local families by offering improved recreational spaces in their neighborhoods.

Relationship to Comprehensive Plan

The Educational Facilities section of Chapter 14: Public Facilities of the City of Lynchburg Comprehensive Plan notes that "the school system's educational resources are a tremendous asset to residents, business owners, and employers, as well as the City itself" and that "the City should continue to invest in public schools and facilities". Additionally, Chapter 9: History, Culture, and Education states that, "Maintaining and improving the quality of the Lynchburg Public Schools' education program is essential because school quality has an impact on so many other aspects of Lynchburg including...the stability of neighborhoods and the availability of recreational and educational facilities, among others".

Project Manager

Don Floyd, Director of Facilities

Projected Start Date	Continuing
Projected Completion Date	Continuing

Projected Schedule	
Activity	Projected Date
Construction	Continuing

Why Now

Several schools have playgrounds that need improvement now. These outdated play structures do not contribute to the well-being of students and present a potential safety concern.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$0
Budget FY 2026	250,000
FY 2027 - FY 2030 Planned	1,000,000
Remaining Need	0
Total Project Cost	\$1,250,000
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity

Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Construction	250,000	250,000	250,000	250,000	250,000	\$1,250,000
Total	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,250,000

Five Year Proposed Expenditure Cash Flow Projections

Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go	250,000	250,000	250,000	250,000	250,000	\$1,250,000
Total	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,250,000

Operating Budget Impact



Project Title	Project Number	Service Area
Interior and Exterior Painting and Plaster Repairs	To Be Assigned	Schools
Location	Project Type	Department
Citywide	Maintenance	Schools

A TRADITION OF EXCELLENCE FOR ALL



Department Priority

Project supports essential services

Project Description

Lynchburg City Schools plans to conduct widespread interior and exterior painting and plaster repairs across multiple school buildings. These repairs address water damage and aging surfaces, improving the aesthetic appeal and structural integrity of the schools. By restoring walls and exteriors, this project will create more welcoming and well-maintained environments for students, staff, and visitors. Maintaining the appearance and condition of school facilities supports both the long-term upkeep of buildings and the overall student experience.

Relationship to Comprehensive Plan

The Educational Facilities section of Chapter 14: Public Facilities of the City of Lynchburg Comprehensive Plan notes that "the school system's educational resources are a tremendous asset to residents, business owners, and employers, as well as the City itself" and that "the City should continue to invest in public schools and facilities". Additionally, Chapter 9: History, Culture, and Education states that, "Maintaining and improving the quality of the Lynchburg Public Schools' education program is essential because school quality has an impact on so many other aspects of Lynchburg including...the stability of neighborhoods and the availability of recreational and educational facilities, among others".

Project Manager

Rick Thompson, Construction Project Manager

Projected Start Date	Continuing
Projected Completion Date	Continuing

Projected Schedule	
Activity	Projected Date
Construction	Continuing

Why Now

If interior and exterior paint and plaster are allowed to deteriorate further, additional costs will be created to repair further damage. These are important maintenance repair projects.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$0
Budget FY 2026	0
FY 2027 - FY 2030 Planned	1,720,000
Remaining Need	Continuing
Total Project Cost	Continuing
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity

Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Construction	0	380,000	400,000	440,000	500,000	\$1,720,000
Total	\$0	\$380,000	\$400,000	\$440,000	\$500,000	\$1,720,000

Five Year Proposed Expenditure Cash Flow Projections

Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go	0	380,000	400,000	440,000	500,000	\$1,720,000
Total	\$0	\$380,000	\$400,000	\$440,000	\$500,000	\$1,720,000

Operating Budget Impact

n/a

**Project Title**

Middle School Career and Technical Education Improvements

Location

Middle Schools

Project Number

To Be Assigned

Project Type

New

Service Area

Schools

Department

Schools

A TRADITION OF EXCELLENCE FOR ALL

**Department Priority**

Project represents additional essential services

Project Description

In alignment with the "Excellence by Design" framework, Lynchburg City Schools (LCS) plans to enhance Career and Technical Education (CTE) opportunities for middle school students. This project will improve spaces for the addition of key CTE courses, allowing students to explore career pathways early on. Courses will be offered for 6th, 7th, and 8th graders, with some 8th-grade classes available for high school credit. Sandusky Middle will feature courses like Computer Information Systems and Architectural Design, while Linkhorne Middle will offer Health and Medical Sciences and Urban Agriculture. Dunbar Middle will focus on Business and Entrepreneurship, Communications Systems, and Culinary Arts.

Relationship to Comprehensive Plan

The Educational Facilities section of Chapter 14: Public Facilities of the City of Lynchburg Comprehensive Plan notes that "the school system's educational resources are a tremendous asset to residents, business owners, and employers, as well as the City itself" and that "the City should continue to invest in public schools and facilities". Additionally, Chapter 9: History, Culture, and Education states that, "Maintaining and improving the quality of the Lynchburg Public Schools' education program is essential because school quality has an impact on so many other aspects of Lynchburg including...the stability of neighborhoods and the availability of recreational and educational facilities, among others".

Project Manager

Rick Thompson, Construction Project Manager

Projected Start Date	Q1 FY 2026
Projected Completion Date	Q2 FY 2029

Projected Schedule	
Activity	Projected Date
Furniture, Fixtures, and Equipment	Q1 FY 2026

Why Now

A renewed commitment to innovative CTE programs has emerged in LCS and in order to create new programs that meet student needs, it is critical to create spaces that allow for new options.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$0
Budget FY 2026	480,000
FY 2027 - FY 2030 Planned	1,140,000
Remaining Need	0
Total Project Cost	\$1,620,000
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	
	\$0

Five Year Proposed Appropriations by Activity

Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Equipment	480,000	350,000	300,000	0	0	\$1,130,000
Construction	0	90,000	100,000	300,000	0	\$490,000
Total	\$480,000	\$440,000	\$400,000	\$300,000	\$0	\$1,620,000

Five Year Proposed Expenditure Cash Flow Projections

Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go	480,000	440,000	400,000	300,000	0	\$1,620,000
Total	\$480,000	\$440,000	\$400,000	\$300,000	\$0	\$1,620,000

Operating Budget Impact

Additional instructional spaces may require additional teaching positions.



Middle School Career and Technical Education Improvements

<i>Fiscal Year</i>	<i>Project Name</i>	<i>Equipment</i>	<i>Construction</i>	<i>Annual Total</i>
	Sandusky Middle School Computer Information Systems and Design Lab	\$50,000	\$0	\$50,000
	Linkhome Middle School Health Sciences Lab	330,000	0	330,000
	Dunbar Middle School Culinary Arts Improvements	100,000	0	100,000
2026	Sub-Totals	\$480,000	\$0	\$480,000
	Sandusky Middle School Robotics Lab	\$350,000	\$0	\$350,000
	Dunbar Middle School Production Studio Improvements	0	90,000	90,000
2027	Sub-Totals	\$350,000	\$90,000	\$440,000
	Dunbar Production and Performance Improvements	\$300,000	\$0	\$300,000
	Linkhonne Middle School Energy System Lab Improvements	0	100,000	100,000
2028	Sub-Totals	\$300,000	\$100,000	\$400,000
	Linkhonne Middle School Urban Agriculture Greenhouse and Lab	\$0	\$300,000	\$300,000
2029	Sub-Totals	\$0	\$300,000	\$300,000
				\$0
2030	Sub-Totals	\$0	\$0	\$0
Grand Totals		\$1,130,000	\$490,000	\$1,620,000



Project Title	Project Number	Service Area
Paving and Fencing Improvements	To Be Assigned	Schools
Location	Project Type	Department
Citywide	Maintenance	Schools

A TRADITION OF EXCELLENCE FOR ALL



Department Priority

Project supports essential services

Project Description

This project focuses on improving or replacing aging paving and fencing at schools across Lynchburg City. Upgraded paving will enhance safety for students, staff, and visitors, especially in high-traffic areas such as parking lots and playgrounds. Additionally, replacing or repairing fencing will provide better security and define school property boundaries. These improvements will ensure that outdoor areas are safe, functional, and aesthetically pleasing, enhancing the overall quality of school facilities.

Relationship to Comprehensive Plan

The Educational Facilities section of Chapter 14: Public Facilities of the City of Lynchburg Comprehensive Plan notes that "the school system's educational resources are a tremendous asset to residents, business owners, and employers, as well as the City itself" and that "the City should continue to invest in public schools and facilities". Additionally, Chapter 9: History, Culture, and Education states that, "Maintaining and improving the quality of the Lynchburg Public Schools' education program is essential because school quality has an impact on so many other aspects of Lynchburg including...the stability of neighborhoods and the availability of recreational and educational facilities, among others".

Project Manager

Don Floyd, Director of Facilities

Projected Start Date	Continuing
Projected Completion Date	Continuing

Projected Schedule	
Activity	Projected Date
Construction	Continuing

Why Now

Fencing and asphalt paving around the division are in disrepair in many locations, reducing the safety and security of school campuses and does not create the welcoming environment for students, families, and community members that is necessary.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$0
Budget FY 2026	220,000
FY 2027 - FY 2030 Planned	940,000
Remaining Need	Continuing
Total Project Cost	Continuing
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Construction	220,000	220,000	230,000	240,000	250,000	\$1,160,000
Total	\$220,000	\$220,000	\$230,000	\$240,000	\$250,000	\$1,160,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go	220,000	220,000	230,000	240,000	250,000	\$1,160,000
Total	\$220,000	\$220,000	\$230,000	\$240,000	\$250,000	\$1,160,000

Operating Budget Impact



Project Title	Project Number	Service Area
Reserve for Facilities Maintenance Needs	To Be Assigned	Schools
Location	Project Type	Department
Citywide	Maintenance	Schools

A TRADITION OF EXCELLENCE FOR ALL



Department Priority

Project supports essential services

Project Description

This reserve fund is established to address unforeseen maintenance needs that arise in Lynchburg City Schools facilities. As buildings age and unexpected issues occur, having a dedicated reserve ensures that critical repairs can be addressed quickly and efficiently. The reserve will support the long-term upkeep of school buildings, minimizing disruption to learning environments and reducing the financial impact of emergency repairs on the school division's budget.

Relationship to Comprehensive Plan

The Educational Facilities section of Chapter 14: Public Facilities of the City of Lynchburg Comprehensive Plan notes that "the school system's educational resources are a tremendous asset to residents, business owners, and employers, as well as the City itself" and that "the City should continue to invest in public schools and facilities". Additionally, Chapter 9: History, Culture, and Education states that, "Maintaining and improving the quality of the Lynchburg Public Schools' education program is essential because school quality has an impact on so many other aspects of Lynchburg including...the stability of neighborhoods and the availability of recreational and educational facilities, among others".

Project Manager

Don Floyd, Director of Facilities

Projected Start Date	Continuing
Projected Completion Date	Continuing

Projected Schedule	
Activity	Projected Date
Maintenance	Continuing

Why Now

Many buildings have significant deferred maintenance and unforeseen maintenance issues can often occur.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$0
Budget FY 2026	0
FY 2027 - FY 2030 Planned	1,000,000
Remaining Need	Continuing
Total Project Cost	Continuing
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Maintenance	0	250,000	250,000	250,000	250,000	\$1,000,000
Total	\$0	\$250,000	\$250,000	\$250,000	\$250,000	\$1,000,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go	0	250,000	250,000	250,000	250,000	\$1,000,000
Total	\$0	\$250,000	\$250,000	\$250,000	\$250,000	\$1,000,000

Operating Budget Impact
n/a



Project Title	Project Number	Service Area
School Maintenance and Infrastructure	To Be Assigned	Schools
Location	Project Type	Department
Various	New	Schools

A TRADITION OF EXCELLENCE FOR ALL



Department Priority

Project supports essential services

Project Description

Funding for significant facility maintenance projects as well as infrastructure renovations.

Relationship to Comprehensive Plan

The Educational Facilities section of Chapter 14: Public Facilities of the City of Lynchburg Comprehensive Plan notes that "the school system's educational resources are a tremendous asset to residents, business owners, and employers, as well as the City itself" and that "the City should continue to invest in public schools and facilities". Additionally, Chapter 9: History, Culture, and Education states that, "Maintaining and improving the quality of the Lynchburg Public Schools' education program is essential because school quality has an impact on so many other aspects of Lynchburg including...the stability of neighborhoods and the availability of recreational and educational facilities, among others".

Project Manager

TBD

Projected Start Date	Continuing
Projected Completion Date	Continuing
Projected Schedule	
Activity	Projected Date
TBD	

Why Now
Based on conversations between City Council and Lynchburg City Schools this funding provides options for prioritizing school needs over the next five years.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$0
Budget FY 2026	10,000,000
FY 2027 - FY 2030 Planned	50,000,000
Remaining Need	Continuing
Total Project Cost	Continuing
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$60,000,000
Interest	23,933,019
Total	\$83,933,019
Estimated Annual Debt Service	\$4,196,651

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Construction	10,000,000	30,000,000	20,000,000	0	0	\$60,000,000
Total	\$10,000,000	\$30,000,000	\$20,000,000	\$0	\$0	\$60,000,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Line of Credit	10,000,000	30,000,000	20,000,000	0	0	\$60,000,000
Total	\$10,000,000	\$30,000,000	\$20,000,000	\$0	\$0	\$60,000,000

Operating Budget Impact
More efficient systems will reduce operating costs; reduced unplanned maintenance costs





AIRPORT FUND (CAPITAL PROJECTS FUND) SUMMARY OF APPROPRIATIONS - This summary demonstrates project appropriations for each Fiscal Year along with the expected sources of funding.

	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Resources					
Federal: Federal Aviation Admin	4,050,000	900,000	2,250,000	1,800,000	1,350,000
State: VA Dept of Aviation	450,000	100,000	250,000	200,000	150,000
TOTAL ESTIMATED RESOURCES	\$4,500,000	\$1,000,000	\$2,500,000	\$2,000,000	\$1,500,000

CAPITAL PROJECTS					
Airport	4,500,000	1,000,000	2,500,000	2,000,000	1,500,000
TOTAL PROPOSED CAPITAL PROJECTS	\$4,500,000	\$1,000,000	\$2,500,000	\$2,000,000	\$1,500,000



AIRPORT FUND (CAPITAL PROJECTS FUND) SUMMARY OF CASH FLOWS - This summary demonstrates project cash flows for each Fiscal Year along with the expected sources of funding.

	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Resources					
Federal: Federal Aviation Admin	4,050,000	900,000	2,250,000	1,800,000	1,350,000
State: VA Dept of Aviation	450,000	100,000	250,000	200,000	150,000
TOTAL ESTIMATED RESOURCES	\$4,500,000	\$1,000,000	\$2,500,000	\$2,000,000	\$1,500,000

CAPITAL PROJECTS					
Airport	4,500,000	1,000,000	2,500,000	2,000,000	1,500,000
TOTAL PROPOSED CAPITAL PROJECTS	\$4,500,000	\$1,000,000	\$2,500,000	\$2,000,000	\$1,500,000



Five-Year Proposed Appropriations

Project Title	Appropriations		FY 2027 - 2030 Planned	Five-Year Estimated Net Cost	Estimated	Total
	Through				Cost Beyond	
	06/30/2025	Budget FY 2026			Program	
Airport						
Airport Rescue & Fire Fighting Vehicle	0	0	1,000,000	1,000,000	0	1,000,000
General Aviation (GA) Terminal Apron/Taxiway G Rehabilitation	0	0	2,500,000	2,500,000	0	2,500,000
North General Aviation (GA) Development Area (Phase III)	0	3,000,000	0	3,000,000	0	3,000,000
Rehabilitate Air Carrier Ramp	0	0	2,000,000	2,000,000	0	2,000,000
South General Aviation (GA) Development Area	0	0	1,500,000	1,500,000	0	1,500,000
Taxiway B Rehabilitation	0	1,500,000	0	1,500,000	0	1,500,000
Total Proposed FY 2026 - 2030 CIP	\$0	\$4,500,000	\$7,000,000	\$11,500,000	\$0	\$11,500,000



Project Title	Project Number	Service Area
Airport Rescue and Fire Fighting Vehicle	To Be Assigned	Airport
Location	Project Type	Department
Airport	New	Airport



Department Priority

Project has State and/or Federal funding; Project required to support important but not essential services

Project Description

Purchase of new Airport Rescue and Firefighting (ARFF) Vehicle (new). The Airport's current primary fire fighting vehicle was purchased in 2008 and is approaching its estimated useful life of 20 years. This 2009 unit will be retained as a backup to the new vehicle and the current backup unit purchased in 1993 will be retired/disposed.

Relationship to Comprehensive Plan

Chapter 3 Page 31, Goal T-1.12 Coordinate with Campbell County and Lynchburg Regional Airport Commission to protect the Airport from incompatible land use encroachments and to foster development of industrial uses that capitalize on the Airport's passenger, freight, and general aviation service.

Project Manager

Cedric Simon, Airport Director

Projected Start Date	Q1 FY 2027
Projected Completion Date	Q4 FY 2027

Projected Schedule	
Activity	Projected Date
Request for Proposal	Q1 FY 2027
Equipment	Q4 FY 2027

Why Now
The Airport's current primary fire fighting vehicle was purchased in 2008 and is approaching its estimated useful life of 20 years.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$0
Budget FY 2026	0
FY 2027 - FY 2030 Planned	1,000,000
Remaining Need	0
Total Project Cost	\$1,000,000
Local Funding Percentage	0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

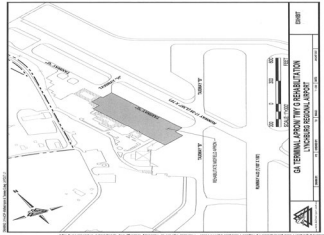
Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Request for Proposal	0	25,000	0	0	0	\$25,000
Equipment	0	975,000	0	0	0	\$975,000
Total	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Federal: Federal Aviation Admin	0	900,000	0	0	0	\$900,000
State: VA Dept of Aviation	0	100,000	0	0	0	\$100,000
Total	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000

Operating Budget Impact
none



Project Title	Project Number	Service Area
General Aviation (GA) Terminal Apron/Taxiway G Rehabilitation	To Be Assigned	Airport
Location	Project Type	Department
GA Terminal Area	New	Airport



Department Priority

Project has State and/or Federal funding; Project required to support important but not essential services

Project Description

This area adjacent to the General Aviation (GA) terminal and the southern portion of Taxiway G was last rehabilitated over 20 years ago and has reached its normal useful life. This is the second phase of a project which began in 2020 when the northern portion of Taxiway G and the nearby Midfield Apron was milled and new asphalt placed.

Relationship to Comprehensive Plan

Chapter 3 Page 31, Goal T-1.12 Coordinate with Campbell County and Lynchburg Regional Airport Commission to protect the Airport from incompatible land use encroachments and to foster development of industrial uses that capitalize on the Airport's passenger, freight, and general aviation service.

Project Manager

Cedric Simon, Airport Director

Projected Start Date	Q1 FY 2028
Projected Completion Date	Q4 FY 2028
Projected Schedule	
Activity	Projected Date
Consultant Engineering	Q1 FY 2028
Construction	Q4 FY 2028

Why Now
These two areas were last rehabilitated over 20 years ago and have reached their normal useful life.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$0
Budget FY 2026	0
FY 2027 - FY 2030 Planned	2,500,000
Remaining Need	0
Total Project Cost	\$2,500,000
Local Funding Percentage	0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

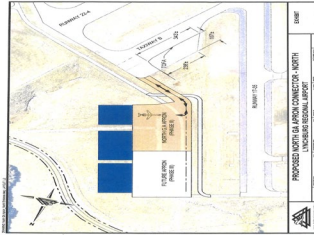
Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	0	0	375,000	0	0	\$375,000
Construction	0	0	2,125,000	0	0	\$2,125,000
Total	\$0	\$0	\$2,500,000	\$0	\$0	\$2,500,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Federal: Federal Aviation Admin	0	0	2,250,000	0	0	\$2,250,000
State: VA Dept of Aviation	0	0	250,000	0	0	\$250,000
Total	\$0	\$0	\$2,500,000	\$0	\$0	\$2,500,000

Operating Budget Impact
None anticipated at this time.



Project Title	Project Number	Service Area
North General Aviation (GA) Development Area (Phase III)	To Be Assigned	Airport
Location	Project Type	Department
North GA Area	New	Airport



Department Priority

Project has State and/or Federal funding; Project required to support important but not essential services; Project contributes to the generation of new revenue

Project Description

The area was identified in the 2010 Airport Master Plan update as a prime area for development for General Aviation (GA) use. Phase III would include additional engineering design and construction of aircraft ramp and apron parking areas as well as additional site work for future construction of hangars or other facilities by the Airport or others.

Relationship to Comprehensive Plan

Chapter 3 Page 31, Goal T-1.12 Coordinate with Campbell County and Lynchburg Regional Airport Commission to protect the Airport from incompatible land use encroachments and to foster development of industrial uses that capitalize on the Airport's passenger, freight, and general aviation service.

Project Manager

Cedric Simon, Airport Director

Projected Start Date	Q1 FY 2026
Projected Completion Date	Q4 FY 2026

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Q1 FY 2026
Construction	Q4 FY 2026

Why Now
Phase III is a continuation of Phase I and II and completes the remaining aircraft ramp and apron areas for the site to make the entire area site-ready for commercial aviation development.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$0
Budget FY 2026	3,000,000
FY 2027 - FY 2030 Planned	0
Remaining Need	0
Total Project Cost	\$3,000,000
Local Funding Percentage	0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	450,000	0	0	0	0	\$450,000
Construction	2,550,000	0	0	0	0	\$2,550,000
Total	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Federal: Federal Aviation Admin	2,700,000	0	0	0	0	\$2,700,000
State: VA Dept of Aviation	300,000	0	0	0	0	\$300,000
Total	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000

Operating Budget Impact
Additional revenue from future tenants.



Project Title	Project Number	Service Area
Rehabilitate Air Carrier Ramp	To Be Assigned	Airport
Location	Project Type	Department
Air Carrier ramp	Maintenance	Airport



Department Priority

Project has State and/or Federal funding; Project required to support important but not essential services

Project Description

The aircraft parking ramp that serves the commercial airline main terminal needs an overlay to bring the pavement up to standards. This overlay will remedy pavement indentions and numerous cracking areas.

Relationship to Comprehensive Plan

Chapter 3 Page 31, Goal T-1.12 Coordinate with Campbell County and Lynchburg Regional Airport Commission to protect the Airport from incompatible land use encroachments and to foster development of industrial uses that capitalize on the Airport's passenger, freight, and general aviation service.

Project Manager

Cedric Simon, Airport Director

Projected Start Date	Q1 FY 2029
Projected Completion Date	Q4 FY 2029

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Q2 FY 2029
Construction	Q4 FY 2029

Why Now
The aircraft parking ramp that serves the commercial airline main terminal needs an overlay to bring the pavement up to airport operating standards.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$0
Budget FY 2026	0
FY 2027 - FY 2030 Planned	2,000,000
Remaining Need	0
Total Project Cost	\$2,000,000
Local Funding Percentage	0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	0	0	0	300,000	0	\$300,000
Construction	0	0	0	1,700,000	0	\$1,700,000
Total	\$0	\$0	\$0	\$2,000,000	\$0	\$2,000,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Federal: Federal Aviation Admin	0	0	0	1,800,000	0	\$1,800,000
State: VA Dept of Aviation	0	0	0	200,000	0	\$200,000
Total	\$0	\$0	\$0	\$2,000,000	\$0	\$2,000,000

Operating Budget Impact
None anticipated at this time.



Project Title	Project Number	Service Area
South General Aviation (GA) Development Area	To Be Assigned	Airport
Location	Project Type	Department
South GA Area	New	Airport



Department Priority

Project has State and/or Federal funding; Project contributes to generation of new revenue

Project Description

Area has been identified as a prime area for development for General Aviation (GA) use. Development would include construction of aircraft ramp and apron areas as well as site work for future construction of hangars and other facilities by the Airport or others.

Relationship to Comprehensive Plan

Chapter 3 Page 31, Goal T-1.12 Coordinate with Campbell County and Lynchburg Regional Airport Commission to protect the Airport from incompatible land use encroachments and to foster development of industrial uses that capitalize on the Airport's passenger, freight, and general aviation service.

Project Manager

Cedric Simon, Airport Director

Projected Start Date	Q1 FY 2030
Projected Completion Date	Q4 FY 2030

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Q2 FY 2030
Construction	Q4 FY 2030

Why Now
It is anticipated that this development area will be adjacent and a complement to a proposed Regional Airpark Development currently in its beginning planning stage.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$0
Budget FY 2026	0
FY 2027 - FY 2030 Planned	1,500,000
Remaining Need	0
Total Project Cost	\$1,500,000
Local Funding Percentage	0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

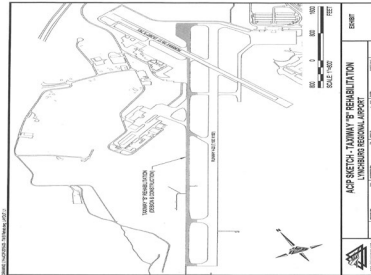
Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	0	0	0	0	225,000	\$225,000
Construction	0	0	0	0	1,275,000	\$1,275,000
Total	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Federal: Federal Aviation Admin	0	0	0	0	1,350,000	\$1,350,000
State: VA Dept of Aviation	0	0	0	0	150,000	\$150,000
Total	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000

Operating Budget Impact
None anticipated at this time.



Project Title	Project Number	Service Area
Taxiway B Rehabilitation	To Be Assigned	Airport
Location	Project Type	Department
Primary Taxiway	Maintenance	Airport



Department Priority

Project has State and/or Federal funding; Project required to support important but not essential services

Project Description

The Airport's primary commercial service taxiway underwent its last major rehabilitation in FY 2004 and has exceeded its 15-year useful life. Rehabilitation would involve grading corrections as well as a complete overlay.

Relationship to Comprehensive Plan

Chapter 3 Page 31, Goal T-1.12 Coordinate with Campbell County and Lynchburg Regional Airport Commission to protect the Airport from incompatible land use encroachments and to foster development of industrial uses that capitalize on the Airport's passenger, freight, and general aviation service.

Project Manager

Cedric Simon, Airport Director

Projected Start Date	Q1 FY 2026
Projected Completion Date	Q4 FY 2026

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Q1 FY 2026
Construction	Q4 FY 2026

Why Now

Taxiway "B" underwent its last major rehabilitation in FY 2004 and has exceeded its estimated useful life.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$0
Budget FY 2026	1,500,000
FY 2027 - FY 2030 Planned	0
Remaining Need	0
Total Project Cost	\$1,500,000
Local Funding Percentage	0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	200,000	0	0	0	0	\$200,000
Construction	1,300,000	0	0	0	0	\$1,300,000
Total	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Federal: Federal Aviation Admin	1,350,000	0	0	0	0	\$1,350,000
State: VA Dept of Aviation	150,000	0	0	0	0	\$150,000
Total	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000

Operating Budget Impact
None anticipated at this time.





WATER FUND (CAPITAL PROJECTS FUND) SUMMARY OF APPROPRIATIONS - This summary demonstrates project appropriations for each Fiscal Year along with the expected sources of funding.

	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Resources					
Local: Line of Credit (Water)	12,030,000	16,760,000	16,960,000	16,550,000	15,868,000
Local: Pay-As-You-Go (Water)	795,000	285,000	675,000	525,000	375,000
Federal: Virginia Resource Authority	0	0	0	9,000,000	0
TOTAL ESTIMATED RESOURCES	\$12,825,000	\$17,045,000	\$17,635,000	\$26,075,000	\$16,243,000

CAPITAL PROJECTS					
Water	12,825,000	17,045,000	17,635,000	26,075,000	16,243,000
TOTAL PROPOSED CAPITAL PROJECTS	\$12,825,000	\$17,045,000	\$17,635,000	\$26,075,000	\$16,243,000



WATER FUND (CAPITAL PROJECTS FUND) SUMMARY OF CASH FLOWS - This summary demonstrates project cash flows for each Fiscal Year along with the expected sources of funding.

	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Resources					
Local: Line of Credit (Water)	17,452,600	19,232,572	17,718,000	15,965,000	16,046,000
Local: Pay-As-You-Go (Water)	720,000	315,000	775,000	525,000	685,000
Federal: Virginia Resource Authority	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000
TOTAL ESTIMATED RESOURCES	\$21,172,600	\$22,547,572	\$21,493,000	\$19,490,000	\$19,731,000

CAPITAL PROJECTS					
Water	21,172,600	22,547,572	21,493,000	19,490,000	19,731,000
TOTAL PROPOSED CAPITAL PROJECTS	\$21,172,600	\$22,547,572	\$21,493,000	\$19,490,000	\$19,731,000



Five-Year Proposed Appropriations

Project Title	Appropriations	FY 2027 - 2030		Five-Year	Estimated	Total
	Through 06/30/2025	Budget FY 2026	Planned	Estimated Net Cost	Cost Beyond Program Period	Accumulated Project Cost
Water						
Annual Water Petitions	Continuing	75,000	300,000	375,000	Continuing	Continuing
Distribution System Improvements	Continuing	9,400,000	51,230,000	60,630,000	Continuing	Continuing
Downtown Area Business Improvements	11,154,000	1,400,000	10,230,000	11,630,000	Continuing	Continuing
Lead and Copper Water Service Line	12,210,194	0	9,000,000	9,000,000	Continuing	Continuing
Water Facility Improvements	Continuing	600,000	3,720,000	4,320,000	Continuing	Continuing
Water Meter Register Replacements	8,360,000	500,000	500,000	1,000,000	0	9,360,000
Water Tank Rehabilitation	Continuing	850,000	2,018,000	2,868,000	Continuing	Continuing
Total Proposed FY 2026 - 2030 CIP	\$31,724,194	\$12,825,000	\$76,998,000	\$89,823,000	\$0	\$9,360,000

**Project Title**

Annual Water Petitions

Location

Various

Project Number

U0013

Project Type

New

Service Area

Water

Department

Water Resources

**Department Priority**

Project supports essential services

Project Description

Extensions of water lines are requested by petition process. These requests may include existing non-served properties, commercial development and new residential subdivisions. Also, for reimbursement of developer's costs to construct City water lines per City Code.

Relationship to Comprehensive Plan

Chapter 3, Page 35, Goal PU-1.2: Provide utility improvements and services in a cost-effective manner.

Project Manager

Scott Parkins, Engineering Manager

Projected Start Date

Continuing

Projected Completion Date

Continuing

Projected Schedule

Activity	Projected Date
Consultant Engineering	Continuing
Construction	Continuing

Why Now

City code requires extension of utilities to non-customers provided this can be done in a cost-effective manner. This service project will provide City water to new customers currently served by wells.

Financial Summary**Total Project Cost**

Prior Appropriations as of 06/30/2025	Continuing
Budget FY 2026	75,000
FY 2027 - FY 2030 Planned	300,000
Remaining Need	Continuing
Total Project Cost	Continuing
Local Funding Percentage	100.0%

Estimated Debt Service

Project Total Debt Expenditures	
Principal	\$75,000
Interest	29,916
Total	\$104,916
Estimated Annual Debt Service	\$5,246

Five Year Proposed Appropriations by Activity

Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Construction	75,000	75,000	75,000	75,000	75,000	\$375,000
Total	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$375,000

Five Year Proposed Expenditure Cash Flow Projections

Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go (Water)	0	75,000	75,000	75,000	75,000	\$300,000
Local: Line of Credit (Water)	75,000	0	0	0	0	\$75,000
Total	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$375,000

Operating Budget Impact

Lessens the impact on overall water operating budget for repairs and line breaks.



Project Title	Project Number	Service Area
Distribution System Improvements	U0012	Water
Location	Project Type	Department
Various	New	Water Resources



Department Priority
Project supports essential services
Project Description
Water distribution system improvements to upgrade and replace aging and undersized water infrastructure needed to maintain improved system reliability and fire protection throughout the City.
Relationship to Comprehensive Plan
Chapter 3, Page 35, Goal PU-1.3: Continue to maintain the existing City-owned infrastructure systems through replacement or rehabilitation when required.
Project Manager
Scott Parkins, Engineering Manager

Projected Start Date	Continuing
Projected Completion Date	Continuing

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Continuing
Construction	Continuing

Why Now
The Department has a priority to replace all undersized (<6" diameter) water distribution mains to support community fire protection. Aging cast iron (>100 years old) and asbestos cement pipes are also scheduled for replacement. To maintain the aging pipe replacement goal, a minimum of 1% of pipe should be replaced each year.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	Continuing
Budget FY 2026	9,400,000
FY 2027 - FY 2030 Planned	51,230,000
Remaining Need	Continuing
Total Project Cost	Continuing
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$58,350,000
Interest	23,274,861
Total	\$81,624,861
Estimated Annual Debt Service	\$4,081,243

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	900,000	1,280,000	1,160,000	1,290,000	1,200,000	\$5,830,000
Construction	8,500,000	11,610,000	12,200,000	11,610,000	10,880,000	\$54,800,000
Total	\$9,400,000	\$12,890,000	\$13,360,000	\$12,900,000	\$12,080,000	\$60,630,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go (Water)	720,000	240,000	600,000	450,000	300,000	\$2,310,000
Local: Line of Credit (Water)	11,190,000	13,715,000	13,218,000	12,926,000	11,780,000	\$62,829,000
Total	\$11,910,000	\$13,955,000	\$13,818,000	\$13,376,000	\$12,080,000	\$65,139,000

Operating Budget Impact
Lessens the impact on overall water operating budget for repairs and line breaks.



Project Title	Project Number	Service Area
Downtown Area Business Improvements	U0498	Water
Location	Project Type	Department
Downtown	New	Water Resources



Department Priority
Project supports essential services
Project Description
Fifty linear blocks of water mains will be replaced in the downtown area between Commerce and Court Streets and between 5th and the Expressway. In conjunction with these replacements, sanitary sewer and storm sewer lines will also be replaced. These replacements will be conducted in multiple phases over ten to fifteen years. The current phase, Phase 4, covers 5 blocks on Main Street from 12th to the Expressway. Court Street will be the fifth construction project, starting with the design phase.
Relationship to Comprehensive Plan
Chapter 3, Page 35, Goal PU-1.3: Continue to maintain the existing City-owned infrastructure systems through replacement or rehabilitation when required.
Project Manager
Scott Parkins, Engineering Manager

Projected Start Date	Q4 FY 2018
Projected Completion Date	Continuing
Projected Schedule	
Activity	Projected Date
Consultant Engineering	Continuing
Construction	Continuing

Why Now
Downtown water lines average over 100 years in age and have reached the end of their anticipated life span leading to water line breaks and negative impacts to water quality.

Financial Summary

Total Project Cost		Estimated Debt Service	
Prior Appropriations as of 06/30/2025	\$11,154,000	Project Total Debt Expenditures	
Budget FY 2026	1,400,000	Principal	\$22,294,000
FY 2027 - FY 2030 Planned	10,230,000	Interest	8,892,712
Remaining Need	Continuing	Total	\$31,186,712
Total Project Cost	Continuing		
Local Funding Percentage	100.0%	Estimated Annual Debt Service	\$1,559,336

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	550,000	0	530,000	0	500,000	\$1,580,000
Construction	850,000	2,400,000	2,400,000	2,200,000	2,200,000	\$10,050,000
Total	\$1,400,000	\$2,400,000	\$2,930,000	\$2,200,000	\$2,700,000	\$11,630,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Line of Credit (Water)	2,650,000	2,900,000	2,930,000	2,200,000	2,700,000	\$13,380,000
Total	\$2,650,000	\$2,900,000	\$2,930,000	\$2,200,000	\$2,700,000	\$13,380,000

Operating Budget Impact
Lessens the impact on overall water operating budget for repairs and line breaks.

**Project Title**

Lead and Copper Water Service Line

Location

Various

Project Number

U0714

Project Type

New

Service Area

Water

Department

Water Resources

**Department Priority**

Project has legal or regulatory mandate

Project Description

Development of inventory of lead water service lines on public and private side of the water meter. Current inventory was submitted to VDH and includes over 20,000 services listed as "unknown material". Future regulatory rules are leading to additional work to classify the materials for all unknown services and development of a lead service line replacement plan by 2027. Beyond classification of services, the goal of the federal legislation is to have any lead service lines or galvanized service lines impacted by lead services be removed from the distribution system by 2034.

Relationship to Comprehensive Plan

Chapter 3, Page 35, Goal 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.

Project Manager

Scott Parkins, Engineering Manager

Projected Start Date

Q1 FY 2023

Projected Completion Date

Continuing

Projected Schedule

Activity	Projected Date
Consultant Engineering	Continuing
Construction	Continuing

Why Now

The Environmental Protection Agency has published Lead and Copper Rule Revisions which required water system providers to provide a lead service line inventory by October 16, 2024. The Lead and Copper Rule Improvements (LCRI) ruling published in 2024 mandates future identification and removal requirements for all lead services within the next ten years.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$12,210,194
Budget FY 2026	0
FY 2027 - FY 2030 Planned	9,000,000
Remaining Need	Continuing
Total Project Cost	Continuing
Local Funding Percentage	10.3%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	
	\$0

Five Year Proposed Appropriations by Activity

Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	0	0	0	900,000	0	\$900,000
Construction	0	0	0	8,100,000	0	\$8,100,000
Total	\$0	\$0	\$0	\$9,000,000	\$0	\$9,000,000

Five Year Proposed Expenditure Cash Flow Projections

Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Federal: Virginia Resource Authority	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	\$15,000,000
Total	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$15,000,000

Operating Budget Impact

Outside consultant will oversee inventory, but Water Resources field operations and/or annual contractor will likely be called upon to test dig many locations to define water service material types.



Project Title	Project Number	Service Area
Water Facility Improvements	U0078	Water
Location	Project Type	Department
Various	New	Water Resources



Department Priority
Project supports essential services
Project Description
Replacement or renovation to major water treatment process equipment or structures located at the two water treatment facilities and raw water and distribution pump stations. This funding is set aside for anticipated and unanticipated expenditures for major capital equipment replacement to maintain compliance with regulatory requirements.
Relationship to Comprehensive Plan
Chapter 3, Page 35, Goal PU-1.3: Continue to maintain the existing City-owned infrastructure systems through replacement or rehabilitation when required.
Project Manager
Scott Parkins, Engineering Manager

Projected Start Date	Continuing
Projected Completion Date	Continuing

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Continuing
Construction	Continuing

Why Now
Maintenance and replacement of water treatment and pumping equipment is required to support the essential service of water production and distribution.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	Continuing
Budget FY 2026	600,000
FY 2027 - FY 2030 Planned	3,720,000
Remaining Need	Continuing
Total Project Cost	Continuing
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$4,320,000
Interest	1,723,177
Total	\$6,043,177
Estimated Annual Debt Service	\$302,159

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	60,000	50,000	110,000	150,000	50,000	\$420,000
Construction	540,000	450,000	1,050,000	1,410,000	450,000	\$3,900,000
Total	\$600,000	\$500,000	\$1,160,000	\$1,560,000	\$500,000	\$4,320,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go (Water)	0	0	100,000	0	300,000	\$400,000
Local: Line of Credit (Water)	867,600	1,160,000	1,460,000	500,000	700,000	\$4,687,600
Total	\$867,600	\$1,160,000	\$1,560,000	\$500,000	\$1,000,000	\$5,087,600

Operating Budget Impact
Minor increase in operating budget for long-term maintenance.



Project Title	Project Number	Service Area
Water Meter Register Replacements	U0625	Water
Location	Project Type	Department
Various	New	Water Resources



Department Priority
Project supports essential services
Project Description
Existing water meter registers will be upgraded to provide a new advanced, cloud based, cellular signal for consumption data gathering. The new system will allow customers to see in real time their water consumption or indications of a leak. Collection of the data will eventually be completely seamless to the billing process without the traditional meter reader collecting data in the field. It is estimated to take 6 years to convert all of the City's approximately 23,000 meters to this new technology. Water consumption is the basis for revenues to the water and sewer enterprise funds.
Relationship to Comprehensive Plan
Chapter 3, Page 35, Goal PU-1.2: Provide utility improvements and services in a cost-effective manner.
Project Manager
Gregory Poff, Deputy Director of Water Resources

Projected Start Date	Q1 FY 2021
Projected Completion Date	FY 2027
Projected Schedule	
Activity	Projected Date
Construction	Q2 FY 2021

Why Now
Cellular technology that allows remote reading and leak detection is phasing out drive-by technology currently used in our meter data collection.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$8,360,000
Budget FY 2026	500,000
FY 2027 - FY 2030 Planned	500,000
Remaining Need	0
Total Project Cost	\$9,360,000
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$5,860,000
Interest	2,337,458
Total	\$8,197,458
Estimated Annual Debt Service	\$409,873

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Construction	500,000	500,000	0	0	0	\$1,000,000
Total	\$500,000	\$500,000	\$0	\$0	\$0	\$1,000,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Line of Credit (Water)	1,800,000	500,000	0	0	0	\$2,300,000
Total	\$1,800,000	\$500,000	\$0	\$0	\$0	\$2,300,000

Operating Budget Impact
Increased revenues will result from more timely identifying failing water meters that require replacement or repair.



Project Title	Project Number	Service Area
Water Tank Rehabilitation	U0005	Water
Location	Project Type	Department
Various	Maintenance	Water Resources



Department Priority
Project supports essential services
Project Description
Water Resources has developed a 5-year program for inspection of the City's water storage tanks. Each tank is inspected inside and outside by a tank coating specialist every 5 years. Routine maintenance, including removing and applying coating paint is scheduled based on these recommendations.
Relationship to Comprehensive Plan
Chapter 3, Page 35, Goal PU-1.3: Continue to maintain the existing City-owned infrastructure systems through replacement or rehabilitation when required.
Project Manager
Scott Parkins, Engineering Manager

Projected Start Date	Continuing
Projected Completion Date	Continuing

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Continuing
Construction	Continuing

Why Now
The water tanks require continuous maintenance. Each tank is drained and inspected every 5 years with a rehabilitation project scheduled every 15-20 years, depending on the results of the inspections.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	Continuing
Budget FY 2026	850,000
FY 2027 - FY 2030 Planned	2,018,000
Remaining Need	Continuing
Total Project Cost	Continuing
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$2,868,000
Interest	1,143,998
Total	\$4,011,998
Estimated Annual Debt Service	\$200,600

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	80,000	68,000	10,000	34,000	88,000	\$280,000
Construction	770,000	612,000	100,000	306,000	800,000	\$2,588,000
Total	\$850,000	\$680,000	\$110,000	\$340,000	\$888,000	\$2,868,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go (Water)	0	0	0	0	10,000	\$10,000
Local: Line of Credit (Water)	870,000	957,572	110,000	339,000	866,000	\$3,142,572
Total	\$870,000	\$957,572	\$110,000	\$339,000	\$876,000	\$3,152,572

Operating Budget Impact
Minor increase in operation budget for long term maintenance, to include pressure washing tank exteriors and applying algacide.



SEWER FUND (CAPITAL PROJECTS FUND) SUMMARY OF APPROPRIATIONS - This summary demonstrates project appropriations for each Fiscal Year along with the expected sources of funding.

	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Resources					
Local: Line of Credit (Sewer)	7,600,000	11,225,000	7,925,000	4,795,000	8,920,000
Local: Pay-As-You-Go (Sewer)	4,000,000	1,915,000	6,195,000	1,980,000	1,965,000
State: VCWRLF	0	0	0	5,000,000	2,000,000
TOTAL ESTIMATED RESOURCES	\$11,600,000	\$13,140,000	\$14,120,000	\$11,775,000	\$12,885,000

CAPITAL PROJECTS					
Sewer	11,600,000	13,140,000	14,120,000	11,775,000	12,885,000
TOTAL PROPOSED CAPITAL PROJECTS	\$11,600,000	\$13,140,000	\$14,120,000	\$11,775,000	\$12,885,000



SEWER FUND (CAPITAL PROJECTS FUND) SUMMARY OF CASH FLOWS - This summary demonstrates project cash flows for each Fiscal Year along with the expected sources of funding.

	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Resources					
Local: Line of Credit (Sewer)	10,447,000	11,205,000	9,260,000	6,020,000	10,010,000
Local: Pay-As-You-Go (Sewer)	6,470,000	3,066,000	3,792,000	3,890,000	1,420,000
State: VCWRLF	20,000,000	27,200,000	10,686,000	8,500,000	2,000,000
TOTAL ESTIMATED RESOURCES	\$36,917,000	\$41,471,000	\$23,738,000	\$18,410,000	\$13,430,000

CAPITAL PROJECTS

Sewer	36,917,000	41,471,000	23,738,000	18,410,000	13,430,000
TOTAL PROPOSED CAPITAL PROJECTS	\$36,917,000	\$41,471,000	\$23,738,000	\$18,410,000	\$13,430,000



Five-Year Proposed Appropriations

	Appropriations			Five-Year	Estimated	
	Through		FY 2027 - 2030	Estimated	Cost Beyond	Total
Project Title	06/30/2025	Budget FY 2026	Planned	Net Cost	Program	Accumulated
Sewer						
Combined Sewer Overflow (CSO) Program	Continuing	1,000,000	2,960,000	3,960,000	Continuing	Continuing
CSO Program VA Clean Water Revolving Loan Fund	Continuing	0	7,000,000	7,000,000	Continuing	Continuing
Garnet Street (1800) Building Demolition	0	1,600,000	0	1,600,000	0	1,600,000
Sewer Collection System Improvements	Continuing	8,800,000	30,780,000	39,580,000	Continuing	Continuing
Sewer Extension Program	Continuing	200,000	2,000,000	2,200,000	Continuing	Continuing
Water Resources Recovery Facility Improvements	Continuing	0	9,180,000	9,180,000	Continuing	Continuing
Total Proposed FY 2026 - 2030 CIP	\$0	\$11,600,000	\$51,920,000	\$63,520,000	\$0	\$1,600,000



Project Title	Project Number	Service Area
Combined Sewer Overflow (CSO) Program	U0018	Sewer
Location	Project Type	Department
Various	New	Water Resources



Department Priority
Project has legal or regulatory mandate
Project Description
Funding for Combined Sewer Overflows (CSO) program projects and projects that continue to reduce stormwater flows to the Water Resource Recovery Facility.
Relationship to Comprehensive Plan
Chapter 3, Page 35, Goal PU-1.3: Continue to maintain the existing City-owned infrastructure systems through replacement or rehabilitation when required.
Project Manager
Eric Schrader, Civil Engineer IV

Projected Start Date	Continuing
Projected Completion Date	Continuing

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Continuing
Construction	Continuing

Why Now
Projects support regulatory mandate to contain and eliminate combined sewer overflows in the City's sewer collection system.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	Continuing
Budget FY 2026	1,000,000
FY 2027 - FY 2030 Planned	2,960,000
Remaining Need	Continuing
Total Project Cost	Continuing
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$3,360,000
Interest	1,340,249
Total	\$4,700,249
Estimated Annual Debt Service	\$235,012

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	100,000	104,000	150,000	36,000	0	\$390,000
Construction	900,000	936,000	1,350,000	324,000	60,000	\$3,570,000
Total	\$1,000,000	\$1,040,000	\$1,500,000	\$360,000	\$60,000	\$3,960,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go (Sewer)	430,000	40,000	40,000	60,000	60,000	\$630,000
Local: Line of Credit (Sewer)	3,245,000	2,650,000	1,550,000	300,000	0	\$7,745,000
Total	\$3,675,000	\$2,690,000	\$1,590,000	\$360,000	\$60,000	\$8,375,000

Operating Budget Impact
No increase of staff. Increase of operating expenses anticipated.



Project Title Combined Sewer Overflow (CSO) Program Virginia Clean Water Revolving Loan Fund	Project Number U0021	Service Area Sewer
Location Various	Project Type New	Department Water Resources



Department Priority Project has legal or regulatory mandate
Project Description Funding for Combined Sewer Overflows (CSO) program projects and projects that continue to reduce stormwater flows to the Water Resource Recovery Facility.
Relationship to Comprehensive Plan Chapter 3, Page 35, Goal PU-1.3: Continue to maintain the existing City-owned infrastructure systems through replacement or rehabilitation when required.
Project Manager Eric Schrader, Civil Engineer IV

Projected Start Date	Continuing
Projected Completion Date	Continuing

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Continuing
Construction	Continuing

Why Now Projects support regulatory mandate to contain and eliminate combined sewer overflows in the City's sewer collection system.
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Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	Continuing
Budget FY 2026	0
FY 2027 - FY 2030 Planned	7,000,000
Remaining Need	Continuing
Total Project Cost	Continuing
Local Funding Percentage	0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	0	0	0	500,000	200,000	\$700,000
Construction	0	0	0	4,500,000	1,800,000	\$6,300,000
Total	\$0	\$0	\$0	\$5,000,000	\$2,000,000	\$7,000,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
State: VCWRLF	20,000,000	27,200,000	10,686,000	8,500,000	2,000,000	\$68,386,000
Total	\$20,000,000	\$27,200,000	\$10,686,000	\$8,500,000	\$2,000,000	\$68,386,000

Operating Budget Impact No increase of staff. Increase of operating expenses anticipated.



Project Title	Project Number	Service Area
Garnet Street (1800) Building Demolition	U0827	Sewer
Location	Project Type	Department
1800 Garnet Street	New	Water Resources



Department Priority
The building is derelict and is not in compliance with City Code
Project Description
Removal of existing structure at 1800 Garnet Street, the land was purchased by Department of Water Resources as part of the Combined Sewer Overflow program.
Relationship to Comprehensive Plan
PFS-1.1 Plan and develop new facilities and/or maintain/renovate existing facilities to meet the City's needs. The Garnett St building does not provide any service or benefit to the citizens of Lynchburg and is a hazard. Cost to stabilize and secure the building would exceed demolition costs.
Project Manager
Scott Parkins, Engineering Manager

Projected Start Date	Q2 FY 2026
Projected Completion Date	FY 2027

Projected Schedule	
Activity	Projected Date
Consultant Engineering	FY 2026
Construction	FY 2027

Why Now
Building is unusable and unsafe in its current condition and creates a nuisance visually and structurally.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$0
Budget FY 2026	1,600,000
FY 2027 - FY 2030 Planned	0
Remaining Need	0
Total Project Cost	\$1,600,000
Local Funding Percentage	#DIV/0!

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$0
Interest	0
Total	\$0
Estimated Annual Debt Service	\$0

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	100,000	0	0	0	0	\$100,000
Construction	1,500,000	0	0	0	0	\$1,500,000
Total	\$1,600,000	\$0	\$0	\$0	\$0	\$1,600,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go (Sewer)	850,000	750,000	0	0	0	\$1,600,000
Total	\$850,000	\$750,000	\$0	\$0	\$0	\$1,600,000

Operating Budget Impact
Most work will be performed by an outside contractor; therefore, there will be minimal impact to operating expenses and staff requirements.



Project Title	Project Number	Service Area
Sewer Collection System Improvements	U0015	Sewer
Location	Project Type	Department
Various	Maintenance	Water Resources



Department Priority
Project supports essential services
Project Description
Inspection and evaluation for condition/performance assessment along with construction of major repairs, rehabilitation, and replacement of aging/threatened sewer infrastructure to improve the overall performance of the City's Wastewater Collection System.
Relationship to Comprehensive Plan
Chapter 3, Page 35, Goal PU-1.11: Maintain the City's sanitary sewer system to ensure that waste flows are safely collected and treated while developing policies and adequately maintaining the sanitary sewer system in a manner that prevents unpermitted sanitary sewer overflows (SSOs).
Project Manager
Stephen St. Angelo, Civil Engineer II

Projected Start Date	Continuing
Projected Completion Date	Continuing

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Continuing
Construction	Continuing

Why Now
Sewer line rehabilitation and replacement is needed to maintain reliable sewer service. Projects help to prevent sewer overflows and their negative impacts on the public/environment that can result if left unmaintained. The City's current performance goal is to rehabilitate and/or replace 1% of its wastewater collection system each year.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	Continuing
Budget FY 2026	8,800,000
FY 2027 - FY 2030 Planned	30,780,000
Remaining Need	Continuing
Total Project Cost	Continuing
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$29,670,000
Interest	11,834,878
Total	\$41,504,878
Estimated Annual Debt Service	\$2,075,244

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	870,000	1,000,000	720,000	520,000	736,000	\$3,846,000
Construction	7,930,000	10,000,000	6,500,000	4,680,000	6,624,000	\$35,734,000
Total	\$8,800,000	\$11,000,000	\$7,220,000	\$5,200,000	\$7,360,000	\$39,580,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go (Sewer)	3,880,000	1,535,000	2,482,000	2,945,000	1,005,000	\$11,847,000
Local: Line of Credit (Sewer)	6,145,000	7,889,000	5,460,000	3,535,000	6,900,000	\$29,929,000
Total	\$10,025,000	\$9,424,000	\$7,942,000	\$6,480,000	\$7,905,000	\$41,776,000

Operating Budget Impact
Lessens the impact on overall sewer operating budget for repairs and line breaks.



Project Title	Project Number	Service Area
Sewer Extension Program	U0016	Sewer
Location	Project Type	Department
Various	New	Water Resources



Department Priority
Project represents additional essential services
Project Description
Provide for the extension of sanitary sewer lines into unserved areas of the City due to new construction, failed septic systems or economic development. Also used to reimburse developers per City Code for constructing City sewers. A City initiative has been implemented to encourage customers to switch from septic systems to the City public sewer system.
Relationship to Comprehensive Plan
Chapter 3, Page 35, Goal PU-1.12: Develop a policy to fund and extend City sewer service to areas served by existing or failing septic systems.
Project Manager
Eric Schrader, Civil Engineer IV

Projected Start Date	Continuing
Projected Completion Date	Continuing

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Continuing
Construction	Continuing

Why Now
Extension of sewers are needed to continue City-wide growth and replace failing septic systems.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	Continuing
Budget FY 2026	200,000
FY 2027 - FY 2030 Planned	2,000,000
Remaining Need	Continuing
Total Project Cost	Continuing
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$800,000
Interest	319,107
Total	\$1,119,107
Estimated Annual Debt Service	\$55,955

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	20,000	50,000	50,000	50,000	50,000	\$220,000
Construction	180,000	450,000	450,000	450,000	450,000	\$1,980,000
Total	\$200,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,200,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go (Sewer)	110,000	200,000	200,000	0	0	\$510,000
Local: Line of Credit (Sewer)	500,000	300,000	300,000	500,000	500,000	\$2,100,000
Total	\$610,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,610,000

Operating Budget Impact
Increases revenue from new sewer service customers and increases maintenance for new sewer lines.



Project Title	Project Number	Service Area
Water Resources Recovery Facility Improvements	U0017	Sewer
Location	Project Type	Department
Various	New	Water Resources



Department Priority
Project has legal or regulatory mandate
Project Description
Replacement or renovation to plant process equipment or structures at Water Resources Recovery Facility to maintain compliance with regulatory requirements.
Relationship to Comprehensive Plan
Chapter 3, Page 35, Goal PU-1.3: Continue to maintain the existing City-owned infrastructure systems, through replacement or rehabilitation when required.
Project Manager
Eric Schrader, Civil Engineer IV

Projected Start Date	Continuing
Projected Completion Date	Continuing

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Continuing
Construction	Continuing

Why Now
Replacement and renovations to equipment is required to support the essential service of wastewater treatment.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	Continuing
Budget FY 2026	0
FY 2027 - FY 2030 Planned	9,180,000
Remaining Need	Continuing
Total Project Cost	Continuing
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$6,635,000
Interest	2,646,593
Total	\$9,281,593
Estimated Annual Debt Service	\$464,080

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	0	60,000	490,000	71,000	290,000	\$911,000
Construction	0	540,000	4,410,000	644,000	2,675,000	\$8,269,000
Total	\$0	\$600,000	\$4,900,000	\$715,000	\$2,965,000	\$9,180,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go (Sewer)	1,200,000	541,000	1,070,000	885,000	355,000	\$4,051,000
Local: Line of Credit (Sewer)	557,000	366,000	1,950,000	1,685,000	2,610,000	\$7,168,000
Total	\$1,757,000	\$907,000	\$3,020,000	\$2,570,000	\$2,965,000	\$11,219,000

Operating Budget Impact
Minor impact to operating budget as existing equipment is replaced or renovated.





STORMWATER FUND (CAPITAL PROJECTS FUND) SUMMARY OF APPROPRIATIONS - This summary demonstrates project appropriations for each Fiscal Year along with the expected sources of funding.

	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Resources					
Local: Line of Credit (Stormwater)	2,275,000	2,550,000	3,360,000	3,220,000	3,770,000
Local: Pay-As-You-Go (Stormwater)	625,000	0	200,000	135,000	150,000
TOTAL ESTIMATED RESOURCES	\$2,900,000	\$2,550,000	\$3,560,000	\$3,355,000	\$13,920,000

CAPITAL PROJECTS					
Stormwater	2,900,000	2,550,000	3,560,000	3,355,000	13,920,000
TOTAL PROPOSED CAPITAL PROJECTS	\$2,900,000	\$2,550,000	\$3,560,000	\$3,355,000	\$13,920,000



STORMWATER FUND (CAPITAL PROJECTS FUND) SUMMARY OF CASH FLOWS - This summary demonstrates project cash flows for each Fiscal Year along with the expected sources of funding.

	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Resources					
Local: Line of Credit (Stormwater)	6,890,000	3,665,000	3,160,000	3,720,000	3,770,000
Local: Pay-As-You-Go (Stormwater)	650,000	100,000	200,000	135,000	150,000
TOTAL ESTIMATED RESOURCES	\$7,540,000	\$3,765,000	\$3,360,000	\$3,855,000	\$6,920,000

CAPITAL PROJECTS					
Stormwater	7,540,000	3,765,000	3,360,000	3,855,000	6,920,000
TOTAL PROPOSED CAPITAL PROJECTS	\$7,540,000	\$3,765,000	\$3,360,000	\$3,855,000	\$6,920,000



Five-Year Proposed Appropriations

Project Title	Appropriations	FY 2027 - 2030		Five-Year	Estimated	Total
	Through 06/30/2025	Budget FY 2026	Planned	Estimated Net Cost	Cost Beyond Program Period	Accumulated Project Cost
Stormwater						
Stormwater Coordinated Capital	200,000	0	400,000	400,000	Continuing	Continuing
Stormwater Infrastructure Renewal	13,450,100	1,600,000	21,505,000	23,105,000	Continuing	Continuing
Stormwater Quality Best Management Practices	4,790,000	1,300,000	1,480,000	2,780,000	Continuing	Continuing
Total Proposed FY 2026 - 2030 CIP	\$18,440,100	\$2,900,000	\$23,385,000	\$26,285,000	\$0	\$0



Project Title	Project Number	Service Area
Stormwater Coordinated Capital	U0411	Stormwater
Location	Project Type	Department
Various	New	Water Resources



Department Priority
Project has legal or regulatory mandate
Project Description
This program will provide for the opportunity to coordinate with the General Fund projects for the construction of water quality Best Management Practices (BMP) above those required of the project in the City's efforts to address Federal and State mandates according to the municipal separate storm sewer (MS4) Permit and various Total Maximum Daily Load (TMDL) regulations and requirements, such as the Chesapeake Bay TMDL.
Relationship to Comprehensive Plan
Chapter 3, Page 36, Goal PU-2: Manage stormwater to protect property and the environmental integrity of local/regional waterways and ecosystems. Chapter 3, Page 36, Goal PU-3: Improve water quality in the City's streams and James River.
Project Manager
Erin Hawkins, Water Quality Manager

Projected Start Date	Q1 FY 2025
Projected Completion Date	Continuing

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Continuing
Construction	Continuing

Why Now
To coordinate with General Fund projects on the implementation or retrofit of stormwater management facilities as betterments to the system and meeting stormwater program regulatory requirements.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$200,000
Budget FY 2026	0
FY 2027 - FY 2030 Planned	400,000
Remaining Need	Continuing
Total Project Cost	Continuing
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$400,000
Interest	159,553
Total	\$559,553
Estimated Annual Debt Service	\$27,978

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	0	0	10,000	10,000	20,000	\$40,000
Construction	0	0	90,000	90,000	180,000	\$360,000
Total	\$0	\$0	\$100,000	\$100,000	\$200,000	\$400,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go (Stormwater)	100,000	100,000	0	0	0	\$200,000
Local: Line of Credit (Stormwater)	0	0	100,000	100,000	200,000	\$400,000
Total	\$100,000	\$100,000	\$100,000	\$100,000	\$200,000	\$600,000

Operating Budget Impact
Most work will be performed by an outside contractor. There will be slight increases in costs per year for inspections and routine maintenance.



Project Title	Project Number	Service Area
Stormwater Infrastructure Renewal	U0320	Stormwater
Location	Project Type	Department
Various	New	Water Resources



Department Priority
Project has legal or regulatory mandate
Project Description
Stormwater collection system improvements to repair, rehabilitate, or replace aging infrastructure at locations throughout the City.
Relationship to Comprehensive Plan
Chapter 3, Page 35, Goal PU-1: Provide the citizens of Lynchburg with safe, dependable and affordable services with sufficient system capacities to meet the City's long-term requirements. Chapter 3, Page 36, Goal PU-2: Manage stormwater to protect residents, property and the environmental integrity of local/regional waterways and ecosystems.
Project Manager
Scott Parkins, Engineering Manager

Projected Start Date	Q2 FY 2014
Projected Completion Date	Continuing

Projected Schedule	
Activity	Projected Date
Consultant Engineering	Continuing
Construction	Continuing

Why Now
Replacing and rehabilitating aged/broken stormwater infrastructure is needed to maintain sufficient stormwater conveyance to protect property and integrity of waterways.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$13,450,100
Budget FY 2026	1,600,000
FY 2027 - FY 2030 Planned	21,505,000
Remaining Need	Continuing
Total Project Cost	Continuing
Local Funding Percentage	72.6%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$20,905,100
Interest	8,338,702
Total	\$29,243,802
Estimated Annual Debt Service	\$1,462,190

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	160,000	235,000	320,000	280,000	1,300,000	\$2,295,000
Construction	1,440,000	2,115,000	2,890,000	2,545,000	11,820,000	\$20,810,000
Total	\$1,600,000	\$2,350,000	\$3,210,000	\$2,825,000	\$13,120,000	\$23,105,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go (Stormwater)	100,000	0	0	135,000	150,000	\$385,000
Local: Line of Credit (Stormwater)	4,290,000	3,465,000	3,010,000	3,190,000	2,970,000	\$16,925,000
State: Grants	0	0	0	0	3,000,000	\$3,000,000
Total	\$4,390,000	\$3,465,000	\$3,010,000	\$3,325,000	\$6,120,000	\$20,310,000

Operating Budget Impact
Most work will be performed by an outside contractor; therefore, there will be minimal impact to operating expenses and staff requirements.



Project Title	Project Number	Service Area
Stormwater Quality Best Management Practices	U0354	Stormwater
Location	Project Type	Department
Various	New	Water Resources



Department Priority
Project has legal or regulatory mandate
Project Description
This program will provide for the construction of necessary water quality Best Management Practices (BMP) in the City's efforts to address Federal and State mandates according to the Municipal Separate Storm Sewer System (MS4) Permit and various other Chesapeake Bay Total Maximum Daily Load (TMDL) regulations and requirements.
Relationship to Comprehensive Plan
Chapter 3, Page 36, Goal PU-2: Manage stormwater to protect residents, property and the environmental integrity of local/regional waterways and ecosystems. Chapter 3, Page 36, Goal PU-3: Improve water quality in the City's streams and James River.
Project Manager
Erin Hawkins, Water Quality Manager

Projected Start Date	Q1 FY 2015
Projected Completion Date	Continuing
Projected Schedule	
Activity	Projected Date
Consultant Engineering	Continuing
Construction	Continuing

Why Now
Implementation of Best Management Practices is necessary to meet the regulatory requirements of the City's Municipal Sewer Storm Separation (MS4) Program.

Financial Summary

Total Project Cost	
Prior Appropriations as of 06/30/2025	\$4,790,000
Budget FY 2026	1,300,000
FY 2027 - FY 2030 Planned	1,480,000
Remaining Need	Continuing
Total Project Cost	Continuing
Local Funding Percentage	100.0%

Estimated Debt Service	
Project Total Debt Expenditures	
Principal	\$5,035,000
Interest	2,008,379
Total	\$7,043,379
Estimated Annual Debt Service	\$352,169

Five Year Proposed Appropriations by Activity						
Activity	Budget FY 2026	Planned FY 2027	Planned FY 2028	Planned FY 2029	Planned FY 2030	Program Period Estimate
Consultant Engineering	130,000	10,000	25,000	43,000	60,000	\$268,000
Construction	1,170,000	190,000	225,000	387,000	540,000	\$2,512,000
Total	\$1,300,000	\$200,000	\$250,000	\$430,000	\$600,000	\$2,780,000

Five Year Proposed Expenditure Cash Flow Projections						
Funding Source	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Program Period Total
Local: Pay-As-You-Go (Stormwater)	450,000	0	200,000	0	0	\$650,000
Local: Line of Credit (Stormwater)	2,600,000	200,000	50,000	430,000	600,000	\$3,880,000
Total	\$3,050,000	\$200,000	\$250,000	\$430,000	\$600,000	\$4,530,000

Operating Budget Impact
Slight increases to annual cost for inspections and routine maintenance.

AGENDA ITEM SUMMARY**MEETING DATE**

February 25, 2025

PRESENTED BY

Daniel Pense, Registrar

AGENDA ITEM # IV.2

Polling Place Changes: Third Precinct of Second Ward & First Precinct of Third Ward

RECOMMENDATION

Receive Information concerning two proposed changes to City polling places. One specific to the Third Precinct of the City's Second Ward and one specific to the First Precinct of the City's Third Ward.

These matters will appear before the City Council for a Public Hearing on March 11, 2025.

SUMMARY

On March 11, 2025, the Lynchburg City Council, after a public hearing, will be asked to consider the adoption of an ordinance that would 1) change and relocate the polling place of the Third Precinct of the City's Second Ward from the Jubilee Family Development Center, 1512 Florida Avenue, to the Greater Brookville Church, 1916 Florida Avenue and would 2) change and relocate the polling place of the First Precinct of the City's Third Ward from the Lynchburg Public Library, 2315 Memorial Avenue, to the West Lynchburg Baptist Church, 3031 Memorial Avenue. The reasons for the same being as follows: the Jubilee Family Development Center is no longer available as a polling place for the Third Precinct of the City's Second Ward, and the West Lynchburg Baptist Church is now available as a polling place for the First Precinct of the City's Third Ward and is preferred because it is located inside the said precinct (versus the Lynchburg Public Library being outside the said precinct).

A Certification of No Objection from the Virginia Attorney General's Office will be required for these changes.

PRIOR ACTION(S)**FISCAL IMPACT**

TBD

CONTACT(S)

Daniel Pense, Registrar
William Martin, Community Development Director

ATTACHMENT(S)

1. Proposed Ordinance - Ward II Precinct III & Ward III Precinct I Polling Place Changes
2. Public Hearing on Relocation of polling place 301 and 203
3. GIS Map II-3
4. GIS Map III-1

REVIEWED BY



Alicia Finney, Clerk of Council

Date: February 20, 2025

AN ORDINANCE TO AMEND AND REENACT THE CODE OF THE CITY OF LYNCHBURG, 1981, BY AMENDING SECTION 14-33 OF ARTICLE III OF CHAPTER 14 AND SECTION 14-34 OF ARTICLE III OF CHAPTER 14; SUCH AMENDMENT BEING TO CHANGE AND RELOCATE THE POLLING PLACES OF THE THIRD PRECINCT OF THE CITY'S SECOND WARD AND THE FIRST PRECINCT OF THE CITY'S THIRD WARD

ORDINANCE:

#O-25-_____

WHEREAS, on February 6, 2025, during a duly called meeting, the Electoral Board of the City of Lynchburg, Virginia formally requested the polling place of the Third Precinct of the City's Second Ward be changed and relocated from the Jubilee Family Development Center, 1512 Florida Avenue, to the Greater Brookville Church, 1916 Florida Avenue; and

WHEREAS, on February 6, 2025, during a duly called meeting, the Electoral Board of the City of Lynchburg, Virginia formally requested the polling place of the First Precinct of the City's Third Ward be changed and relocated from the Lynchburg Public Library, 2315 Memorial Avenue, to the West Lynchburg Baptist Church, 3031 Memorial Avenue; and

WHEREAS, prior to the adoption of this Ordinance, a public hearing was duly held before the Lynchburg City Council, in order to receive public input on the proposed change and relocation of the polling places previously described.

NOW, THEREFORE, 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 14-33 of Article III of Chapter 14 as follows:

Sec. 14-33. Second ward.

The second ward shall be divided into four election precincts, the boundaries of which shall be as follows:

(1) *First precinct.* All that portion of the second ward beginning at a point, said point being the intersection of the centerline of Langhorne Road and the centerline of the abandoned Norfolk Southern Railroad; thence proceeding in a northeasterly direction along the centerline of the abandoned Norfolk Southern Railroad to its point of intersection with the centerline of the Blackwater Creek Bikeway; thence proceeding in a northeasterly direction along the centerline of the Blackwater Creek Bikeway to its point of intersection with the centerline of the Norfolk Southern Railroad; thence proceeding in a northerly direction along the centerline of the Norfolk Southern Railroad to its point of intersection with the City of Lynchburg Corporate Limit; thence proceeding in a southeasterly direction along such corporate limit to its point of intersection with the centerline of Eighth Street extended; thence proceeding in a southwesterly direction along the centerline of Eighth Street to its point of intersection with the centerline of Park Avenue; thence proceeding in a southerly direction along the centerline of Park Avenue to its point of intersection with the centerline of Floyd Street; thence proceeding in a northwesterly direction

along the centerline of Floyd Street to its point of intersection with the centerline of Eighth Street; thence proceeding in a southwesterly direction along the centerline of Eighth Street to its point of intersection with the centerline of Buchanan Street; thence proceeding in a northwesterly direction along the centerline of Buchanan Street to its point of intersection with the centerline of Kemper Street; thence proceeding in a southwesterly direction along the centerline of Kemper Street more or less 204 feet to a point, said point being the 90 degree turn in Kemper Street; thence proceeding in a southwesterly direction more or less 618 feet to a point, said point being a terminus of the centerline of Eighth Street; thence proceeding in a southwesterly direction along the centerline of Eighth Street to its point of intersection with the centerline of Orchard Street; thence proceeding in a southerly direction along the centerline of Orchard Street to its point of intersection with the centerline of Kingston Avenue; thence proceeding in a southwesterly direction along the centerline of Kingston Avenue to its point of intersection with the centerline of Langhorne Road; thence proceeding in a northwesterly direction along the centerline of Langhorne Road to its point of intersection with the centerline of Memorial Avenue; thence proceeding in a southwesterly direction along the centerline of Memorial Avenue to its point of intersection with the centerline of Lakeside Drive; thence proceeding in a northwesterly direction along the centerline of Lakeside Drive to its point of intersection with the centerline of Old Forest Road; thence proceeding in a northwesterly direction along the centerline of Old Forest Road to its point of intersection with the centerline of Blackwater Creek; thence proceeding in a northeasterly direction along the centerline of Blackwater Creek as it meanders to its point of intersection with the centerline of Langhorne Road; thence proceeding in a northerly direction along the centerline of Langhorne Road to the point of beginning. The voting place in said first precinct of the second ward shall be located at the St. Paul's Episcopal Church, 605 Clay Street.

(2) *Second precinct.* All that portion of the second ward beginning at a point, said point being the intersection of the City of Lynchburg Corporate Limit with the centerline of Eighth Street extended; thence proceeding in a southwesterly direction more or less 645 feet along the centerline of Eighth Street extended to a terminus of the centerline of Eighth Street; thence proceeding in a southwesterly direction along the centerline of Eighth Street to its point of intersection with the centerline of Park Avenue; thence proceeding in a southerly direction along the centerline of Park Avenue to its point of intersection with the centerline of Floyd Street; thence proceeding in a northwesterly direction along the centerline of Floyd Street to its point of intersection with the centerline of Eighth Street; thence proceeding in a southwesterly direction along the centerline of Eighth Street to its point of intersection with the centerline of Buchanan Street; thence proceeding in a northwesterly direction along the centerline of Buchanan Street to its point of intersection with the centerline of Kemper Street; thence proceeding in a southwesterly direction along the centerline of Kemper Street more or less 204 feet to a point, said point being the 90 degree turn in Kemper Street; thence proceeding in a southwesterly direction more or less 618 feet to a point, said point being a terminus of the centerline of Eighth Street; thence proceeding in a southwesterly direction along the centerline of Eighth Street to its point of intersection with the centerline of Orchard Street; thence proceeding in a southerly direction along the centerline of Orchard Street to its point of intersection with the centerline of Kingston Avenue; thence proceeding in a southwesterly direction along the centerline of Kingston Avenue to its point of intersection with the centerline of Langhorne Road; thence proceeding in a northwesterly direction along the centerline of Langhorne Road to its point of intersection with the centerline of Memorial Avenue; thence proceeding in a southwesterly direction along the centerline of Memorial Avenue to its point of intersection with the centerline of Lakeside Drive; thence proceeding in a northwesterly direction along the centerline of Lakeside Drive to its point of intersection with the centerline of Oakley Avenue; thence proceeding in a southeasterly direction along the centerline of Oakley Avenue

to its point of intersection with the centerline of Fort Avenue; thence proceeding along the centerline of Fort Avenue in a northeasterly direction to its point of intersection with the centerline of Lancaster Street; thence proceeding in a southeasterly direction along the centerline of Lancaster Street to its point of intersection with the centerline of Rives Street; thence proceeding in a southwesterly direction along the centerline of Rives Street to its point of intersection with the centerline of Gordon Street; thence proceeding in a southeasterly direction along the centerline of Gordon Street to its point of intersection with the centerline of Stadium Road; thence proceeding in an easterly direction along the centerline of Stadium Road to its point of intersection with the centerline of the southbound lane of the Lynchburg Expressway; thence proceeding in a southwesterly direction along the centerline of the southbound lane of the Lynchburg Expressway to its point of intersection with the centerline of the Norfolk Southern Railroad; thence proceeding in an easterly direction along the centerline of the Norfolk Southern Railroad (east/west line) to its point of intersection with the centerline of the eastern most track of the Norfolk Southern Railroad (north/south line); thence proceeding in a northerly direction along the centerline of the eastern most track of the Norfolk Southern Railroad to its point of intersection with the centerline of Fishing Creek; thence proceeding in a northeasterly direction more or less 734 feet to the City of Lynchburg Corporate Limit; thence proceeding in a northeasterly direction along said corporate limit to the point of beginning. The voting place in said second precinct of the second ward shall be located at the Robert S. Payne Elementary School Gymnasium, 1201 Floyd Street.

(3) *Third precinct.* All that portion of the second ward beginning at a point, said point being the intersection of the centerline of the Norfolk Southern Railroad (east/west line) and the centerline of the eastern most track of the centerline of the Norfolk Southern Railroad (north/south line); thence proceeding in a northerly direction along the centerline of the eastern most track of the Norfolk Southern Railroad to its point of intersection with the centerline of Fishing Creek; thence proceeding in a northeasterly direction more or less 734 feet to the City of Lynchburg Corporate Limit; thence proceeding in a southeasterly direction along said corporate limit to its point of intersection with the centerline of Martin Street; thence proceeding in a northwesterly direction along the centerline of Martin Street to its point of intersection with the centerline of the eastbound lane of U.S. 460 Richmond Highway; thence proceeding in an easterly direction along the centerline of the eastbound lane of U.S. 460 Richmond Highway to its point of intersection with the centerline of the northbound lane of Campbell Avenue; thence proceeding in a northwesterly direction along the centerline of the northbound lane of Campbell Avenue to its point of intersection with the centerline of Florida Avenue; thence proceeding in a northeasterly direction along the centerline of Florida Avenue to its point of intersection with the centerline of the Norfolk Southern Railroad; thence proceeding in a northwesterly direction along the centerline of the Norfolk Southern Railroad to the point of beginning. The voting place in said third precinct of the second ward shall be located at the ~~Jubilee Family Development Center, 1512 Florida Avenue~~ Greater Brookville Church, 1916 Florida Avenue.

(4) *Fourth precinct.* All that portion of the second ward beginning at a point, said point being the point of intersection between the centerline of the eastbound lane of U.S. 460 Richmond Highway and the centerline of the Norfolk Southern Railroad; thence proceeding in an easterly direction along the centerline of the eastbound lane of U.S. 460 Richmond Highway to its point of intersection with the centerline of the northbound lane of Campbell Avenue; thence proceeding in a northwesterly direction along the centerline of the northbound lane of Campbell Avenue to its point of intersection with the centerline of Florida Avenue; thence proceeding in a northeasterly direction along the centerline of Florida Avenue to its point of intersection with the centerline of the Norfolk Southern Railroad; thence proceeding in a northwesterly direction along the centerline of the Norfolk Southern Railroad to its point of intersection with the

centerline of the southbound lane of the Lynchburg Expressway; thence proceeding in a southwesterly direction along the centerline of the southbound lane of the Lynchburg Expressway to its point of intersection with the centerline of the Norfolk Southern Railroad; thence proceeding in an easterly direction along the centerline of the Norfolk Southern Railroad to its point of intersection with the centerline of Carroll Avenue; thence proceeding in a southwesterly direction along the centerline of Carroll Avenue to its point of intersection with the centerline of Albert Lankford Drive; thence proceeding in a southwesterly direction along the centerline of Albert Lankford Drive to its point of intersection with the centerline of Odd Fellows Road; thence proceeding in a southeasterly direction along the centerline of Odd Fellows Road to its point of intersection with the centerline of Perkins Street; thence proceeding in a northerly direction along the centerline of Perkins Street to its point of intersection with the centerline of Mayflower Drive; thence proceeding in an easterly direction along the centerline of Mayflower Drive to its point of intersection with the centerline of the Norfolk Southern Railroad; thence proceeding in an easterly direction along the centerline of the Norfolk Southern Railroad to the point of beginning. The voting place in said fourth precinct of the second ward shall be located at the Fairview Christian Church, 2705 Campbell Avenue.

2. That the Code of the City of Lynchburg, 1981, be and the same is hereby amended and reenacted by amending Section 14-34 of Article III of Chapter 14 as follows:

Sec. 14-34. Third ward.

The third ward shall be divided into five election precincts, the boundaries of which shall be as follows:

(1) *First precinct.* All that portion of the third ward beginning at a point, said point being the intersection of the centerline of Fort Avenue and the centerline of Lancaster Street; thence proceeding in a southeasterly direction along the centerline of Lancaster Street to its point of intersection with the centerline of Rives Street; thence proceeding in a southwesterly direction along the centerline of Rives Street to its point of intersection with the centerline of Gordon Street; thence proceeding in a southeasterly direction along the centerline of Gordon Street to its point of intersection with the centerline of Stadium Road; thence proceeding in an easterly direction along the centerline of Stadium Road to its point of intersection with the centerline of the southbound lane of the Lynchburg Expressway; thence proceeding in a southerly direction along the centerline of the southbound lane of the Lynchburg Expressway to its point of intersection with the centerline of the Norfolk Southern Railroad; thence proceeding in a southwesterly direction along the centerline of the Norfolk Southern Railroad to its point of intersection with the Norfolk Southern Railroad; thence proceeding in a southwesterly direction along the centerline of the Norfolk Southern Railroad to its point of intersection with the centerline of Edley Place extended; thence proceeding in a northwesterly direction more or less 97 feet to the terminus of the centerline of Edley Place; thence proceeding in a northwesterly direction along the centerline of Edley Place to its point of intersection with the centerline of Fort Avenue; thence proceeding in a northeasterly direction along the centerline of Fort Avenue to its point of intersection with the centerline of Oakridge Boulevard; thence proceeding in a northwesterly direction along the centerline of Oakridge Boulevard to its point of intersection with the centerline of Sussex Street; thence proceeding in a northeasterly direction along the centerline of Sussex Street to its point of intersection with the centerline of Richmond Street; thence proceeding in a northeasterly direction along the centerline of Richmond Street to its point of intersection with the centerline of Oakley Avenue; thence proceeding in a southeasterly direction along the centerline of Oakley Avenue to its point of intersection with Fort Avenue; thence proceeding in a northeasterly direction along the centerline of Fort Avenue to the point

of beginning. The voting place in said first precinct of the third ward shall be located at the Lynchburg Public Library, 2315 Memorial Avenue West Lynchburg Baptist Church, 3031 Memorial Avenue.

(2) *Second precinct.* All that portion of the third ward beginning at a point, said point being the intersection of the City of Lynchburg Corporate Limit and the centerline of Candler Mountain Road; thence proceeding in a northerly direction along the centerline of Candler Mountain Road to its point of intersection with the centerline of the Norfolk Southern Railroad; thence proceeding in a southwesterly direction along the centerline of the Norfolk Southern Railroad to its point of intersection with the City of Lynchburg Corporate Limit; thence proceeding in a northeasterly direction along said corporate limit to the point of beginning. The voting place of said second precinct of the third ward shall be located at the Montview Alumni Ballroom of the Montview Student Union on the Campus of Liberty University, 1971 University Boulevard – 3rd Floor.

(3) *Third precinct.* All that portion of the third ward beginning at a point, said point being the intersection of the City of Lynchburg Corporate Limit and the centerline of Candler Mountain Road; thence proceeding in a northerly direction along the centerline of Candler Mountain Road to its point of intersection with the centerline of the Norfolk Southern Railroad; thence proceeding in a southwesterly direction more or less 2,055 feet along the centerline of the Norfolk Southern Railroad to a point; thence proceeding in a northwesterly direction more or less 425 feet to a point, said point being on the centerline of the perimeter road of River Ridge Mall; thence proceeding in a northwesterly direction along the centerline of the perimeter road of River Ridge Mall to its point of intersection with the centerline of Glass Avenue; thence proceeding in a westerly direction along the centerline of Glass Avenue to its terminus; thence proceeding more or less 223 feet along the centerline of Glass Avenue extended to its point of intersection with the centerline of Rock Castle Creek; thence proceeding in a northwesterly direction along the centerline of Rock Castle Creek as it meanders to its point of intersection with the centerline of Burton Creek; thence proceeding in a northwesterly direction along the centerline of Burton Creek as it meanders to its point of intersection with the centerline of the westbound lane of Fort Avenue; thence proceeding in a northeasterly direction along the centerline of the westbound lane of Fort Avenue to its point of intersection with the centerline of Edley Place; thence proceeding in a southeasterly direction along the centerline of Edley Place to its terminus; thence proceeding more or less 97 feet along the centerline of Edley Place extended to its point of intersection with the centerline of the Norfolk Southern Railroad; thence proceeding in a northeasterly direction along the centerline of the Norfolk Southern Railroad to its point of intersection with the centerline of Rutherford Street extended; thence proceeding in a southerly direction more or less 55 feet along the centerline of Rutherford Street extended to its point of intersection with the centerline of the Norfolk Southern Railroad; thence proceeding in an easterly direction along the centerline of the Norfolk Southern Railroad to its point of intersection with the centerline of Carroll Avenue; thence proceeding in a southwesterly direction along the centerline of Carroll Avenue to its point of intersection with the centerline of Albert Lankford Drive; thence proceeding in a southwesterly direction along the centerline of Albert Lankford Drive to its point of intersection with the centerline of Odd Fellows Road; thence proceeding in a southeasterly direction along the centerline of Odd Fellows Road to its point of intersection with the centerline of Perkins Street; thence proceeding in a northerly direction along the centerline of Perkins Street to its point of intersection with the centerline of Mayflower Drive; thence proceeding in an easterly direction along the centerline of Mayflower Drive to its point of intersection with the centerline of the Norfolk Southern Railroad; thence proceeding in an easterly direction along the centerline of the Norfolk Southern Railroad to its point of intersection with the centerline of the eastbound lane of U.S. 460 Richmond Highway; thence

proceeding in an easterly direction along the centerline of the eastbound lane of U.S. 460 Richmond Highway to its point of intersection with the centerline of Martin Street; thence proceeding in a southeasterly direction along the centerline of Martin Street to its point of intersection with the City of Lynchburg Corporate Limit; thence proceeding in an southwesterly direction along said corporate limit to the point of beginning. The voting place in said third precinct of the third ward shall be located at the Sheffield Elementary School, 115 Kenwood Place.

(4) *Fourth precinct.* All that portion of the third ward beginning at a point, said point being the intersection of the City of Lynchburg Corporate Limit and the centerline of the Norfolk Southern Railroad; thence proceeding in a northerly direction more or less 8,084 feet along the centerline of the Norfolk Southern Railroad to a point; thence proceeding in a northwesterly direction more or less 425 feet to a point, said point being on the centerline of the perimeter road of River Ridge Mall; thence proceeding in a northwesterly direction along the centerline of the perimeter road of River Ridge Mall to its point of intersection with the centerline of Glass Avenue; thence proceeding in a westerly direction along the centerline of Glass Avenue to its terminus; thence proceeding more or less 223 feet along the centerline of Glass Avenue extended to its point of intersection with the centerline of Rock Castle Creek; thence proceeding in a northwesterly direction along the centerline of Rock Castle Creek as it meanders to its point of intersection with the centerline of Burton Creek; thence proceeding in a northwesterly direction along the centerline of Burton Creek as it meanders to its point of intersection with the centerline of the westbound lane of Fort Avenue/Timberlake Road; thence proceeding in a southwesterly direction along the centerline of the westbound lane of Timberlake Road to its point of intersection with the centerline of Leesville Road; thence proceeding in a southerly direction along the centerline of Leesville Road to its point of intersection with the centerline of Del Ray Circle; thence proceeding in a southeasterly direction along the centerline of Del Ray Circle to its point of intersection with the City of Lynchburg Corporate Limit; thence proceeding in a northeasterly direction along said corporate limit to the point of beginning. The voting place in said fourth precinct of the third ward shall be located at the Compassion Church of the Nazarene (formerly the First Church of the Nazarene), 1737 Wards Ferry Road.

(5) *Fifth precinct.* All that portion of the third ward beginning at a point, said point being the intersection of the centerline of the westbound lane of Timberlake Road and Leesville Road; thence proceeding in a southerly direction along the centerline of Leesville Road to its point of intersection with the centerline of Del Ray Circle; thence proceeding in a southeasterly direction along the centerline of Del Ray Circle to its point of intersection with the City of Lynchburg Corporate Limit; thence proceeding in a southwesterly direction along said corporate limit to its point of intersection with the centerline of the westbound lane of Timberlake Road; thence proceeding in a northeasterly direction along the centerline of the westbound lane of Timberlake Road to the point of beginning. The voting place of said fifth precinct of the third ward shall be located at the Heritage United Methodist Church, 582 Leesville Road.

3. That two (2) Geographic Information System (GIS) maps of the above described amendments, entitled "Ward 2 Precinct 3 - Proposed Polling Location Change" and "Ward 3 Precinct 1 - Proposed Polling Location Change", both dated 02/12/2025, are explicitly incorporated herein by reference for illustrative and reference purposes only. Such maps are not intended to be relied upon as a precise representation, but rather an approximate representation. In the event of a conflict between the said Geographic Information System (GIS) maps and this Ordinance, then this Ordinance shall control.

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

5. That this Ordinance shall be effective upon adoption, but will not be implemented until a certification of no objection has been issued by the Attorney General of Virginia, or his designee, and any, if any, other applicable requirements of the Commonwealth of Virginia have been duly satisfied relating to the aforesaid amendments. However, irrespective the foregoing, subject to the applicable requirements of the Code of Virginia and the applicable approval(s) of the Virginia Department of Elections/Virginia State Board of Elections, the previously described polling places adopted by this Ordinance may be utilized as emergency polling places should the need arise.

Adopted:

Certified: _____
Clerk of Council

PLACE - THIRD WARD, FIRST PRECINCT AND SECOND WARD, THIRD PRECINCT

February 25th 2025



PURPOSE & ACTION

Purpose:

The Electoral Board for the City of Lynchburg, Virginia (Electoral Board) voted at its meeting on February 6th, 2025, to change the polling place for precinct 301 from the Public Library to West Lynchburg Baptist Church. At the same meeting they also voted to move the polling place for precinct 203 from the Jubilee Family Center to Greater Brookville Church. The new polling places meet the requirements of Section 24.2-310 of the Code of Virginia.

Why:

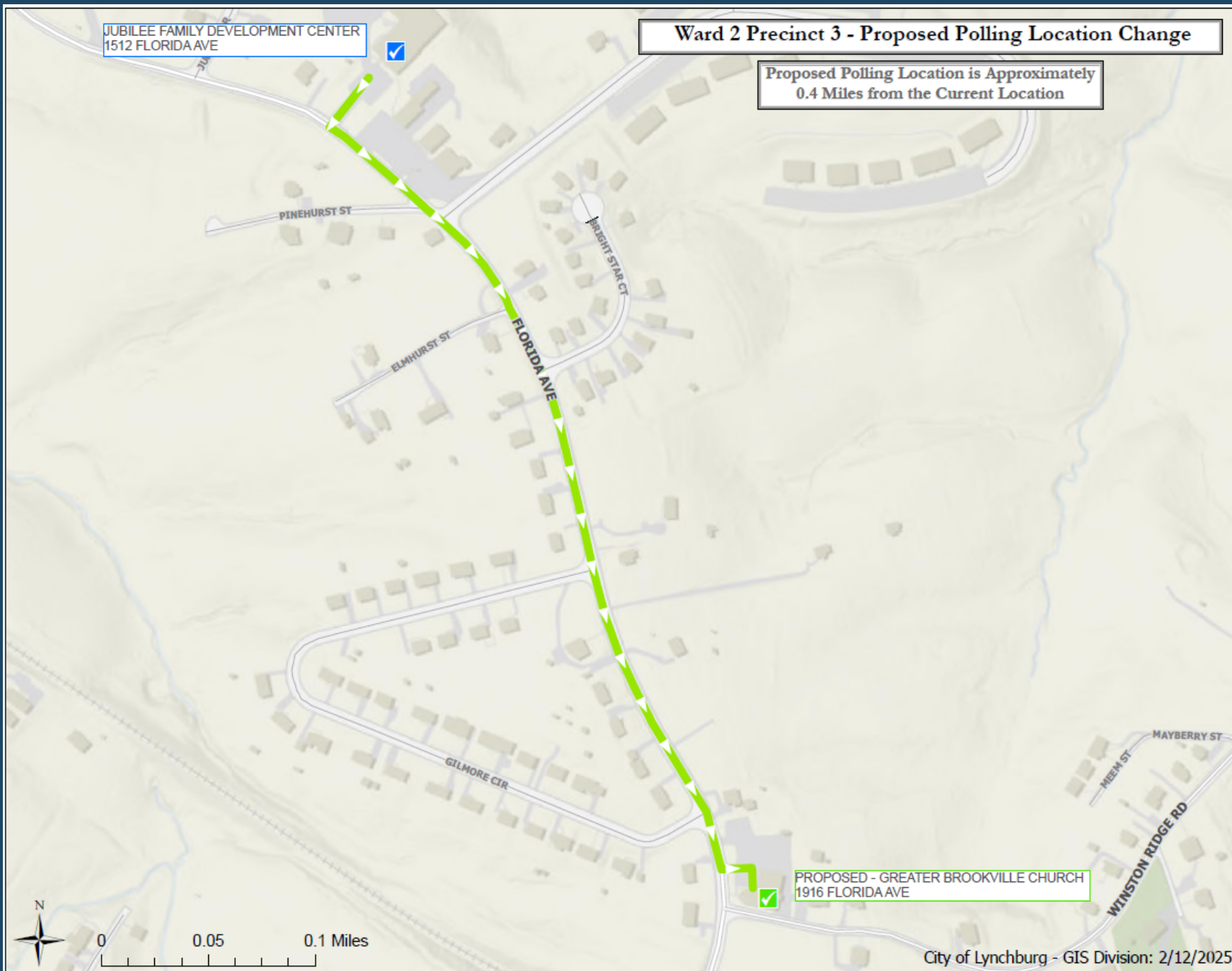
The current polling place for 203, Jubilee Family Center has notified us that they will no longer serve as a polling place. Greater Brookville Church has agreed to serve as a polling place, and is within the same polling precinct(203). The Public Library, which presently serves as the polling place for precinct 301 is no longer in Ward 3 as of the latest redistricting and so the Electoral Board has sought an alternative polling place within the precinct. West Lynchburg Baptist Church has volunteered to serve in this capacity.



EXPECTED ACTION

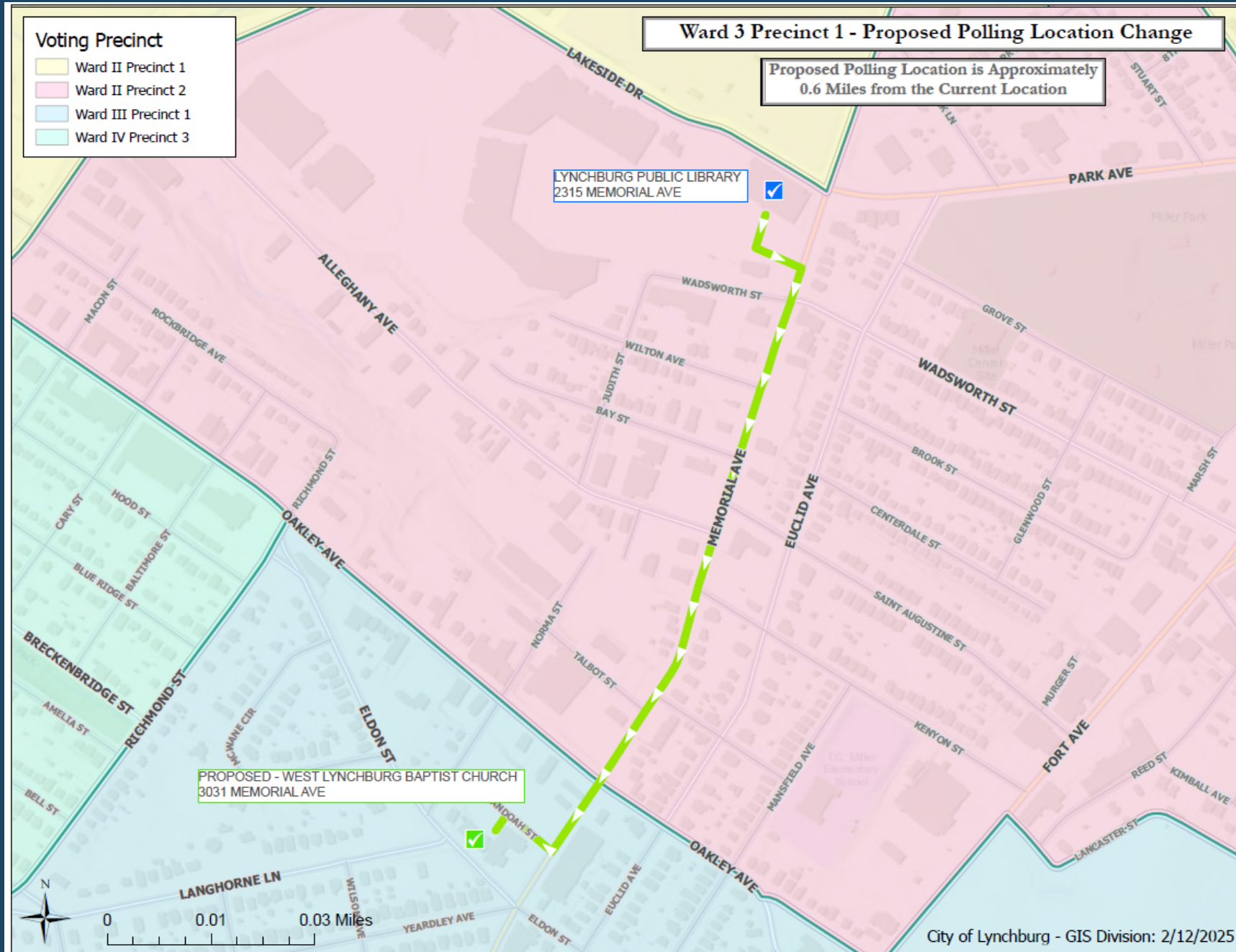
Proposal:

The Electoral Board would like to make use of Greater Brookville Church as a polling place for Precinct 203 and West Lynchburg Baptist Church as a polling place for Precinct 301 starting with the June 17th 2025 Primary Election and continuing through all subsequent elections for the indefinite future.



Polling place relocation for Precinct 203

- Distance from old polling place to new polling place is .4 miles
- New polling place is has been checked for compliance with ADA standards.
- The parking in the proposed location is more than adequate for this precinct voting population.
- Location is well known to residents and located at a major intersection in the Precinct.



Polling place relocation for Precinct 301

- New polling place is within the precinct boundaries.
- Distance from old polling place to new polling place is .6 miles
- New polling place is has been checked for compliance with ADA standards.
- The parking in the proposed location is more than adequate for this precinct voting population.

Ward 2 Precinct 3 - Proposed Polling Location Change

Proposed Polling Location is Approximately
0.4 Miles from the Current Location

JUBILEE FAMILY DEVELOPMENT CENTER
1512 FLORIDA AVE



PINEHURST ST

BRIGHT STAR CT

ELMHURST ST

FLORIDA AVE

GILMORE CIR

PROPOSED - GREATER BROOKVILLE CHURCH
1916 FLORIDA AVE



MAYBERRY ST

MEEM ST

WINSTON RIDGE RD



0 0.05 0.1 Miles

Voting Precinct

- Ward II Precinct 1
- Ward II Precinct 2
- Ward III Precinct 1
- Ward IV Precinct 3

Ward 3 Precinct 1 - Proposed Polling Location Change

Proposed Polling Location is Approximately
0.6 Miles from the Current Location

LYNCHBURG PUBLIC LIBRARY
2315 MEMORIAL AVE

PROPOSED - WEST LYNCHBURG BAPTIST CHURCH
3031 MEMORIAL AVE



AGENDA ITEM SUMMARY**MEETING DATE**

February 25, 2025

PRESENTED BY

Rachel Frischeisen, City Planner

AGENDA ITEM # IV.3

1600 and 1602 McVeigh Road - Rezoning - Residential

RECOMMENDATION

This item will appear for City Council vote on the March 11, 2025, Public Hearing agenda. Consideration of the petition to rezone 1600 and 1602 McVeigh Road from R-1, Low Density Residential District to R-2, Low-Medium Density Residential District to allow the construction of a new home.

SUMMARY

Deborah H. Dolan is petitioning to rezone approximately one and one hundredth (1.01) acres from R-1, Low Density Residential District to R-2, Low-Medium Density Residential District at 1600 and 1602 McVeigh Road to allow the subdivision of the existing two (2) lots into three (3) lots to allow the construction of a new home.

The petitioner previously requested a rezoning from R-1, Low Density Residential District to R-3C, Medium Density Residential District (Conditional) to allow the construction of up to three (3) duplexes. This change would not have aligned with the recommendation for Low Density Residential uses and may have set precedence for further densification in the neighborhood. Planning Commission recommended denial of the petition to rezone to R-3C. Following the Planning Commission meeting, the petitioner submitted a request to revise the petition for a rezoning to R-2, Low-Medium Density Residential District. Per Sec. 35.2-11.6 (d), City Council may approve a change to a less intensive land use category, zoning district or use.

Rezoning the properties to R-2, Low-Medium Density Residential District would align with the Future Land Use Map (FLUM) recommendation and would allow an additional home to be constructed between the two (2) existing residences. The petitioner anticipates that the new home could have an accessory dwelling unit, if the home is owner-occupied. In the R-2 district, one accessory dwelling unit may be established in addition to the principal dwelling unit on lots on which the owner resides, subject to certain standards.

PRIOR ACTION(S)

February 12, 2025: The rezoning petition was modified to request a change from R-1, Low Density Residential District to R-2, Low-Medium Density Residential District.

January 22, 2025: The Planning Commission recommended denial (7-0) of the petition to rezone to R-3C, Medium Density Residential District (Conditional).

January 22, 2025: The Planning Division recommended denial of the petition to rezone to R-3C, Medium Density Residential District (Conditional).

FISCAL IMPACT

Approximately \$1,760 - \$2,200 in new Real Estate Tax Revenue annually (based on a valuation of \$200,000 - \$250,000 for the new home).

CONTACT(S)

Rachel Frischeisen, City Planner

ATTACHMENT(S)

1. Presentation Slides
2. Letter of Change to Rezoning Request
3. Planning Commission Minutes, Report, and Attachments

REVIEWED BY



William Martin, Community Development Director

Date: February 14, 2025



Kent White, Assistant City Manager

Date: February 20, 2025



Alicia Finney, Clerk of Council

Date: February 20, 2025

1600 & 1602 MCVEIGH ROAD REZONING

Tuesday, February 25, 2025



PURPOSE & ACTION

Purpose:

Petition of Deborah H. Dolan to rezone approximately one and one hundredth (1.01) acres from R-1, Low Density Residential District to R-2, Low-Medium Density Residential District to allow the subdivision of the existing two (2) lots into three (3) lots to allow the construction of a new home.

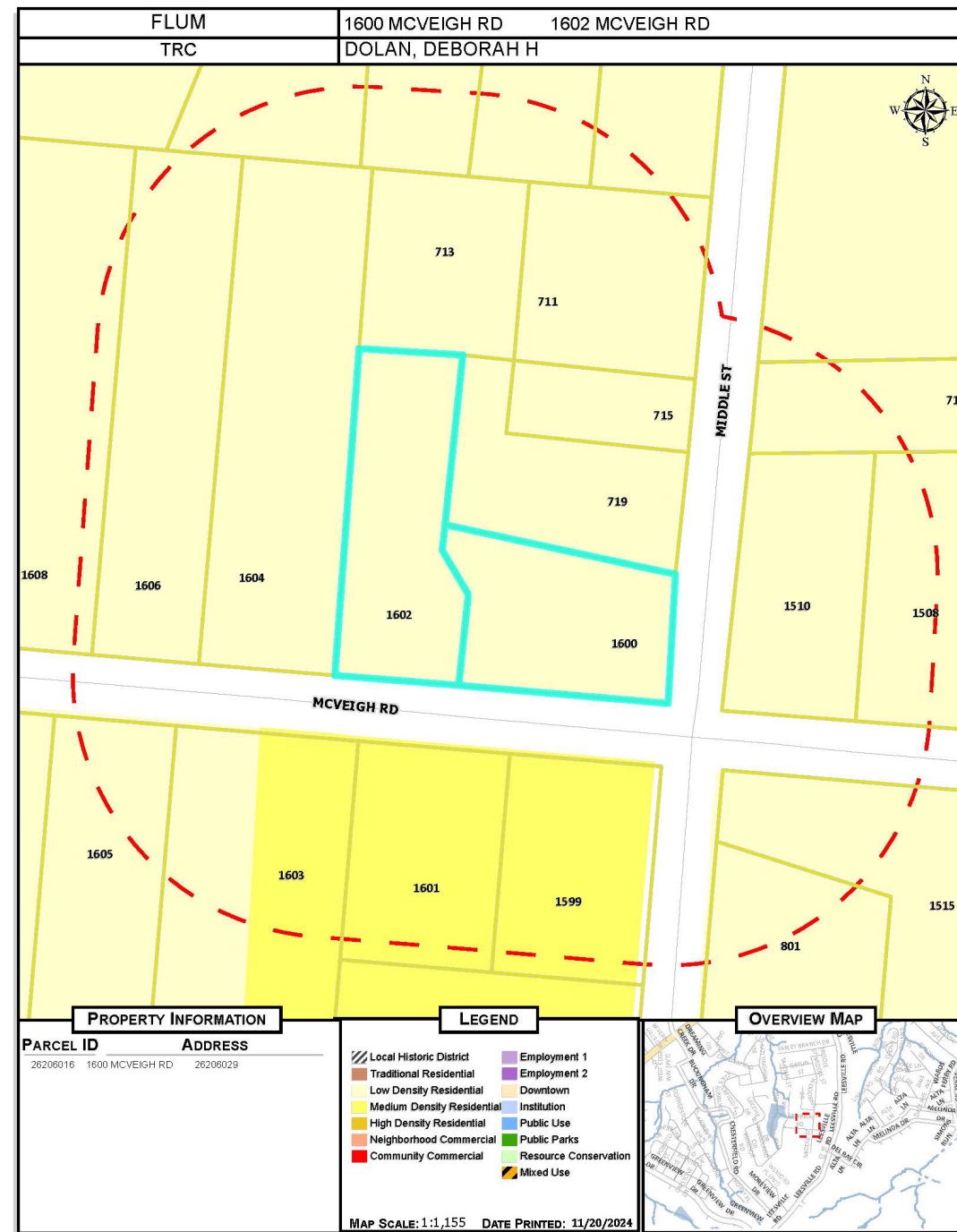
Recommendation:

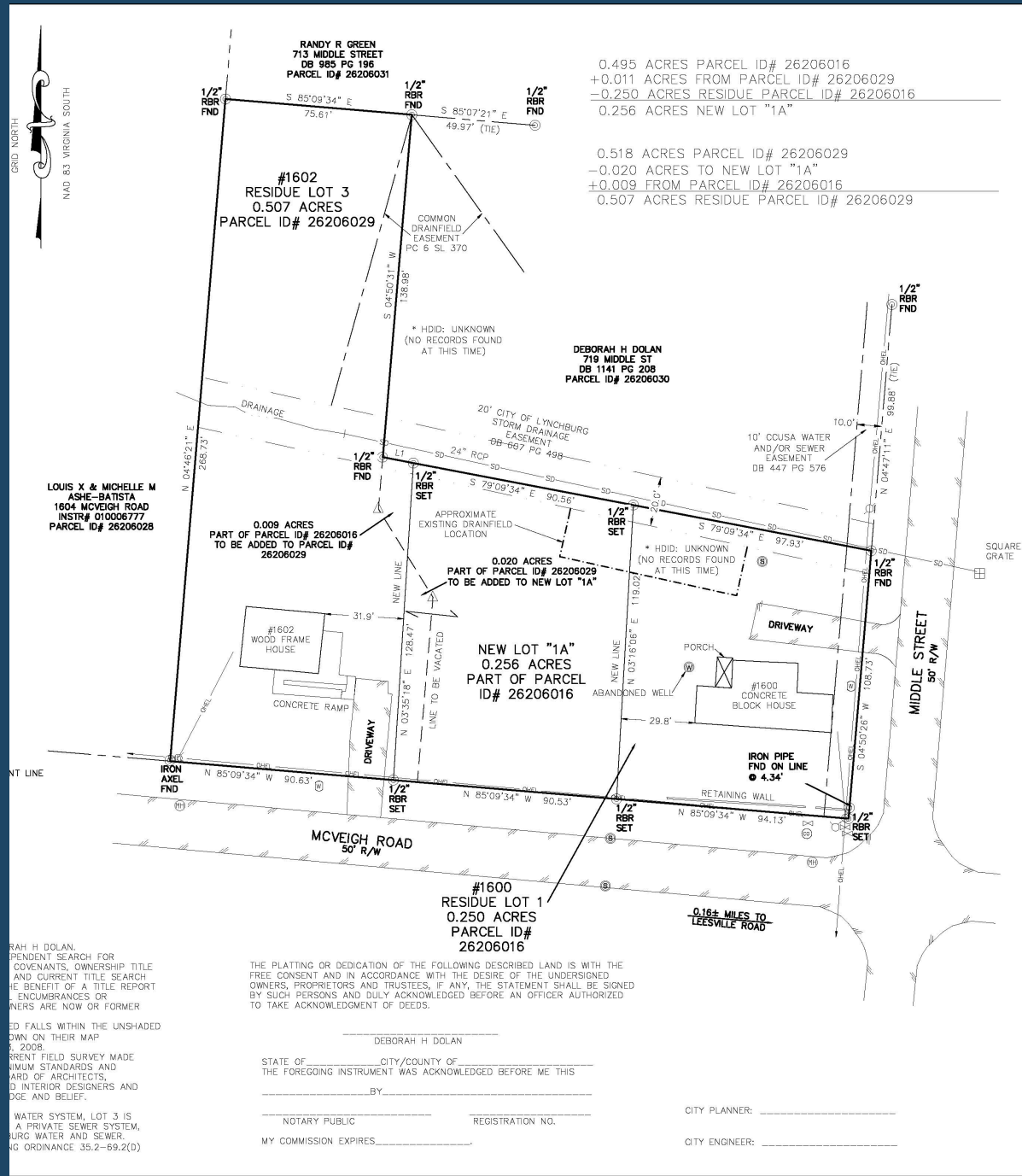
Consideration of the revised petition to rezone to R-2, Low-Medium Density Residential District.

The Planning Commission recommended denial (7-0) of the petition to rezone to R-3C, Medium Density Residential District (Conditional).

Action:

A City Council Public Hearing will be held on March 11, 2025.





RECONFIGURATION & SUBDIVISION PLAT
SHOWING
NEW LOT 1A & RESIDUE LOT 1 AND 3
PROPERTY OF DEBORAH H DOLAN



SCALE: 1" = 30'

ASD JOB #: 2024-645

FILE #: 2024-645 REC.DWG

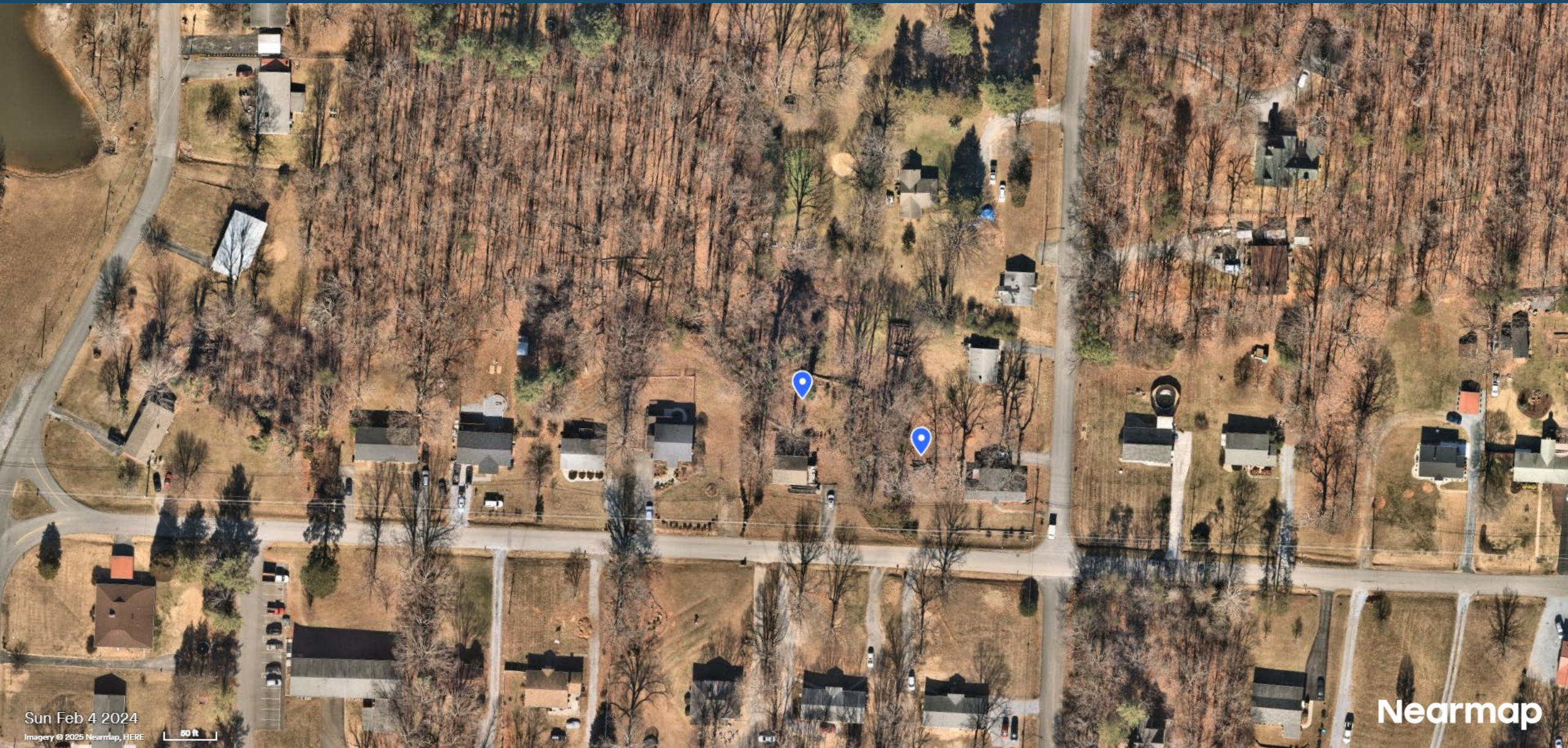
PARCEL ID: 26206016 & 26206029

DATE: NOVEMBER 11, 202

REV: JANUARY 14, 2025

REV:

Page 201 of 391



Sun Feb 4 2024
Imagery © 2025 Nearmap, HERE

50 ft

Nearmap



February 12, 2025

Ms. Rachel Frischeisen
900 Church Street
2nd Floor City Hall
Lynchburg, VA 24504

RE: 1600 & 1602 McVeigh Road
Change in Re-Zoning Request from R-3 to R-2

Ms. Frischeisen –

Please accept this letter as a formal request on behalf of Deborah H Dolan to modify the previously submitted re-zoning request of R-3 for the above mentioned parcels to the new request of R-2. After discussion of the zoning request with the planning commission, we understand the concerns. Based on their feedback, the owner has requested a down zoning request to R-2. Proposed homes would be owner-occupied, single family homes with accessory dwelling units.

All dwellings will be similar in appearance and height to those in the general area around the subject property.

Should you have any questions regarding this matter, please don't hesitate to reach out to our office.

Sincerely,

Amy K. Seipp, PE
Partner, Principal Engineer



SURVEYOR ♦ ENGINEER SOIL ♦ EVALUATORS
106 VISTA CENTRE DR | FOREST, VA 24551
434.610.4334 | www.accupoint.group



DBE# 723629



MINUTES OF THE JANUARY 22, 2025 PLANNING COMMISSION MEETING (MINUTES HAVE BEEN APPROVED):

Petition of Deborah H. Dolan to rezone approximately one and one hundredth (1.01) acres located at 1600 and 1602 McVeigh Road from R-1, Low Density Residential District to R-3C, Medium Density Residential District (Conditional) to allow the construction of up to three (3) duplexes.

Ms. Rachel Frischeisen, City Planner, provided the following summary to the Commission. The purpose of the petition is to rezone approximately one and one hundredth (1.01) acres from R-1, Low Density Residential District to R-3C, Medium Density Residential District (Conditional) to allow the subdivision of the existing two (2) lots into three (3) lots and the construction of up to three (3) duplexes. The Comprehensive Plan 2013-2030 recommends Low Density Residential use for the property. These areas are dominated by single family detached housing at densities of up to four dwelling units per acre. In addition to residential uses, they may include public and institutional uses compatible in scale with single family residential homes. The existing R-1, Low Density Residential District zoning was established in 1978. The property located at 1600 McVeigh Road contains a one-story residential structure with a concrete block frame and stucco exterior walls. It was constructed in 1946 and is approximately 1,100 square feet in size. The property at 1602 McVeigh Road contains a one-story wood frame, vinyl siding residential structure constructed in 2002. The structure is approximately 768 square feet in size. The properties are surrounded by residential uses, primarily single-family homes, with some duplexes, an apartment complex, and a few mobile homes. If the petition is approved, the properties would be reconfigured into three (3) parcels. A duplex is proposed on the parcel that would be located between the two (2) existing single household structures. Future build out could include the removal of the two (2) existing structures and the construction of two (2) additional duplexes, per the submitted narrative. Rezoning the properties to R-3C, Medium Density Residential District (Conditional) would not align with the Comprehensive Plan 2013-2030 recommendation for Low Density Residential use for the property. While R-3 zoning may be found across McVeigh Road along Middle Street and along Leesville Road, approval of the petition may set precedence for further densification in the neighborhood. One option to further develop the subject properties would be to rezone to R-2, Low-Medium Density Residential. This zoning district would align with the Future Land Use Map recommendation, and would allow an additional single household home to be constructed between the two existing residences. To reiterate, there is currently a mix of housing in the surrounding area. This includes mainly single-household residences in the immediate vicinity, with an apartment complex, mobile homes, and existing duplexes located nearby. Depending on the design, the development of up to three (3) duplexes could visually blend with the existing neighborhood. Designs have not been submitted at this time. The Technical Review Committee (TRC) reviewed the petition on December 3, 2024. Comments were minor in nature. The planning division recommends denial of the petition.

Commissioner Rogers asked if there was anyone present to speak on behalf of the petition.

Ms. Amy Seipp of Accupoint Surveying & Design, LLC, was present to represent the petition. After looking at the overall aggregate of the property, they created a new lot in the center. All three of these lots are currently on drain fields and they would connect to the City sewer system which would require connection fees and things of that nature. The two houses at 1600 and 1602 are owned by the Dolans and there are no imminent plans to tear those down. They're occupied by long-term tenants similar to many of the houses in the general area. This neighborhood has started a transition into a largely tenant population. These are smaller older homes that many people have purchased for investment properties to be rented to students or starter houses for younger families. There is no imminent plan to tear these down, but if they were torn down at some point, there is the potential for an attached single-family structure to be built. It would look like a single-family home in appearance. There are R-3 districts directly across the street and in the general area there's a mix of different development.

Commissioner Rogers asked if there was anyone present to speak in favor of the petition.

Commissioner Rogers asked if there was anyone present to speak in opposition to the petition. With there being none, he closed the public hearing.

Commissioner Rogers said he was surprised of the viewpoint of City staff. He asked if there were three (3) lots already would that make a difference on City staffs' recommendation.

Ms. Frischeisen replied that part of the driver for the rezoning was the creation of the third lot. She could only recommend or not recommend the petition so there is a grey area. There are other ways to develop single family attached that may blend better with the neighborhood. There is a mix of development in the neighborhood, yet at the same time there is a desire to preserve single family homes. Finding the line between that and higher density coming in was why the recommendation for R-2 was given.

Commissioner Rogers replied that he noted in the report it stated that designs had not been submitted. He said it was why he asked about possible other considerations.

Ms. Seipp asked if a design could be proffered.

Ms. Frischeisen replied that it could be proffered, if they have a design or materials palette, offering that it could be added after the Planning Commission meeting.

Commissioner Perault said the area is definitely single family residential and is different from what is going on the other side of Leesville. The lot does set back away from Leesville Rd. He stated that if City staff is uncomfortable with a petition then there is a reason for it.

Commissioner Gammon said that there is a reason they want to preserve R-1 as there is a shortage of it. There are options for this and he agrees with the current direction the City is going with this.

Commissioner Henderson stated he agreed with what has been said.

Commissioner Bowden said that he agrees with what has been said as well.

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

"Based on the preceding Findings of Fact, the Planning Commission recommends to City Council denial of the petition of Deborah H. Dolan to rezone approximately one and one hundredth (1.01) acres from R-1, Low Density Residential District to R-3C, Medium Density Residential District (Conditional), subject to the following voluntarily submitted proffers:

- 1. This rezone to R-3C will not include: housing services, dormitories, sorority or fraternity houses, art galleries, parking lots, parking garages, pet cemeteries, libraries, archives, museums, special purpose recreational institutions, country clubs, outdoor recreation facilities, hospitals, commercial orchards, animal production facilities, residential cluster development, traditional neighborhood development, or planned unit development.**
- 2. All materials used in the construction of homes will comply with the City of Lynchburg Manual of Specifications and Requirements and the Virginia Building Code."**

AYES: Bowden, Gammon, Henderson, Johnson, Perault, Rogers, Young-Jefferson

7

NOES:

0

ABSTENTIONS:

0

ABSENT:

0

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

To: Planning Commission
From: Planning Division
Date: January 22, 2025
Re: **REZONING: R-1, Low Density Residential District to R-3C, Medium Density Residential District (Conditional) – 1600 & 1602 McVeigh Road**

I. PETITIONER

Deborah H. Dolan, 783 Leesville Road, Lynchburg, Virginia 24502

Representative: Amy Seipp, PE, Accupoint Surveying and Design, 106 Vista Center Drive, Forest, Virginia 24551

Property Owner:

Deborah H. Dolan, 783 Leesville Road, Lynchburg, Virginia 24502

II. LOCATION

The subject property is comprised of two (2) parcels located at 1600 & 1602 McVeigh Road, totaling approximately one and one hundredth (1.01) acres.

III. PURPOSE

The purpose of the petition is rezone approximately one and one hundredth (1.01) acres from R-1, Low Density Residential District to R-3C, Medium Density Residential District (Conditional) to allow the subdivision of the existing two (2) lots into three (3) lots and the construction of up to three (3) duplexes.

IV. SUMMARY

- The current R-1, Low Density Residential District aligns with the *Future Land Use Map (FLUM)* recommendation for Low Density Residential uses. The proposed R-3 zoning does not align.

The Planning Division recommends denial of the Rezoning petition.

V. FINDINGS OF FACT

1. **Comprehensive Plan.** The *Comprehensive Plan 2013-2030* recommends Low Density Residential use for the property. These areas are dominated by single family detached housing at densities of up to four dwelling units per acre. In addition to residential uses, they may include public and institutional uses compatible in scale with single family residential homes. Private recreation uses, including country clubs and swim and racquet clubs, and private open space are also appropriate for Low Density Residential areas (p. 72).
2. **Zoning.** The subject property was annexed into the City in 1976. The existing R-1, Low Density Residential District zoning was established in 1978.
3. **Proffers.** The petitioner has voluntarily submitted the following proffers with the rezoning application:
 - This rezone to R-3C will not include: housing services, dormitories, sorority or fraternity houses, art galleries, parking lots, parking garages, pet cemeteries, libraries, archives, museums, special purpose recreational institutions, country clubs, outdoor recreation

facilities, hospitals, commercial orchards, animal production facilities, residential cluster development, traditional neighborhood development, or planned unit development.

- All materials used in the construction of homes will comply with the City of Lynchburg Manual of Specifications and Requirements and the Virginia Building Code.
4. **Board of Zoning Appeals (BZA).** The Zoning Administrator has determined that no variances are needed for the development of the property as proposed.
5. **Surrounding Area.** There have been several items requiring City Council approval in the immediate area:
- On May 22, 1979, City Council amended the Official Zoning Map to alter the zoning of the Timberlake Road Area, including: rezoning portions of the Leesville Road corridor to R-3, Medium Density Residential and R-4, High Density Residential, and B-1, Limited Business District, in the vicinity of the McVeigh Estate subdivision.
 - On July 14, 1981, City Council approved the petition of Mr. Mosby G. Perrow, III, to rezone approximately 16.8 acres located on Leesville Road, approximately 396' east of its intersection with Moreview Drive, from R-1, Low Density Residential District, to R-4 (Conditional), Medium-High Density Residential District.
 - On May 14, 1985, City Council approved the petition of Virginia Baptist Hospital for a Conditional Use Permit for the construction of a 40-bed residential treatment center for children and adolescents, for long-term psychiatric care and substance abuse treatment at the intersection of Leesville Road and Del Ray Circle.
 - On August 13, 1991 City Council approved a petition from Tree of Life Pentecostal Holiness Church for a Conditional Use Permit to construct a sanctuary and parking lot at 742 Leesville Road.
 - On June 13, 1995, City Council approved the petition of Virginia Baptist Hospital for a Conditional Use Permit for use of the property at 693 Leesville Road to construct additional to the existing Bridges Treatment Center.
 - On April 9, 1996, City Council approved the petition of Virginia Baptist Hospital for a Conditional Use Permit for a Master Development Plan for the property at 693 Leesville Road to add a new residential cottage for approximately twenty (20) residents and a parking area with approximately twenty-six (26) spaces at the existing Bridges Treatment Center.
 - On August 13, 1996, City Council approved the petition of Tree of Life Ministries Pentecostal Holiness Church for a Conditional Use Permit to allow the expansion of the existing church facilities at 742 Leesville Road, by adding an addition to the existing sanctuary, constructing a new sanctuary and a multi-purpose center, and adding additional parking.
 - On November 11, 1997, City Council approved the petition of Victory Christian Fellowship for a Conditional Use Permit approving a Master Development Plan in the 600 Block of Leesville Road, to allow the construction of a church and associated uses on a track of approximately 31 acres.
 - On August 14, 2001, City Council approved the petition of Virginia Baptist Hospital (Centra Health) for a Conditional Use Permit for the Bridges Treatment Center at 693 Leesville Road to amend the existing master development plan that will allow the temporary retention of an existing modular classroom, to construct an additional classroom, to add approximately thirty-five (35) new parking spaces, and to construct a cottage with approximately twenty (20) beds.

- On December 12, 2001, City Council approved the petition of Tree of Life Ministries for a Conditional Use Permit for the property at 742/752 Leesville Road to amend the existing Master Development Plan to allow the expansion of the existing church complex with a new sanctuary, fellowship hall, pavilion, and parking spaces in an R-1 Single Family Residential District.
 - On December 10, 2002, City Council approved the petition of Centra Health Inc/Bridges Treatment Center for a Conditional Use Permit for use of the property at 693 Leesville Road to amend the existing master development plan to allow the temporary retention of an existing modular classroom, to allow the construction of an additional cottage/classroom and to allow the construction of a nature walk on the existing campus.
 - On February 10, 2004, City Council approved the petition of Luther R. Shepard to rezone approximately three and eight hundred ninety-two thousandths (3.892) acres at 800 Middle Street from R-1, Single-Family Residential District, to R-3, Two-Family residential District (Conditional) to allow for the construction of five (5) duplexes.
 - On November 9, 2004 City Council approved the petition of Joe Gantt to rezone approximately six and one tenth (6.1) acres from R-1, Single Family Residential District to R-3, Two-Family Residential District (Conditional) and for a Conditional Use Permit at 716, 718 & 726 Leesville Road to allow for the construction of fifty-nine (59) townhomes.
 - On September 8, 2015, City Council denied the petition of Lynchburg Renting, LLC to rezone approximately seven and one hundred twenty-five thousandths (7.125) acres at 714 Leesville Road from R-1, Low Density, Single-Family Residential District to R-3C, Medium-Density Two-Family Residential District (Conditional and for a CUP to allow the construction of sixty-eight (68) townhouses for sale with associated parking.
 - On October 10, 2017, City Council approved the petition of Bell Terrace Developers, LLC, to rezone nineteen and seven tenths (19.7) acres at 226, 300, 306, 312, and 404 Alta Lane from R-1, Low Density Residential District to R-2, Low-Medium Density Residential District to allow the subdivision of the property into forty-four (44) single-household lots.
 - On September 24, 2019, City Council approved the petition of Lynchburg Renting, LLC, to rezone approximately eight (8) acres from R-1, Low Density Residential District and R-3, Medium Density Residential District to R-3C, Medium Density Residential District (Conditional) and for a conditional use permit at 710 & 714 Leesville Road to allow the construction of eighty-seven (87) townhomes.
6. **Site Description.** The property located at 1600 McVeigh Road contains a one-story residential structure with a concrete block frame and stucco exterior walls. It was constructed in 1946 and is approximately one thousand, one hundred seventy-four (1,174) square feet in size.
- The property at 1602 McVeigh Road contains a one-story wood frame, vinyl siding residential structure constructed in 2002. The structure is approximately seven hundred sixty-eight (768) square feet in size.
- The subject property is bounded to the north, south, east, and west by residential uses, primarily single-family homes, with some duplexes, an apartment complex, and a few mobile homes.
7. **Proposed Use of Property.** If the petition is approved, the properties would be reconfigured into three (3) parcels. A duplex is proposed on the parcel that would be located between the two (2) existing single household structures. Future build out could include the removal of the two (2) existing structures and the construction of two (2) additional duplexes, per the submitted narrative.

8. **Traffic, Parking and Public Transit.** The petitioner was not required to conduct a traffic analysis as part of the petition. The City Traffic Engineer noted that any new driveways should be located as far as possible from the intersection of McVeigh Road and Middle Street

The area is served not by a Greater Lynchburg Transit Company (GLTC) fixed route, but is located within the GLTC Flex area, which is an on-demand transportation service that provides point-to-point trips.

9. **Stormwater Management.** An Erosion & Sediment Control Plan or stormwater management plan would not be required for the proposed duplex.
10. **Emergency Services.** The City's Fire Marshal and Police Department had no comments of concern regarding the proposal.
11. **Impact.** Rezoning the properties to R-3C, Medium Density Residential District (Conditional) would not align with the Comprehensive Plan 2013-2030 recommendation for Low Density Residential use for the property. While surrounding R-3C, Medium Density Residential District (Conditional) and R-3, Medium Density Residential District zoning may be found across McVeigh Road along Middle Street and along Leesville Road, approval of the petition may set precedence for further densification in the neighborhood. One option to further develop the subject properties would be to rezone to R-2, Low-Medium Density Residential. This zoning district would align with the Future Land Use Map recommendation, and would allow an additional single household home to be constructed between the two existing residences.
- There is currently a mix of housing in the surrounding area. This includes mainly single-household residences in the immediate vicinity, with an apartment complex, mobile homes, and existing duplexes located nearby. Depending on the design, the development of up to three (3) duplexes could blend visually and functionally with the existing neighborhood. Designs have not been submitted at this time.
12. **Technical Review Committee.** The Technical Review Committee (TRC) reviewed the petition on December 3, 2024. Comments were minor in nature.

VI. PLANNING DIVISION RECOMMENDATION

Based on the preceding Findings of Fact, the Planning Commission recommends to City Council denial of the petition of Deborah H. Dolan to rezone approximately one and one hundredth (1.01) acres from R-1, Low Density Residential District to R-3C, Medium Density Residential District (Conditional), subject to the following voluntarily submitted proffers:

1. This rezone to R-3C will not include: housing services, dormitories, sorority or fraternity houses, art galleries, parking lots, parking garages, pet cemeteries, libraries, archives, museums, special purpose recreational institutions, country clubs, outdoor recreation facilities, hospitals, commercial orchards, animal production facilities, residential cluster development, traditional neighborhood development, or planned unit development.

2. All materials used in the construction of homes will comply with the City of Lynchburg Manual of Specifications and Requirements and the Virginia Building Code.

This matter is respectfully offered for your consideration.



Rachel Frischeisen
City Planner

pc: Wynter Benda, City Manager
Greg Patrick, Deputy City Manager
Kent White, Assistant City Manager
Tom Martin, Director of Community Development
Matthew Freedman, City Attorney
J. Lee Newland, City Engineer
Cynthia Kozerow, Lynchburg Police Department
Candace Brown, Fire Marshal
Doug Saunders, Building Official
Kevin Henry, Zoning Administrator
Deborah H. Dolan, Petitioner and Property Owner
Amy Seipp P.E., Accupoint, Representative

VII. ATTACHMENTS

- 1. Zoning Map with Adjoining Property Owners**
- 2. Future Land Use Map**
- 3. Watershed Map**
- 4. Planimetric and Topographic Map**
- 5. Narrative**
- 6. Exhibits**
- 7. Property Photograph**

Zoning

1600 MCVEIGH RD

1602 MCVEIGH RD

TRC

DOLAN, DEBORAH H



PROPERTY INFORMATION

PARCEL ID

ADDRESS

26206016 1600 MCVEIGH RD 26206029

LEGEND

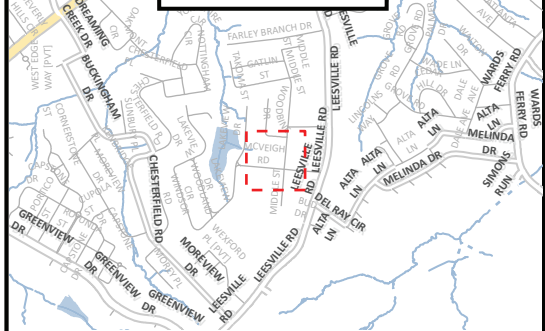
Subject Property

215 Foot Buffer



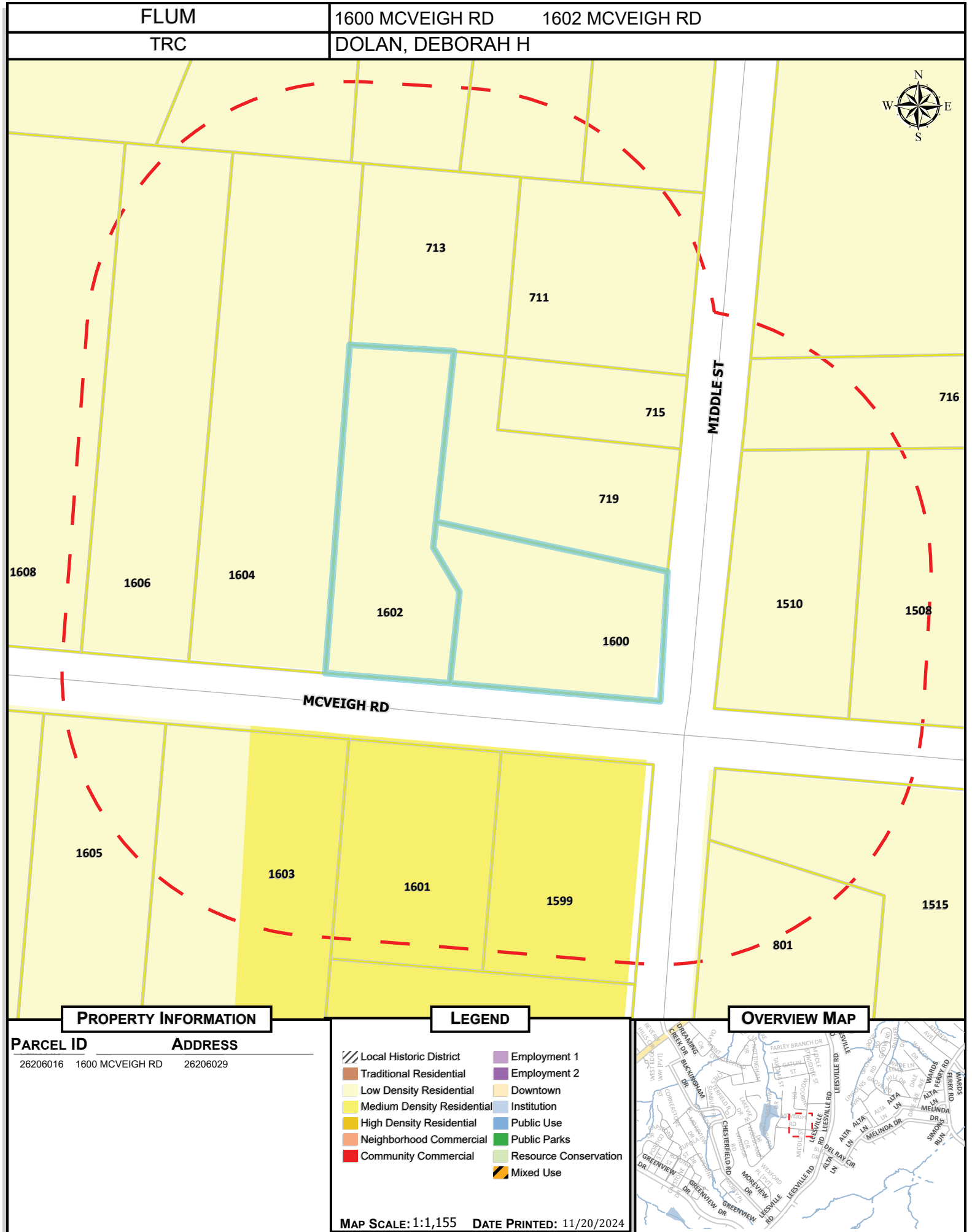
MAP SCALE: 1:1,804 DATE PRINTED: 11/20/2024

OVERVIEW MAP



1600 & 1602 McVeigh Rd

Parcel ID	Address	Owner
26206016	1600 MCVEIGH RD	DOLAN, DEBORAH H
26203015	1510 MCVEIGH RD	BULLOCK, VERONICA A
26203014	1508 MCVEIGH RD	STRATTON, ROBERT B II
26206015	715 MIDDLE ST	DOLAN, DEBORAH H
26206030	719 MIDDLE ST	DOLAN, DEBORAH H
26203016	716 MIDDLE ST	REINHARDS REAL ESTATE INVESTMENT CORP INC
26206029	1602 MCVEIGH RD	DOLAN, DEBORAH H
26206014	711 MIDDLE ST	GREEN, RANDY R
26206031	713 MIDDLE ST	GREEN, RANDY R
26206028	1604 MCVEIGH RD	ASHE-BATISTA, LOUIS X & MICHELLE M
26206027	1606 MCVEIGH RD	CLEVELAND, ANNETTE G
26206026	1608 MCVEIGH RD	LUTZ, CODY A & LYNCH, ALYSSA NICOLE
26203017	710 MIDDLE ST	TUTTLE, DAVID J LIFE ESTATE REMAINDERMAN: ET AL
26206013	101 WOODBINE DR	MORTON, DREVER H & ROBERTA M
26206012	103 WOODBINE DR	FITZGERALD, WAYNE L & CAROLYN
26206011	105 WOODBINE DR	KESTNER, VALERIE G
26206010	107 WOODBINE DR	ADELSTEIN, MARY ANN
26207002	1599 MCVEIGH RD	SHEPARD, LUTHER R & SHIRLEY P
26207001	1601 MCVEIGH RD	SHEPARD, LUTHER R & SHIRLEY P
26207050	1603 MCVEIGH RD	THOMAS, MONA HENRY
26207051	1605 MCVEIGH RD	CLACK, BARBARA
26204016	801 MIDDLE ST	INGE, SHANNA R
26204017	1515 MCVEIGH RD	SMITH, BETTY L LIFE ESTATE REMAINDERMAN: ET AL



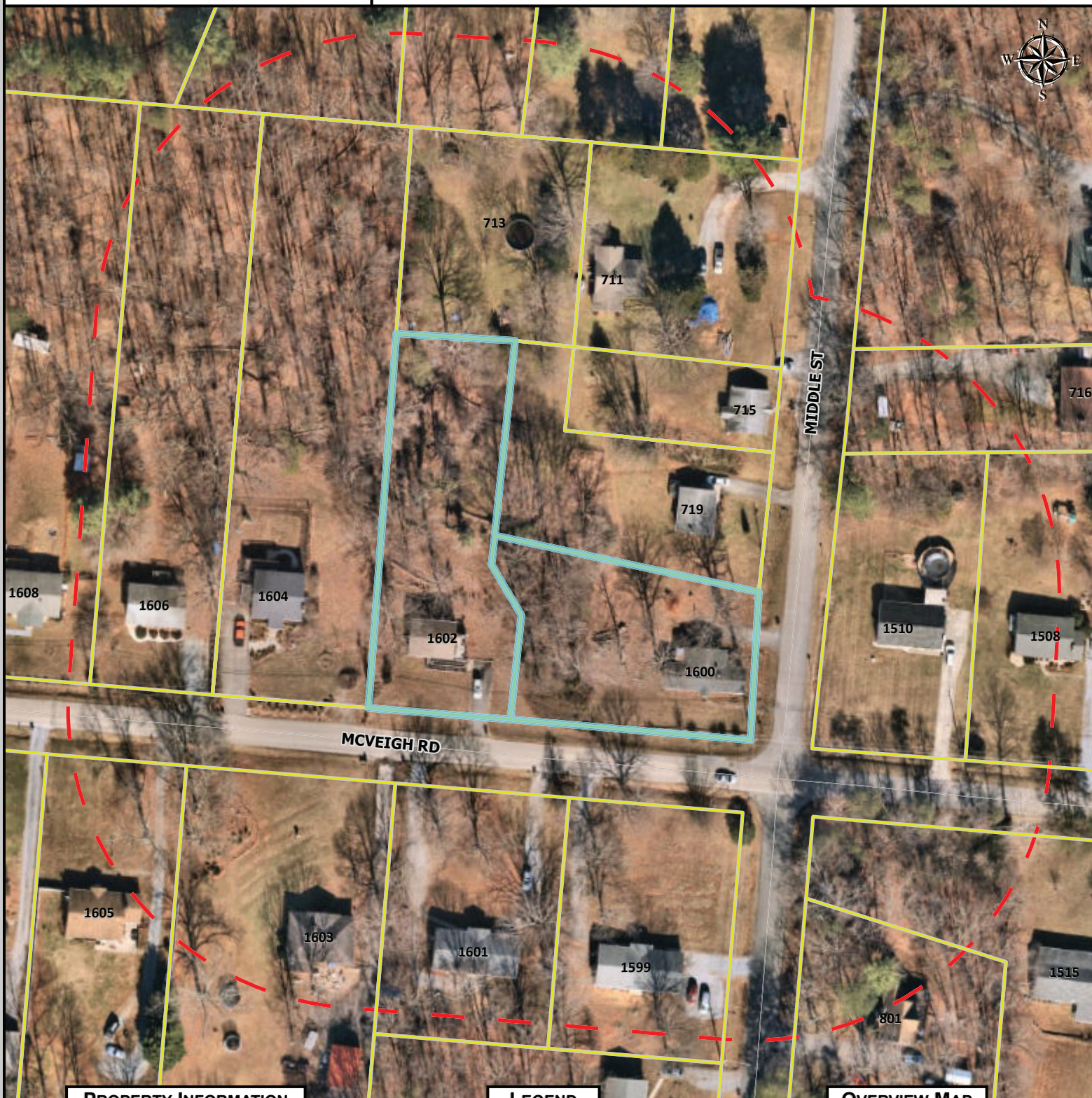
Watershed

TRC

1600 MCVEIGH RD

1602 MCVEIGH RD

DOLAN, DEBORAH H



PROPERTY INFORMATION

PARCEL ID

ADDRESS

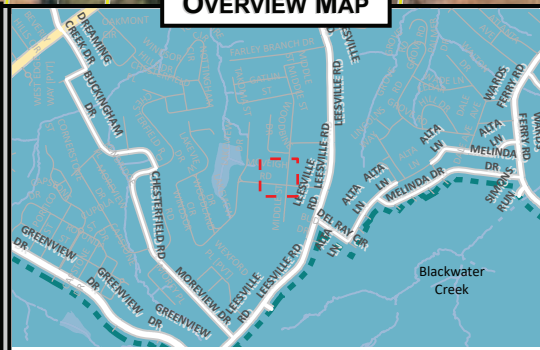
26206016 1600 MCVEIGH RD 26206029

LEGEND

- Subject Property
- Base Flood Elevation
- Floodway
- Floodzone
- River / Lake / Stream

MAP SCALE: 1:1,155 DATE PRINTED: 11/20/2024

OVERVIEW MAP





OVERVIEW MAP

26206016 1600 MCVEIGH RD 26206029

Abandoned

Other

1

—

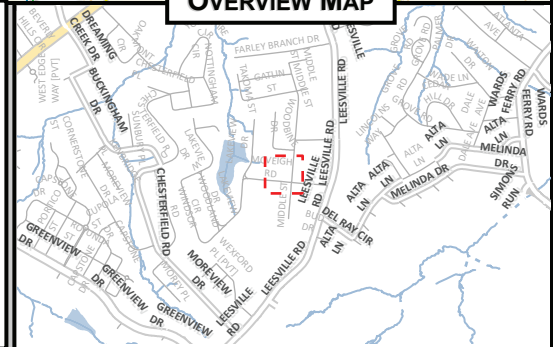
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— 5' —

— 1'.....

11/20/2024

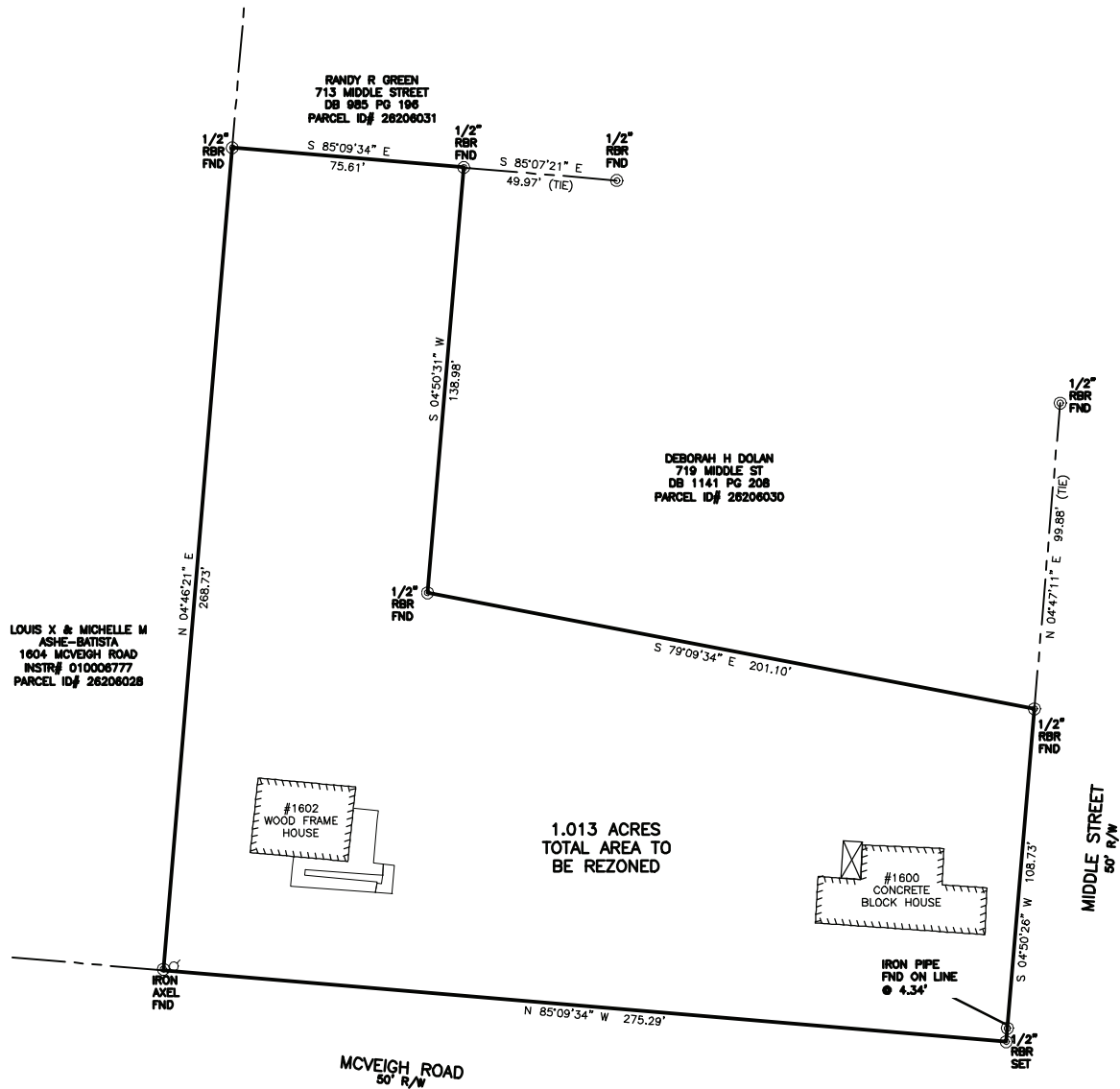
MAP SCALE: 1:1,155 DATE PRINTED: 11/20/2024



Project Narrative for 1600 & 1602 McVeigh Road Rezone

The intent of the owner and petitioner is to subdivide the 2 existing lots into 3 lots. A rezone to R-3C will provide additional housing that reflects the existing housing and zoning at 1599 and 1601 McVeigh Rd. The current plan, once rezoned and then subdivided, is to add a duplex between the 2 existing structures. Future build out could potentially include removal of the existing structures and additional duplexes within the guidelines of the R-3C zoning ordinance.





Metes & Bounds Exhibit 1600 & 1602 McVeigh Rd

SCALE: 1" = 60'

ASD JOB #: 24-645

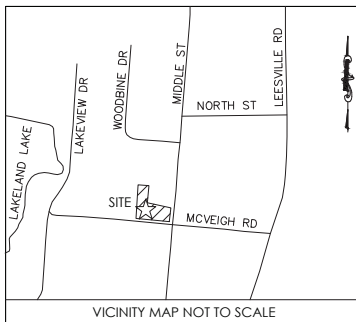
DATE: December, 2024



ACCUPOINT
SURVEYING & DESIGN

SURVEYORS ♦ ENGINEERS ♦ SOIL EVALUATORS

106 VISTA CENTRE DRIVE, FOREST, VA 24551
PH: 434-610-4334 WWW.ACCUPOINTSURVEYING.COM



VICINITY MAP NOT TO SCALE

SOURCE OF TITLE

CURRENT OWNER: DEBORAH H DOLAN

PARCEL ID# 26206016 & 26206029

RECORDED IN DB 1141 PG 208 IN THE CLERK'S OFFICE OF THE CIRCUIT COURT OF THE CITY OF LYNCHBURG, VIRGINIA

LINE	BEARING	DISTANCE
L1	S 79°09'34" E	12.60'

LOUIS X & MICHELLE M ASHE-BATISTA
1604 MCVEIGH ROAD
INSTR# 010006777
PARCEL ID# 26206028

- MONUMENTS
- CALCULATED POINTS
- POWER POLE
- WELL
- GATE VALVE
- FIRE HYDRANT
- MANHOLE
- SEWER LID
- WATER METER
- SANITARY CLEAN OUT
- BOUNDARY LINE
- ADJOINER LINE
- EASEMENT LINE
- STORM DRAINAGE EASEMENT LINE
- VACATED BOUNDARY LINE
- EDGE OF PAVEMENT
- OVERHEAD ELECTRIC LINE
- STORM DRAIN LINE



NOTES:

- THIS PLAT WAS PREPARED AT THE REQUEST OF DEBORAH H DOLAN.
- THIS SURVEYOR HAS MADE NO INVESTIGATION OR INDEPENDENT SEARCH FOR EASEMENTS OF RECORD, ENCUMBRANCES, RESTRICTIVE COVENANTS, OWNERSHIP TITLE EVIDENCE, OR ANY OTHER FACTS THAT AN ACCURATE AND CURRENT TITLE SEARCH MAY DISCLOSE. THIS PLAT WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT AND DOES NOT THEREFORE NECESSARILY INDICATE ALL ENCUMBRANCES OR IMPROVEMENTS ON THIS PROPERTY. ALL ADJOINING OWNERS ARE NOW OR FORMER OWNERS.
- BY GRAPHIC SCALING ONLY THIS PROPERTY AS PLATTED FALLS WITHIN THE UNSHADED FLOOD ZONE "X" AS DETERMINED BY F.E.M.A. AND SHOWN ON THEIR MAP 5100930102Z BEARING AN EFFECTIVE DATE OF JUNE 3, 2008.
- THIS PLAT WAS PREPARED FROM AN ACTUAL AND CURRENT FIELD SURVEY MADE UNDER MY SUPERVISION AND COMPLIES WITH THE MINIMUM STANDARDS AND PROCEDURES ESTABLISHED BY THE VIRGINIA STATE BOARD OF ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS AND LANDSCAPE ARCHITECTS TO THE BEST OF MY KNOWLEDGE AND BELIEF.
- THE SUBJECT PROPERTY IS ZONED R-1.
- LOT 1 IS CURRENTLY SERVED BY PRIVATE SEWER AND WATER SYSTEM, LOT 3 IS CURRENTLY SERVED BY A PUBLIC WATER SYSTEM AND A PRIVATE SEWER SYSTEM, LOT 1 & 1A WILL BE SERVED BY THE CITY OF LYNCHBURG WATER AND SEWER.
- NOTE UTILITIES MUST BE UNDERGROUND AS PER ZONING ORDINANCE 35.2-69.2(D)

THE PLATTING OR DEDICATION OF THE FOLLOWING DESCRIBED LAND IS WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRE OF THE UNDERSIGNED OWNERS, PROPRIETORS AND TRUSTEES, IF ANY, THE STATEMENT SHALL BE SIGNED BY SUCH PERSONS AND DULY ACKNOWLEDGED BEFORE AN OFFICER AUTHORIZED TO TAKE ACKNOWLEDGMENT OF DEEDS.

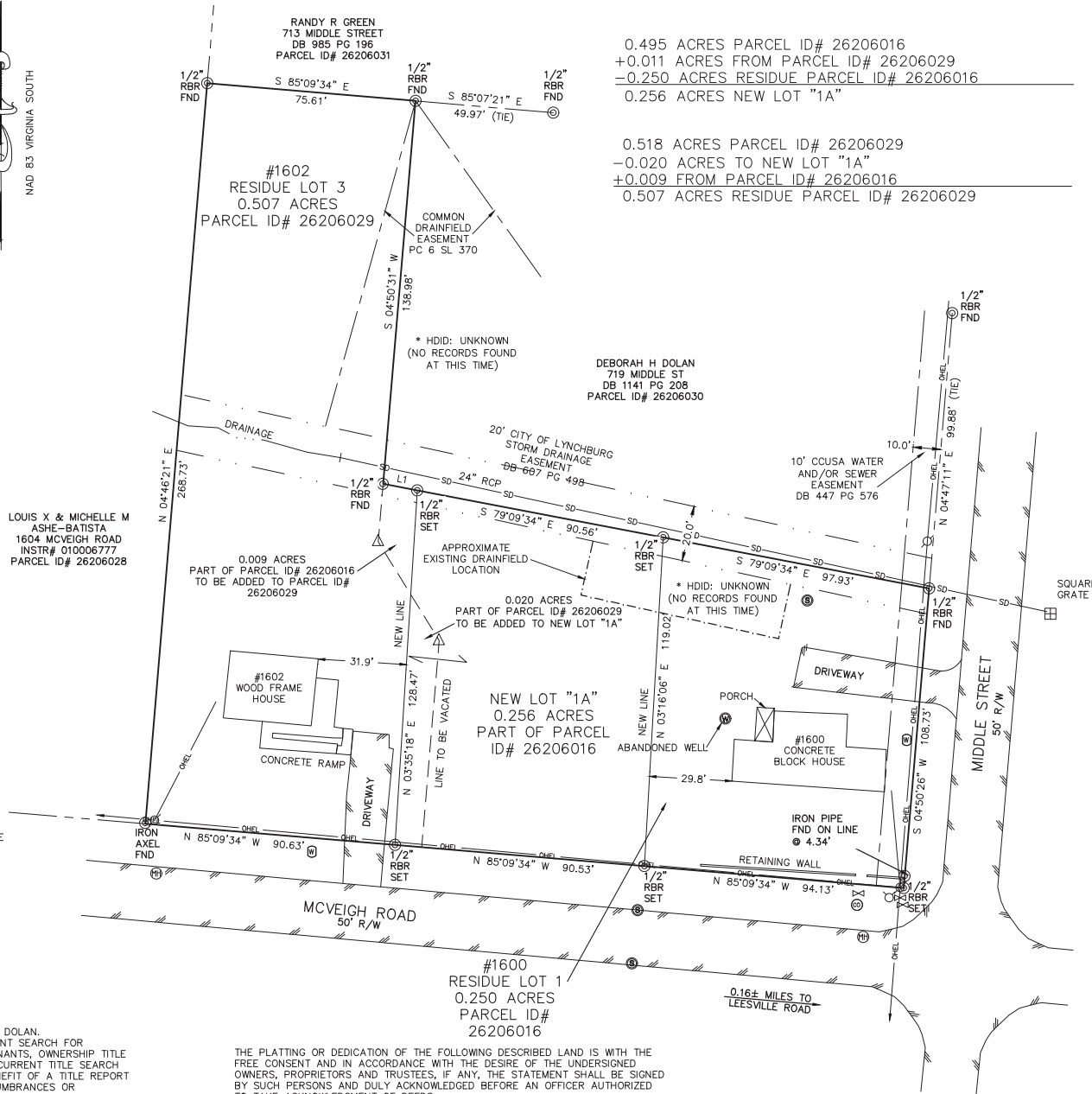
DEBORAH H DOLAN
STATE OF _____ CITY/COUNTY OF _____
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ BY _____
NOTARY PUBLIC _____ REGISTRATION NO. _____
MY COMMISSION EXPIRES _____

CITY PLANNER: _____

CITY ENGINEER: _____

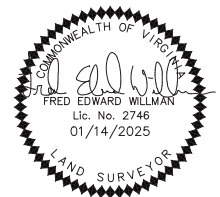
0.495 ACRES PARCEL ID# 26206016
+0.011 ACRES FROM PARCEL ID# 26206029
-0.250 ACRES RESIDUE PARCEL ID# 26206016
0.256 ACRES NEW LOT "1A"

0.518 ACRES PARCEL ID# 26206029
-0.020 ACRES TO NEW LOT "1A"
+0.009 FROM PARCEL ID# 26206016
0.507 ACRES RESIDUE PARCEL ID# 26206029

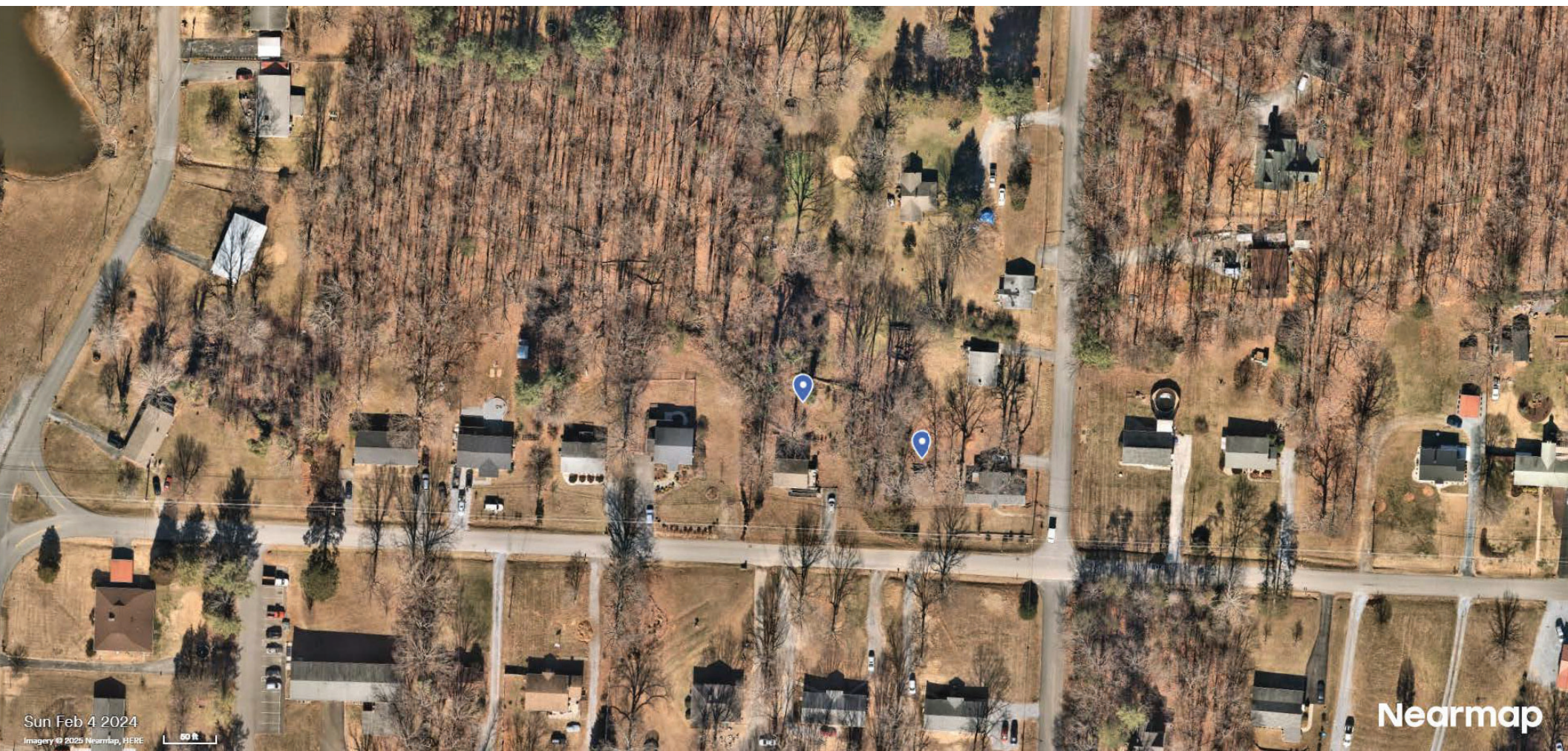


RECONFIGURATION & SUBDIVISION PLAT
SHOWING
NEW LOT 1A & RESIDUE LOT 1 AND 3
PROPERTY OF DEBORAH H DOLAN

CITY OF LYNCHBURG, VIRGINIA



SCALE: 1" = 30'
ASD JOB #: 2024-645
FILE #: 2024-645 REC.DWG
PARCEL ID: 26206016 & 26206029
DATE: NOVEMBER 11, 2024
REV: JANUARY 14, 2025
REV:
SHEET: 1 OF 1



**Rezoning
1600 & 1602 McVeigh Rd
January 22, 2025**

PLEASE PRINT CLEARLY

[illegible]

AGENDA ITEM SUMMARY**MEETING DATE**

February 25, 2025

PRESENTED BY

Rachel Frischeisen, City Planner

AGENDA ITEM # IV.4

815, 825, 832, 833, 903, 903 A, and 906 Wiggington Road - FLUM & Rezoning - The Village at WestPoint

RECOMMENDATION

This item will appear for City Council vote on the March 11, 2025, Public Hearing Agenda. Approval of the Future Land Use Map (FLUM) amendment and Rezoning to allow the construction of up to 750 residential units at 815, 825, 832, 833, 903, 903 A, and 906 Wiggington Road.

SUMMARY

JAM89, LLC and Langley Land, LLC are petitioning to amend the Future Land Use Map (FLUM) from Low Density Residential and Medium Density Residential to High Density Residential and to rezone approximately fifty-three and thirty-three hundredths (53.33) acres from I-3, Heavy Industrial District; R-2, Low-Medium Density Residential District; and R-3C, Medium Density Residential District (Conditional) to R-4C, High Density Residential District (Conditional) to allow the construction of 750 total residential units consisting of condominiums, patio homes, and townhomes with associated parking and amenities located at 815, 825, 832, 833, 903, 903 A, and 906 Wiggington Road.

The Comprehensive Plan 2013-2030 recommends Low Density Residential and Medium Density Residential uses for this area on the City's Future Land Use Map (FLUM). Low Density Residential uses are dominated by single family detached housing at densities of up to four (4) dwelling units per acre. Medium Density Residential uses are characterized by small-lot single family detached housing, duplexes, and townhouses at densities up to twelve (12) units per acre. The petition proposes to amend the FLUM to High Density Residential. These areas are developed or planned to be developed into high density townhouse or multifamily housing. Densities can range up to thirty (30) units per acre.

The Planning Division recommended denial of the petition due to traffic impacts and concerns over the voluntarily submitted proffers related to traffic. The proffers are vague and could commit the City to assisting with road improvements based on existing conditions, while it is the proposed development that causes the levels of service to degrade below acceptable levels. The cost of such improvements is unknown. The proffers also mention other future developers contributing towards these costs, which is not enforceable.

The Planning Commission recommended approval of the petition, citing the need for housing within the City, but noted that approval of the petition would require the allocation of City funds toward road improvements.

PRIOR ACTION(S)

February 12, 2025: The Planning Commission recommended approval (4-1, with 2 absent: Perault, Young-Jefferson) of the petition.

February 12, 2025: The Planning Division recommended denial of the petition.

FISCAL IMPACT

Up to approximately \$2,065,800 in new Real Estate Tax Revenue annually (based on a valuation of \$300,000 per condominium x 600 units; \$330,000 per townhome x 75 units; \$400,000 per patio home x 75 units). Actual revenue will depend on the number/types of units constructed. The petitioner anticipates this project would begin construction in one to two years, with full buildout within ten years.

CONTACT(S)

Rachel Frischeisen, City Planner

ATTACHMENT(S)

1. Presentation Slides
2. Planning Commission Minutes, Report, and Attachments
3. Petition of Neighbors

REVIEWED BY



William Martin, Community Development Director

Date: February 15, 2025



Kent White, Assistant City Manager

Date: February 20, 2025



Alicia Finney, Clerk of Council

Date: February 20, 2025

WESTPOINT REZONING

Tuesday, February 25, 2025



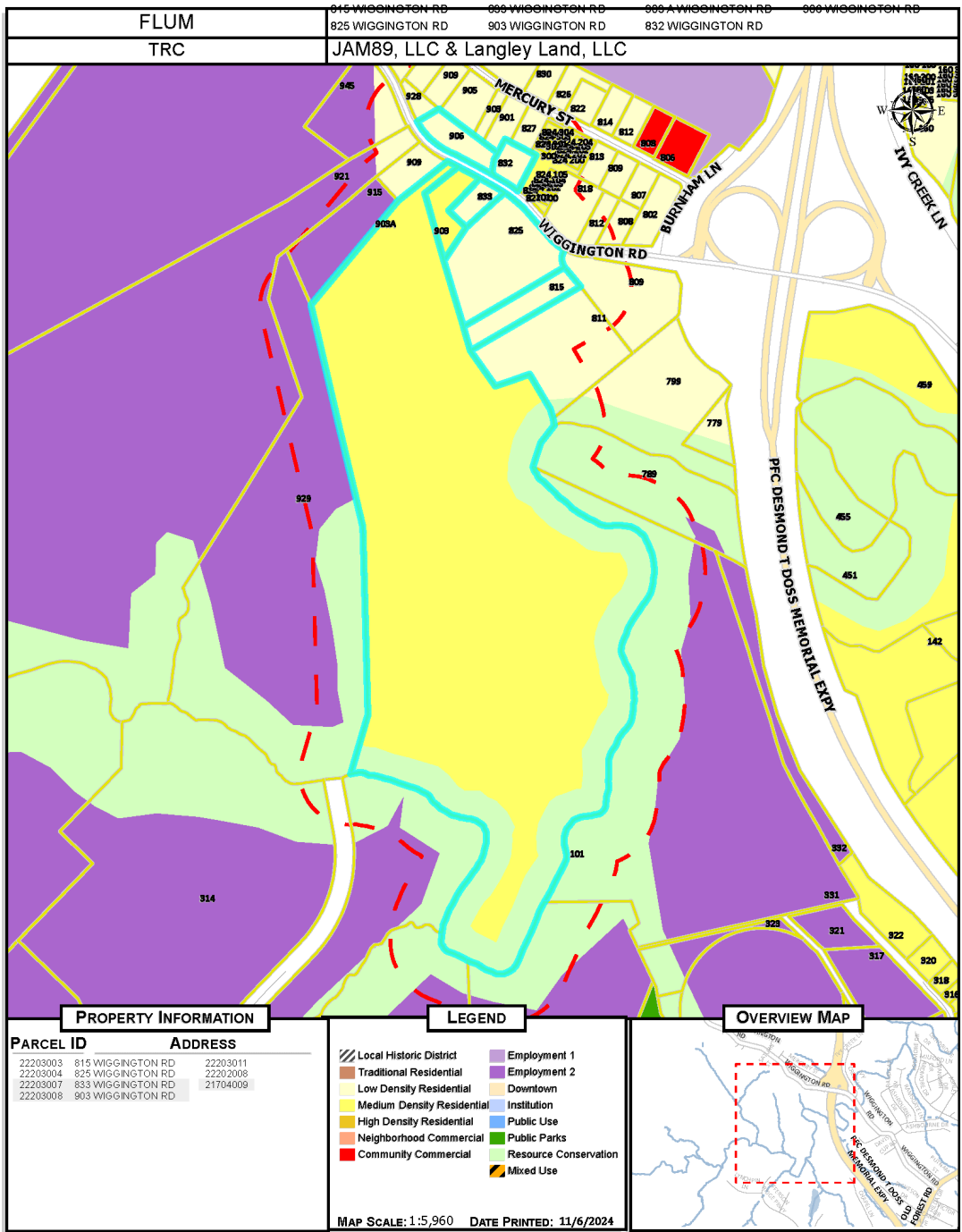
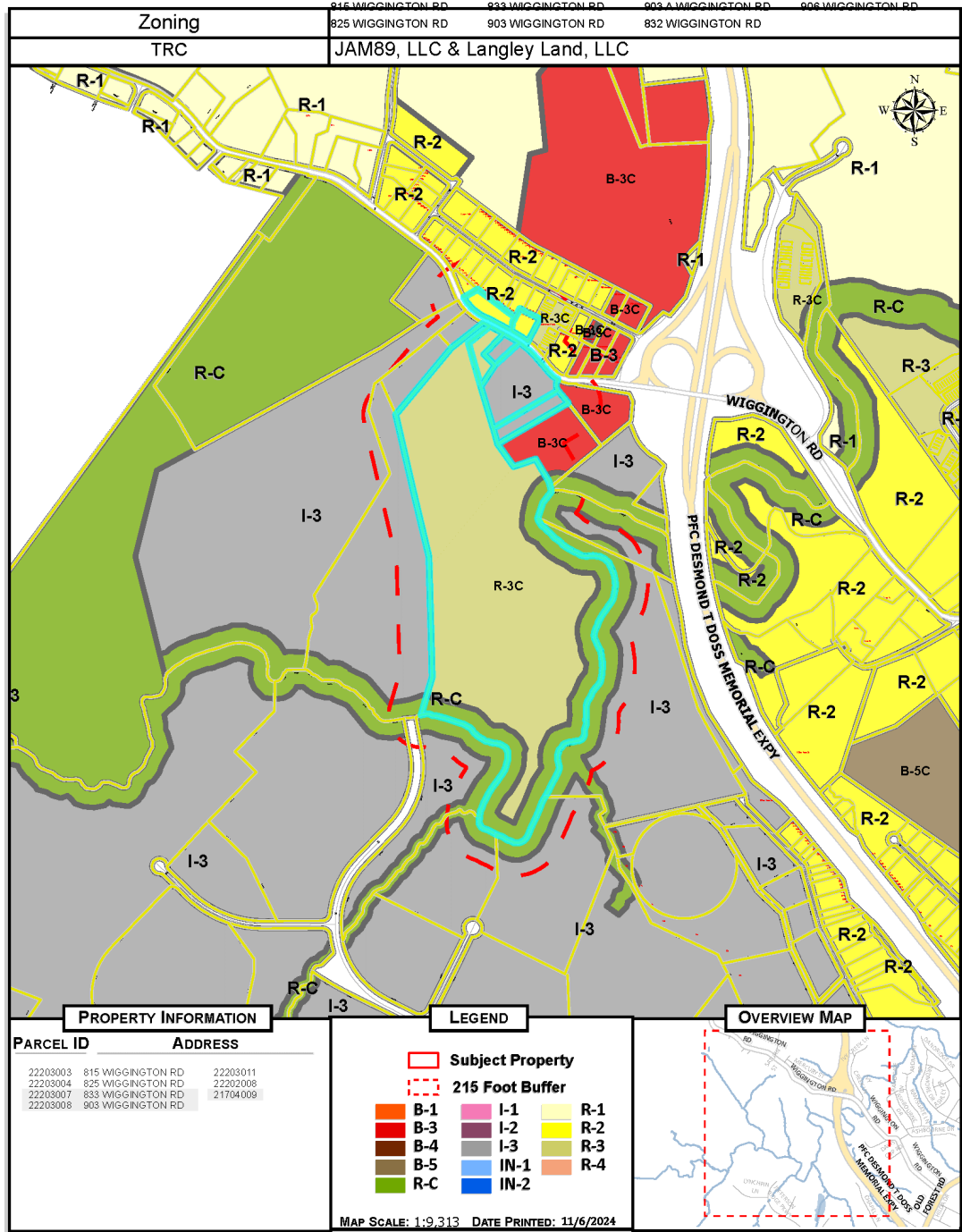
PURPOSE & ACTION

Purpose:

The purpose of this petition is to amend the Future Land Use Map (FLUM) and to rezone approximately fifty-three and thirty-three hundredths (53.33) acres to allow the construction of 750 total residential units at 815, 825, 832, 833, 903, 903 A, and 906 Wiggington Road.

Recommendation:

The Planning Commission recommended approval (4-1) of the petition on February 12, 2025.



NOTES:

1. THE REZONING REQUEST IS FOR R-4/R-C ZONING AND UP TO 750 HOMES OF A MIX OF TOWNHOMES AND CONDOMINIUMS. THE LAYOUT SHOWN IS SUBJECT TO CHANGE, BASED ON MARKET DEMANDS. THE LAYOUT IS GIVEN FOR REFERENCE ONLY.
2. THE ROADWAYS (SHOWN IN BLACK) ARE TO BE DEDICATED FOR CITY STREETS AND BUS USE. ACTUAL STREET LOCATIONS MAY BE DIFFERENT AS DEVELOPMENT REQUIRES.
3. THE ROADWAYS (SHOWN IN GRAY) ARE TO BE PRIVATE STREETS WITHIN BLOCKS. ACTUAL LOCATIONS MAY CHANGE AS DEVELOPMENT REQUIRES.
3. ROADWAYS, UTILITIES AND BLOCK DEVELOPMENT SHOWN ARE TO OCCUR IN SUB-PHASES, AS MARKETS DICTATE. SITE WILL BE BUILT FROM NORTH TO SOUTH.
4. ON-SITE NATURE TRAILS MAY CONNECT TO THE CITY'S PEAKS TO CREEKS TRAIL SYSTEM, AS APPROVED BY THE CITY'S PARKS AND RECREATION DEPT. ON SITE TRAILS ARE TO BE DONATED TO CITY PARKS AND REC SHOULD THEY BE ACCEPTED
5. THE WIGGINGTON ROAD IMPROVEMENTS AND PARALLEL ROAD ARE SHOWN AS A CITY PROJECT TO HELP DEVELOP THIS SITE AND THE ADJOINING EDA PARCELS. THE TRAFFIC STUDY FOR THE WESTPOINT PROJECT ONLY REQUIRES A LEFT TURN LANE.
6. BEST MANAGEMENT PRACTICES (BMP's) SHOWN ARE SEDIMENT BASINS/ DETENTION PONDS/BIO-FILTERS TO MANAGE EROSION CONTROL, QUANTITY AND QUALITY CONTROLS FOR STORMWATER. UNDERGROUND DETENTION AND A COMBINATION OF THE 1% RULE FOR IVY CREEK MAY ALSO BE CONSIDERED.

Front Yard = 30' Base
For Condo Buildings: plus 1' for every foot above 40' in height.
Front of 3 Story Building = 41' therefore,
Front Setback = 31'

Side Yard = 5' Base

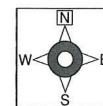
Rear Yard = 25'
For Condo Buildings: plus 1' for every foot above 40' in height.
Rear of 4 Story Building = 53' high, therefore
Rear Setback = 38'



ELEVATE COMMUNITIES, LLC
102 OAKLEY AVENUE
LYNCHBURG, VIRGINIA 24501

POTENTIAL LAYOUT 1 FOR
WESTPOINT
CITY OF LYNCHBURG, VIRGINIA

PROJECT NUMBER:	202400
DRAWN BY:	
REVIEWED BY:	TRENT WARNE
DATE:	DECEMBER 6, 2024
REVISION NO. & DATE:	



USE GRAPHIC SCAL

SHEET NUMBER:
1 of 1

NEXT STEPS

- **Traffic proffers**
 - Intersection improvements
 - Wiggington/501 Southbound Ramp
 - Wiggington/Old Forest Road
 - Left turn lanes into the site
- **City Council Public Hearing on March 11, 2025**

MINUTES OF THE FEBRUARY 12, 2025 PLANNING COMMISSION MEETING (MINUTES HAVE NOT BEEN APPROVED):

Petition of JAM89, LLC & Langley Land, LLC to amend the Future Land Use Map from Low Density Residential and Medium Density Residential to High Density Residential, and to rezone approximately fifty-three and thirty-three hundredths (53.33) acres located at 815, 825, 832, 833, 903, 903 A, and 906 Wiggington Road from I-3, Heavy Industrial District; R-2, Low-Medium Density Residential District; and R-3C, Medium Density Residential District (Conditional) to R-4C, High Density Residential District (Conditional) to allow the construction of seven hundred fifty (750) total residential units consisting of condominiums, patio homes, and townhomes.

Ms. Rachel Frischeisen, City Planner, provided the following summary to the Commission. The purpose of this petition is to amend the Future Land Use Map (FLUM) and to rezone approximately fifty-three and thirty-three hundredths (53.33) acres to allow the construction of 750 total residential units. The subject properties were annexed into the City in 1976. The properties are currently zoned R-2, Low-Medium Density Residential District, I-3, Heavy Industrial District, and R-3C, Medium Density Residential District as shown on the map, with the R-3C portion being the majority of the property. The Resource Conservation district, shown in green, is located along Ivy Creek and is not proposed for rezoning. The Future Land Use Map (FLUM) recommends Low and Medium Density Residential uses for these properties. Low Density Residential uses are dominated by single family detached housing at densities of up to 4 dwelling units per acre. Medium Density Residential uses are characterized by small-lot single family detached housing, duplexes, and townhouses at densities up to 12 units per acre. The petition proposes to amend the FLUM to High Density Residential. These areas generally consist of high-density townhouse or multifamily housing. Densities can range up to 30 units per acre. They may include public, institutional, private recreation, and private open space uses. Limited retail and service uses may be established as part of mixed-use developments and within high density residential projects. The properties consist of mainly undeveloped land, with a few small residential structures. The subject properties are bounded to the north (across Wiggington Road) by a mix of single-family residential, a duplex, a sixteen (16) unit townhome development, and commercial uses; to the east by a commercial use, vacant land, and a radio transmission tower; to the south by vacant industrial land and industrial uses; and to the west by vacant land, and an automotive repair shop. If the petitions are approved, the property would be developed as 750 residential units, consisting of 600 condominiums, 75 townhomes, and 75 patio homes. Two conceptual layouts have been submitted for reference. Compliance with these layouts has not been proffered by the petitioner and the plans note that the layout is subject to change "based on market demands." They also do not depict a layout for all 750 residential units. One layout includes 562 units and the other includes 282 units. The petitioner submitted 6 proffers as outlined in the packet. Proffers 1 through 3 relate to the number of units, the stipulation that the units will be "for sale," and the building height. Proffers 4 through 6 relate to traffic. Planning and Engineering staff have concerns with these proffers. They are vague and attempt to commit the City to assist with the improvements based on existing conditions, while it is the proposed development that causes the levels of service to degrade below acceptable levels. The petitioner was required to submit a traffic study as part of this project, which shows that the proposed 750-unit development will generate 4,923 new residential trips. This represents more than double the current average trip count for the portion of Wiggington Road between the proposed development and Old Forest Road, which is approximately 4,100, according to Virginia Department of Transportation's 2022 data. In addition, Wiggington Road also has narrow lane widths; while 12-foot wide lanes are considered standard, most of the corridor between the proposed development and Old Forest Road has roughly 10-foot lanes. The submitted traffic narrative shows that at the US 501 Southbound off-ramp, southbound left turns will degrade from a level of service C (current) to D in the year 2040, no-build scenario; it will degrade to an F in the year 2040 build scenario. Mitigation strategies recommended by the narrative include a traffic signal or roundabout at this location. Proffer #4 indicates that the petitioner desires to complete a traffic study after 375 units are "approved" to determine whether the level of service has degraded to an E or worse, at which point the petitioner will decide whether the cost of the improvements is worth continuing to build the remaining units. This may indicate that the petitioner does not believe the future actual conditions will match the conditions forecasted by the traffic study, and expects that the improvements won't be necessary. This proffer, as with Proffer #6, mentions the City and other developers sharing the cost. Committing an outside developer to future costs is not feasible. It also

would commit the City to a significant portion of the project cost. Staff also has concerns over the use of the term “approved” – approved units does not necessarily mean that the units will be occupied at the time of the traffic study, which could skew overall volume/counts. Proffer #5 indicates that the petitioner is willing to “assist the City to make various street improvements” by way of right-of-way dedication, easements, or stormwater detention. While it does benefit the City to have wider right-of-way in most cases, this would only account for roughly 600 feet of the corridor. The submitted traffic narrative shows that left turn lanes into the site are warranted; presumably, most of the needed right-of-way to add these lanes would be dedicated by the petitioner from the frontage along property they own. These lanes are noted on the concept plans, but the petitioner has not proffered that they will construct the left turn lanes as part of the rezoning petition. A right turn lane is not warranted. The submitted traffic narrative indicates that the intersection of Wiggington Road and Old Forest Road will degrade from an overall level of service of B (current) to C (in the year 2040) in both the build and no-build scenarios; however, some movements degrade from D in the no-build scenario to E in the build scenario. The narrative suggests mitigation of this issue by extending the right turn lane from Wiggington onto Old Forest by 150’ with a taper of 100’. Proffer #6 notes these improvements, however, the proffer states that the petitioner will “help” the City and any other developer contributing to the trip counts build them on a “pro rata” basis. This again attempts to commit the city to a significant portion of the project cost, while it is the proposed development that further degrades the level of service. It is also not feasible to enforce by making another developer partially responsible for these proffers. In summary, the development of a 750-unit residential development would have significant effects on the surrounding area. Approval of a development of this size without fully understanding how and when traffic mitigation will be handled could result in detrimental impacts and does not represent the typical process for development approvals in the City. The location of the proposed development does have some advantages, being located near a major transportation route, with appropriate utilities nearby. However, the location is not well-suited for this number of units. Approval of the development would result in more than twice the current traffic on Wiggington Road. With 4,100 daily trips, the road and associated ramps and intersection at Old Forest and Wiggington Road are functioning at an acceptable level of service. The proposed development will generate an additional 4,923 trips, for a total of roughly 9,000 trips per day with degraded levels of service. Contributing to this traffic, trips in and out of the development will likely be entirely car-dependent. Wiggington Road has substandard travel lanes (10-foot lanes instead of the standard 12-foot) and lacks sidewalk. While everyday goods and services are a short drive away, the equivalent trip on foot would be approximately 25 minutes just to reach Old Forest Road, and another 15 minutes to reach a grocery store. There is no public transit service in this area. As a City with limited vacant sites for development, density is generally beneficial. However, density should be located where the infrastructure to accommodate it is in place or planned, and where the surrounding land uses support it by meeting the needs of residents. Approving density in inappropriate locations forces the City to attempt to retroactively mitigate the impacts of the development. This is reactive rather than proactive. Additionally, the proffers submitted by the petitioner ask the City to commit to improvements that are not yet fully developed, potentially including funding. The Technical Review Committee (TRC) reviewed the petition on November 19, 2024. Concerns are noted in this report. For these reasons, staff recommends denial of the petitions.

Chair Rogers asked if there was anyone present to speak on behalf of the petition.

Mr. Chris Langley of JAM89, LLC., was present to represent the petition and gave the following comments, which were provided in writing for these minutes:

“Members of the Planning Commission,

Thank you for your time today and for your dedication to Lynchburg.

I am Chris Langley, the developer of Westpoint.

Thank you for coming out to see the 65-acre site last week and asking many great questions.

Because you are so familiar with our plans, I will keep our opening remarks brief by simply highlighting the massive need and benefits of Westpoint, then let the citizens speak and then our civil engineer (Trent Warner) and I will be available for questions and discussion.

HERE IS WHY LYNCHBURG NEEDS WESTPOINT DESPERATELY

1. LYNCHBURG'S HOMEOWNERSHIP RATE is on the fast trajectory to 40%. The U.S. Census study

of 2010 shows homeownership at 59%. Today, we are at 48%. Once Tom Bell's 700 newly built apartments get occupied and LU's 326 new dorm rooms get counted, homeownership will sink to 46% in the next U.S. Census report. The national average homeownership rate is 65%. What on earth are we doing in Lynchburg? It is up to the leaders of Lynchburg to turn this alarming bad news around.

- a. Westpoint offers a solution to the homeownership crisis.
 - b. 750 homes to own and we proffer not to build apartments.
 - c. Let's work together to make homeownership in Lynchburg a reality!
2. WHAT DOES OUR OLD CITY SLOGAN LIVE, WORK, PLAY IN LYNCHBURG mean to you and why was this slogan recently dropped? Our city manager emphasized in his job interview that and I quote him, "I want to make Lynchburg a place people want to stay". If LIVE means RENT, then we are succeeding. If LIVE means OWN, then we are failing massively. I propose 750 homes to own to help revive our old city slogan and make the word "LIVE" more realistic.
 3. EMPLOYERS NEED HOMES FOR THE WORKFORCE to attract and retain quality employees. Workforce housing should be a priority for the EDA and Lynchburg Leaders to focus on and make a reality. Framatome is hiring 515 new employees at an average salary of \$130,000. These new recruits need homeownership options. But let us not forget about the existing 100,000 workers we want to retain. Lynchburg has less than 15,000 owned homes. We will add 750 new homes which is a 5% increase in homeownership.
 4. THE EDA RECOGNIZES THAT HOMEOWNERSHIP OPTIONS ARE ESSENTIAL FOR LYNCHBURG'S WORKFORCE. So much so that it has issued a request for a proposal (RFP) to find a developer to buy and rezone 165 behind our Westpoint to build homes, duplexes and town homes. Isn't this hypocritical for the City's EDA to sell city land, then ask you to rezone it, add cars to Wiggington, yet the planning department is not in full support of Westpoint?
 5. DENSITY IS THE CURE for Lynchburg's appallingly low homeownership rate. Developers need to see that the PC and CC will approve condos and town homes. If not, we will descend to 40% homeownership. Tom Martin has been preaching for nearly 2 decades that quote "We are gonna have to start having a conversation about density". (End quote) Did you know that parts of Timberlake have 2,500 people per square mile while most parts of Boonsboro and Wiggington have less than 500 people per square mile? Packing five times as many people into Wards 3&4 as Ward 1 and keeping Ward 1 almost exclusively for R-1 single family is the definition of exclusionary zoning. Why should Boonsboro remain 95% single family homes? By the way, Manhattan has 72,918 people per square mile. New York is a great example. As New York grew, its leaders found countless ways to make transportation work. Necessity is the mother of all inventions. Westpoint will help Lynchburg leaders finally get around to improving Wiggington Road after 49 years after annexing this neighborhood from Bedford and not doing any improvements to Wiggington Road. We are team players. We have proffered to help pay for road improvements and give extremely valuable land to the city to make road improvements.
 6. IF NOT HOMEOWNERSHIP AT WESTPOINT, what else would you accept here?
THE ALTERNATIVES:
 - a) Industrial- You would not turn down an industry such as Frito-Lay. The land was zoned industrial and has industrial land beside it.
 - b) Government Housing- You could not turn it down because it would be exclusionary zoning.
 - c) Isn't Westpoint the best choice?
 7. WESTPOINT WILL HAVE A MASSIVE ECONOMIC IMPACT
 - a. 300 new jobs for 10 years. That's what it takes to build 750 units (3,000 full time job years)
 - b. New Real Estate taxes of \$2,000,000+. Tom Martin advised me to show the city the ROI (return on investment) to the city, when we discussed developing another location. Two Hundred Million over one hundred years. I would bet no business in the history of Lynchburg has ever had an opportunity for this kind of ROI. The economic impact will be enormous. Think of all the road improvements and school improvements that could be done with 2 hundred million dollars.
 8. IN CLOSING, LYNCHBURG DESPERATELY NEEDS WESTPOINT!

- a. The needs are abundantly clear.
- b. If not here, where and when will we ever add homeownership of this magnitude in Lynchburg?
- c. We are the local team player/developer that Lynchburg should team up with to improve Wiggington Road. We have offered 6 proffers that are more generous than any developer in Lynchburg's history.
- d. Governor Youngkin has called on Virginians "TO MAKE VIRGINIA HOME"
- e. Let's do this planning commission members. Let's provide much needed homeownership to our workforce, young people and senior citizens.
- f. When making your decision, you should look at the overall pros and cons. If the pros massively outweigh the cons vote yes. We can work out any little details. Please do not let one fixable thing derail what is best for Lynchburg.
- g. I ask YOU to vote yes for this great project, I promise you will be glad you did.
- h. We will be happy to answer your questions after the citizen presentations. Thank you for your consideration.
- i. Rachel, can you please add this to the meeting minutes if I give you a copy?"

Chair Rogers asked if there was anyone present to speak in favor of the petition.

Mr. Brandon Parr stated that because of their homeownership, he and his wife were able to fund the growth of their gym business. With the lack of available, affordable, purchasable housing, his business is at the potential risk of losing an employee because they cannot find a home to buy.

Ms. Mary Jane Desaegher said that she originally lived in Lynchburg, but eventually reached a point where she could no longer maintain her property and needed to look for a new home to meet her needs. There were no options in Lynchburg for her and she moved out of the city into a condominium. This development will give retirees a living option within the city.

Mr. Greg Lester spoke on behalf of Mr. Carter Leverette. Mr. Leverette is concerned that he will not be able to find an affordable, low maintenance home in Lynchburg's Boonsboro area. He stated had grown up in Ward 1 and wants to own a home in the area. Most options within Lynchburg are rentals and those homes for sale are either out of their price range or are older homes that need a great deal of work.

Mr. Peter Baldwin said he had gone to the neighborhood meeting that was held and he was pleased with what they were proposing. A community there would look good along the road.

Chair Rogers asked if there was anyone present to speak in opposition to the petition.

Mr. Jason Cholewa, represented a petition of over one hundred (100) neighbors opposed to the development. They have major concerns with this rezoning, many of which have been expressed by Ms. Frischeisen regarding the traffic. Their first major concern is traffic as adding 750 new homes would potentially add 750 to 1,500 more cars on the road. One area of concern is the intersection of 501 and Old Forest Road. The 501 Expressway is one lane and according to the Traffic Engineer is the most complained about intersection in Lynchburg. During rush hour times, there is already a significant wait for each light cycle. If two hundred fifty (250) people from that new community commute during rush hour, it could create a backup of approximately an hour. Their second concern is the additional traffic posing a safety hazard to Wiggington Road. As Ms. Frischeisen stated, Wiggington Road is a narrow road with no shoulders or sidewalks. They also have concerns about the infrastructure strain and its effect on emergency response and safety along Wiggington Road. Most of emergency vehicles come from the 501 Expressway and with the added number of cars from the development, they could be impeded, hindering the ability of First Responders to serve the residents on Wiggington Road. Their final concern is the reactive infrastructure planning that the developers have proposed. They say the additional tax revenue would pay toward improving infrastructure; however, only after the people have moved in, paid their taxes, and a traffic study has been done; after the City has determined that improvements in infrastructure need to be performed, collects bids, plans and contracts to

make these changes - which can take years. By then, the harmful effects on the citizens of Lynchburg, after the homes have been built and the effects on traffic, would already be a long-term reality.

Ms. Deborah Armstrong lives on Wiggington Road and is concerned with the impact traffic will have on the road. It is an old, narrow road and the increase in traffic would be a burden both on the infrastructure of the road and on the City. She empathized with first time homeowners and recognized that Boonsboro does need to open up to development. This development is not that answer, given the location and amount of density they want. Old Forest Road is a horrible traffic jam and will only get exponentially worse with this petition.

Mr. Dean Anderson stated the traffic there is a concern now and there is no place to pull off if something happens with your vehicle. It was concerning that there are no concrete answers from the developer on how they will fix or address the infrastructure and traffic issues. Another concern he has is whether the developer will build what they are promising, given the ten (10) years it will take them to build. How do the developers plan to guarantee that these won't turn into rental properties?

Chair Rogers offered the petitioner a chance for rebuttal.

Mr. Trent Warner of Elevate Communities, LLC., replied to Mr. Jason Cholewa's concerns regarding the 501/221 intersection. He stated the City has an intersection improvement project and the City's schedule for that and the developer's schedule match up perfectly. The safety hazards on Wiggington Road are seen and the left turns they are required to put in will help with widening the road at their development, and will also address the need to have space to pull off the road and first responders can go around. They have done their research and are being proactive not reactive.

Mr. Jason Cholewa replied the 501 Old Forest Road intersection was not addressed in Mr. Warner's answers. That intersection was the one he cited as the worst reported intersection. The other concern is how these new residents would impact the rest of Wiggington Road, as it is already a narrow, winding road, which is unsafe.

With there being no further members of the public who wished to speak on this petition, Chair Rogers closed the public hearing.

Mr. Warner said the 501 Old Forest Road intersection is part of the City's intersection project.

Commissioner Gammon said he had concerns about the traffic flowing from 501 onto Old Forest Road.

Mr. Warner stated he wanted to point out that the EDA was taking bids to develop 165 acres behind their project site, which is only 65 acres. Knowing that development is coming impacted their proffers. They studied four (4) intersections as part of their Traffic Report and they found two (2) "hot spots" the development will cause. The first location is the intersection with Wiggington and Old Forest; they found that the right-hand turning lane was too short. Their solution is to extend the right turn lane, making the other lane a dedicated left turn. The second location at the 501 Southbound offramp can be fixed either with a signal or a roundabout. Their contention is, as the developers, why do they have to pay 100% of the cost to make those changes? Lastly, they did not make the left turn lanes into the site a proffer because they are a requirement and will have to do that at the site plan phase. He mentioned the perception of development occurring in other wards but not here. The trips they are projecting are small in comparison to other roads and other developments, such as Wards Ferry Road, Graves Mill Road, Timberlake Road, etc.

Commissioner Gammon asked about the probability of the "single-family units and townhomes" being built. *(Staff note: single family detached housing is not being proposed with this petition. Proffers state condominiums, townhomes, and patio homes, which are quadplex-style units)*

Mr. Warner replied they will have townhomes in front and condos further back. That will be phase one.

Commissioner Gammon asked how many phases they'd have.

Mr. Warner replied they would have two (2), with the townhomes being phase one. If the proffer is approved then they will be able to change the layout based on what is more profitable for them. The proffer will be for the mix of housing types, not the layout.

Commissioner Gammon asked what is the price range for these and what is the guarantee that these won't turn into apartment complexes for rent.

Mr. Warner replied the price range is between \$200,000 and \$450,000. They believe that seniors will move to these single level condos and open up single family homes.

Commissioner Gammon said that the need for affordable housing is a major concern. There is still concern for the traffic impact, but he is in support of the development as proposed.

Mr. Warner said they are willing to help with the traffic concerns, but only their fair share of it, as they see it.

Chair Rogers asked about the number of units on the layouts offered.

Ms. Frischeisen replied that regardless of the layout, they are capped at the number of units they can have by the proffer.

Mr. Warner said they are leaving room to fluctuate with the number of units within each building footprint, depending on demand.

Chair Rogers asked if they were proffering one of those two layouts.

Mr. Warner replied that they have multiple layout possibilities and that is why they are proffering the number of units and not the layout. The traffic study was done for 750 units. With that max number, they are trying to avoid having to come back through public hearings if they decide they want to do townhomes instead of condos.

Commissioner Johnson asked why they are projecting ten years for the project.

Mr. Warner replied it was a steady rate of units over time to keep from pricing themselves out of market.

Ms. Frischeisen said that the Planning Division was not the only division who had concerns about the traffic. Engineering Division staff is also present to take any questions Planning Commission may have.

Chair Rogers said he would like to hear from them.

Vice Chair Henderson asked Ms. Frischeisen if Emergency Services had any concerns.

Ms. Frischeisen replied they did. The City's Fire Marshal's Office did not have comments on the petition. The City's Police Department noted concerns regarding rezoning the properties with no proffered layout and traffic safety concerns to Wiggington road.

Commissioner Gammon asked about the proffered layout comment.

Ms. Frischeisen replied that at that time there wasn't even a layout offered. She stated that the developer proposed to help the City extend the turning lane at the Old Forest Road intersection, yet it's their development that is causing the road to degrade below acceptable levels. There are no left turns allowed in the 501/221

project, meaning a significant number of trips are going to be driven directly to Old Forest Road. There would be no reason for them to go to the new intersection as that would mean having to make a loop around. It's a slippery slope to say we can use tax revenue from a proposed development to fund improvements, when it's the proposed development that is causing the need for those said improvements.

Commissioner Gammon asked what the expectation of traffic impact from the development versus when the City project is slated to be done.

Mr. Warner replied their proffer is for a traffic study when the development is halfway completed. By the time the development is there, the City project at 501/221 will be well underway. The City is making the left turn situation worse on Old Forest Road and putting more stress on Wiggington by not including a left turn onto Old Forest in the 501/221 project, which is why he believes they should only have to pay a portion of the cost to fix the intersection.

Mr. Ryan Roberts, City Transportation Engineer, replied there is no left turn accommodation in the 501/221 intersection project because the traffic study for that project showed there was no need for one. Very few people make a left there, currently.

Commissioner Bowden commented that Wiggington Road is not the only road with limitations. The state of Wiggington is negatively impacting the possibility of development due to major traffic concerns. We need to work together to make this a possibility given that these two projects seem to be at perfect times with each other.

Chair Rogers asked for engineering staff to come and speak on the time frames for the City intersection plan.

Mr. Lee Newland, City Engineer, replied the project is moving forward, though there had been delays. It's funded and they are currently in the process of hiring another consultant.

Chair Rogers asked about the timeline for the project.

Mr. Newland replied the projected timeline is currently 2028 to late 2031.

Commissioner Bowden asked if the project will delay traffic.

Mr. Newland replied yes, the project will impact traffic while they are building the bridge.

Commissioner Gammon asked what phase the design was in.

Mr. Newland replied that roughly the hydraulics part is at 20% and the alignment is at 75-80%. The majority of the right-of-way is already City owned.

Chair Rogers asked Mr. Warner if they have considered proffering the first phase (375 units) and bring it back to them and work with Planning once that portion is complete. As Planning Commissioners, they see pressure to not allow more apartments in areas that have the infrastructure to support them, yet they are impeded when considering developments like this with infrastructure that can't support it.

Mr. Warner replied, if they were to start building in 2027, they will be half way through by 2031, which is the City's projected end date for their intersection project. Their proffer is that they will conduct another traffic study at that point and it will determine whether they need to address the intersection.

Ms. Frischeisen stated that staff has problems with the wording of the proffers. When proffers have vague wording, it puts them in a tough situation in the future, when it is time to enforce it.

Commissioner Gammon asked if there was a way to word the proffer differently.

Ms. Frischeisen replied that there are a lot of variables that make it difficult to set any proffer language that will make it fair. If the 501/221 schedule is changed that's a factor, the developers schedule is a factor, and something else could come up to be a factor.

Mr. Warner interjected that their traffic study doesn't consider the City's interchange project. The 375 units is where the 501 Southbound intersection degrades from a D to an E and they know they need to address that. They don't believe that they should pay 100% of the bill to fix it.

Commissioner Bowden said the language of the proffer doesn't help on either side. He said the crux of the issue is how do you address the impact on traffic from the incoming residents on a road that people are already unhappy with traffic and conditions.

Mr. Warner replied that they will address those issues in front of their development, but they do not believe that they need to improve the intersection until they get to 375 units. They want to chip-in only based on the percentage that the development will contribute.

Commissioner Bowden replied the primary amount of people will be coming through that intersection, as the back half of Wiggington is much worse.

Mr. Warner said there is a trend being seen in traffic patterns where people are leaving fifteen minutes early to avoid the back up at peak hour in traffic.

Commissioner Bowden asked if the City project was going to help/address the 501-ramp traffic issue.

Mr. Roberts replied the trip distribution from the study showed 25% of trips were getting onto 501 and the rest are going down Wiggington Road.

Mr. Warner said people won't be able to turn left at the Old Forest Road intersection once to 501/221 project. If they use the new intersection, they'd have to make a loop.

Commissioner Johnson asked about the proffer and construction timeline.

Mr. Warner replied it would be two years from now before they started building. For the turning lane, they would have to determine how the cost is split between the City and the developer. It may be a 75-25 split, or 85-15 split, with the city paying the 85% portion.

Chair Rogers replied this is a problem to decide who takes the bill.

Mr. Warner said that EDA is accepting bids and in a couple months another developer may be coming with a similar petition.

Chair Rogers replied he thought the 375 units makes the argument harder as the decision here will bleed into the consideration of other developers.

Ms. Frischeisen stated that with these proffers, they are offering to share the expense, but the portion of the proffer about another developer contributing in the future is not advisable. Proffers are voluntary and we can't lock in a future developer to contribute to this proffer. With the pro rata split of 75-25 or 85-15, the City pays the "lion's share" of the cost with the developers paying a small portion, based on the existing level of service. The existing level of service projections do decline over time based on the standard growth rate, but it's the development that causes them to degrade faster and further.

Mr. Warner replied it degrades, but it was already degrading.

Ms. Frischeisen replied that it degrades to a worse degree because of the development.

Mr. Roberts said the traffic study that was done only covers the level of service impacted by their development and not anything that is coming later. What is not typical here is that they want to wait before they will do anything to mitigate.

Mr. Warner replied that there are just too many variables for them. That's why they want to wait until there is a developer for the EDA property to share in the pro rata costs of the improvement.

Ms. Frischeisen said the EDA property is its own matter and if that moves forward it will be brought forward as a petition and discussed based on its own merits. If hypothetically, they build 370 units, short of the 375 units threshold set by their proffers, and take up the existing road capacity that's there now, then the city is left with the short end of the stick. If the developers decide not to develop beyond the 375 unit threshold but traffic problems start to develop, then the City would be left to study and mitigate the issues.

Vice Chair Henderson asked if there was a way to make the proffers less vague.

Ms. Frischeisen replied while they do have problems with the proffers, she also has concerns that this may not be the location for this number of units and tried to convey this in the report, given the lack of mobility options that allow residents to reach everyday goods and services without a car. Staff has concerns with possibly approving this density without fully understanding the traffic impacts.

Mr. Warner replied that he disagreed, given what's available to a developer at the location. This is perfect spot for this development.

Ms. Frischeisen refocused the discussion to the Commission. She feels that the argument that "the land is vacant, therefore this is a good idea" is not compelling.

Mr. Greg Lester, partner with Elevate Communities, stated that Planning Commission is for the whole City and they are getting too bogged down on the traffic question. Lynchburg needs housing and they need housing for the new employees who are coming in and for those wanting to stay. You don't want them to go out into the counties. These condos will pull seniors out of their single-family homes and those homes will become available for families to move into them increasing the student population.

Commissioner Johnson commented that Lynchburg doesn't have a lot of space and what they do have is in the Boonsboro area. The City needs to focus on improving infrastructure in the area.

Commissioner Bowden commented that he agreed with Ms. Frischeisen on the concern for the City footing the bill, yet there needs to be development along Wiggington and investment needs to happen on the roadways there.

Vice Chair Henderson commented that the housing issue is legitimate and they need to address the Wiggington area.

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

"Based on the preceding Findings of Fact, the Planning Commission recommends to City Council approval of the petition of JAM89, LLC and Langley Land, LLC to:

- **Amend the Future Land Use Map from Low Density Residential and Medium Density Residential to High Density Residential;**

- **Rezone approximately fifty-three and thirty-three hundredths (53.33) acres from I-3, Heavy Industrial District; R-2, Low-Medium Density Residential District; and R-3C, Medium Density Residential District (Conditional) to R-4C, High Density Residential District (Conditional), subject to the following voluntarily submitted proffers:**

1. Quantity and Types of Homes Proffer:

Westpoint proffers to build the following maximum mix within the 53.33 Acres being rezoned:

600 Condominiums
75 Patio Homes/Senior Living and/or
75 Townhomes
750 Total Homes

2. "For Sale" proffer:

Westpoint proffers to build only "FOR SALE" homes.

3. Building Specifications Proffer:

Westpoint proffers these building specifications.

Condos will be a maximum of 3.5 stories (50 feet)
Townhomes will be a maximum of 3 stories (40 feet)
Patio Homes will be a maximum of 2 stories (35 feet)

4. 501 Southbound Expressway Ramp to Wiggington Proffer:

Westpoint proffers that it will do a follow-up traffic study after 375 units are approved. If this future study reveals that the level of service is an E or worse, Westpoint will build the improvements with the City and any other developers that has, or will be contributing to the traffic volumes per our pro-rata share of overall ADT. If the cost is prohibitive, Westpoint may elect to not build more than 375 homes, in which case, Westpoint would not contribute to this road improvement.

5. Wiggington Road City Improvements Proffer:

Westpoint proffers to gift the City the easement from our 8 parcels on Wiggington Road to expand the road from approximately 30 feet wide to 50 feet wide. We have land on both sides of Wiggington Road and are positioned to assist the City to make various street improvements. We can offer the necessary rights-of-way, easements, and/or the use of our stormwater detention pond for the improvements to the Wiggington Road and the Southbound Expressway Ramp Intersection with the property located on 809 Wiggington Road. Our Westpoint parallel road might also come in handy to help with traffic detours during any City Road work on Wiggington.

6. Wiggington Road and Old Forest Road intersection improvements proffer:

Westpoint proffers to help extend the right turn lane during the first phase of our construction (375) to improve the intersection at Wiggington Road and Old Forest Road. Per the traffic study, this entails a storage length of 150' and a taper of 100'. The right turn markings will be changed to allow "right/thru/left" turns. The signal timing will be adjusted accordingly. We will help build the improvements with the City and any other developers that has or will be contributing to the traffic per our pro-rata share of the ADT at the Wiggington Road/Old Forest Road eastbound left and right turn movements.

AYES: Bowden, Gammon, Henderson, Johnson	4
NOES: Rogers	1
ABSTENTIONS:	0
ABSENT: Perault, Young-Jefferson	2

The Department of Community Development

City Hall, Lynchburg, VA 24504 434-455-3900

To: Planning Commission

From: Planning Division

Date: February 12, 2025

Re: **FUTURE LAND USE MAP (FLUM) AMENDMENT: Low Density Residential and Medium Density Residential to High Density Residential at 815, 825, 832, 833, 903, 903 A, and 906 Wiggington Road**
REZONING: I-3, Heavy Industrial District; R-2, Low-Medium Density Residential District; and R-3C, Medium Density Residential District (Conditional) to R-4C, High Density Residential District (Conditional) at 815, 825, 832, 833, 903, 903 A, and 906 Wiggington Road

I. PETITIONER

JAM89, LLC, 102 Oakley Avenue, Lynchburg, Virginia, 24501

Langley Land, LLC, 102 Oakley Avenue, Lynchburg, Virginia, 24501

Representative: Trent J. Warner, P.E., Elevate Communities, LLC, 102 Oakley Avenue, Lynchburg, Virginia 24501

II. LOCATION

The subject property is located at 815, 825, 832, 833, 903, 903 A, and 906 Wiggington Road and totals approximately sixty-four and five tenths (64.5) acres.

Property Owners:

825, 832, 833, 903, 903 A, and 906 Wiggington Road – JAM89, LLC, 102 Oakley Avenue, Lynchburg, Virginia, 24501

815 Wiggington Road – Langley Land, LLC, 102 Oakley Avenue, Lynchburg, Virginia, 24501

III. PURPOSE

The purpose of this petition is to amend the Future Land Use Map (FLUM) from Low Density Residential and Medium Density Residential to High Density Residential and to rezone approximately fifty-three and thirty-three hundredths (53.33) acres from I-3, Heavy Industrial District; R-2, Low-Medium Density Residential District; and R-3C, Medium Density Residential District (Conditional) to R-4C, High Density Residential District (Conditional) to allow the construction of 750 total residential units consisting of condominiums, patio homes, and townhomes with associated parking and amenities located at 815, 825, 832, 833, 903, 903 A, and 906 Wiggington Road. The remaining eleven and seventeen hundredths (11.17) acres are zoned R-C, Resource Conservation and are not included as part of the petition.

IV. SUMMARY

- The *Comprehensive Plan 2013-2030* recommends Low Density Residential, Medium Density Residential, and Resource Conservation uses for these properties on the City's *Future Land Use Map* (FLUM). The petition proposes to amend the Low Density Residential and Medium Density Residential portions to High Density Residential.
- The properties are zoned R-2, Low-Medium Density Residential District, I-3, Heavy Industrial District, R-C, Conservation District, and R-3C, Medium Density Residential District (Conditional)

- Staff has significant concerns about the impacts of the proposed development due to its location, size, increased traffic on substandard Wiggington Road, and proffers.

The Planning Division recommends denial of the *FLUM* Amendment and Rezoning petition.

V. FINDINGS OF FACT

1. **Comprehensive Plan.** The *Future Land Use Map (FLUM)* recommends a Low Density Residential use for 815, 825, 832, 833, and 906 Wiggington Road and a Medium Density Residential use for 903 and 903 A Wiggington Road. A portion of 903 A Wiggington Road is also recommended for Resource Conservation. The petitioner does not propose to change or significantly impact the Resource Conservation area.

Low Density Residential uses are dominated by single family detached housing at densities of up to four dwelling units per acre. In addition to residential uses, they may include public and institutional uses compatible in scale with single family residential homes. Private recreation uses, including country clubs and swim and racquet clubs, and private open space are also appropriate for Low Density Residential areas. (p. 72)

Medium Density Residential uses are characterized by small-lot single family detached housing, duplexes, and townhouses at densities up to 12 units per acre. Where neighborhoods already exist, infill development should be at a compatible density and housing type. In addition to residential uses, they may include public and institutional uses compatible in scale with single family residential homes. Private recreation uses, including country clubs, swim and racquet clubs, and private open space are also appropriate. (p. 72)

The petition proposes to amend the *FLUM* to High Density Residential. These areas are developed or planned to be developed into high density townhouse or multifamily housing. Densities can range up to 30 units per acre. They may include public, institutional, private recreation, and private open space uses. Limited retail and service uses may be established as part of mixed-use developments and within high density residential projects. (p. 75)

2. **Zoning.** The subject properties at 815, 825, 832, 833, 903, 903 A, and 906 Wiggington Road were annexed into the City in 1976. The existing R-2, Low-Medium Density Residential District zoning for the properties at 832 and 906 Wiggington Road was established in 1978. The existing I-3, Heavy Industrial District zoning for the properties at 815, 825, and 833 Wiggington was established in 1978. The existing R-C, Conservation District zoning for a portion of the property at 903 A Wiggington Road was established in 1978. The existing R-3C, Medium Density Residential District (Conditional) zoning for the property at 903 Wiggington Road and a portion of the property at 903 A Wiggington Road was established in 2008.
3. **Proffers.** The petitioner voluntarily submitted the following proffers with the rezoning application:

1. **Quantity and Types of Homes Proffer:**

Westpoint proffers to build the following maximum mix within the 53.33 Acres being rezoned:

600 Condominiums

75 Patio Homes/Senior Living and/or

75 Townhomes

750 Total Homes

2. “For Sale” proffer:

Westpoint proffers to build only “FOR SALE” homes.

3. Building Specifications Proffer:

Westpoint proffers these building specifications.

Condos will be a maximum of 3.5 stories (50 feet)

Townhomes will be a maximum of 3 stories (40 feet)

Patio Homes will be a maximum of 2 stories (35 feet)

4. 501 Southbound Expressway Ramp to Wiggington Proffer:

Westpoint proffers that it will do a follow-up traffic study after 375 units are approved. If this future study reveals that the level of service is an E or worse, Westpoint will build the improvements with the City and any other developers that has, or will be contributing to the traffic volumes per our pro-rata share of overall ADT. If the cost is prohibitive, Westpoint may elect to not build more than 375 homes, in which case, Westpoint would not contribute to this road improvement.

5. Wiggington Road City Improvements Proffer:

Westpoint proffers to gift the City the easement from our 8 parcels on Wiggington Road to expand the road from approximately 30 feet wide to 50 feet wide. We have land on both sides of Wiggington Road and are positioned to assist the City to make various street improvements. We can offer the necessary rights-of-way, easements, and/or the use of our stormwater detention pond for the improvements to the Wiggington Road and the Southbound Expressway Ramp Intersection with the property located on 809 Wiggington Road. Our Westpoint parallel road might also come in handy to help with traffic detours during any City Road work on Wiggington.

6. Wiggington Road and Old Forest Road intersection improvements proffer:

Westpoint proffers to help extend the right turn lane during the first phase of our construction (375) to improve the intersection at Wiggington Road and Old Forest Road. Per the traffic study, this entails a storage length of 150’ and a taper of 100’. The right turn markings will be changed to allow “right/thru/left” turns. The signal timing will be adjusted accordingly. We will help build the improvements with the City and any other developers that has or will be contributing to the traffic per our pro-rata share of the ADT at the Wiggington Road/Old Forest Road eastbound left and right turn movements.

Planning and Engineering staff have concerns with Proffers #4 through 6. They are vague and attempt to commit the City to assist with the improvements based on existing conditions, while it is the proposed development that causes the levels of service to degrade below acceptable levels.

- 4. Board of Zoning Appeals (BZA).** The Zoning Administrator has determined that no variances are needed for the development of the property as proposed.

5. Surrounding Area. There have been several items requiring City Council approval in the immediate area:

- On April 9, 2019, City Council approved the petition of Lynvet, LLC for a CUP to allow a building addition and parking reconfiguration at an existing veterinary hospital in a B-3, Community Business District at 802 Wiggington Road.
- On May 27, 2008, City Council approved the petition of Tom Dewitt to rezone property at 903 and 903 A Wiggington Road from I-3, Heavy Industrial District to R-3C, Medium Density Two-Family Residential District (Conditional) and for a CUP to allow the construction of one hundred ninety (190) townhouse units.
- On May 8, 2007, City Council approved Edward B. McNally, Valencia Properties, LLC's petition to rezone the property at 118, 124, and 128 Burnham Lane and 208 Schothum Street from R-1, Low Density Single-Family Residential District and R-2, Low-Medium Density Single-Family Residential District to B-3C, Community Business District (Conditional) to allow for the construction of an eighteen (18) lot business park.
- On November 14, 2006, City Council approved the rezoning of twenty-four (24) tracts totaling approximately twenty-two and ninety-seven hundredths (22.97) acres within the 200 and 300 blocks of Chapel Lane from I-3, Heavy Industrial District to R-2, Low-Medium Density Single-Family Residential.
- On July 12, 2005, City Council approved the petition of Joe Gantt, Gantt Properties Inc., to rezone a portion of the property on Ivy Creek Lane known as Valuation Number 218-11- 003 and for a CUP to allow for the construction of four (4) townhouse buildings totaling twenty-two (22) units.
- On May 10, 2005, City Council approved the petition of Joe Gantt, Gant Properties Inc., to rezone the property at 821, 823 Mercury Street and 824 Wiggington Road from R-2 to R-3C and for a CUP to allow for the construction of three (3) townhouse buildings totally sixteen (16) units.
- On December 14, 2004, City Council approved Joe Gantt's petition to rezone the property at 811 Mercury Street from R-2, Single-Family Residential District and B-3, Community Business District (Conditional) to B-3C to allow for the construction of a duplex.
- On September 14, 2004, City Council approved Nextel Partner's CUP petition to collocate cellular equipment on an existing tower at 208 Schothum Street.
- On December 16, 2003, City Council approved Joe Gantt's petition to rezone the property at 813 Mercury Street from R-2, Single Family Residential District to B-3C, Community Business District (Conditional) to allow for the construction of an office complex with parking.
- On June 13, 2000, City Council denied Thomas W. Ackerman's CUP petition to allow the use of property in the 400 block of Wiggington Road to be used as a private park for a club in an R-2, Low-Medium Density Single-Family Residential District.
- On March 9, 1999, City Council approved the CUP petition of Lester Mulligan and Albert Henry for the construction of a veterinary hospital in a B-3, Community Business District at 802-804 Wiggington Road.

- On February 11, 1997, City Council approved Richard Gilmore’s petition to rezone the property at 811 Wiggington Road from B-3, Community Business District & I-3, Heavy Industrial District to B-3C, Community Business District (Conditional) to allow the operation of a funeral home, crematorium, and parking.
 - On June 11, 1996, City Council approved the Central Congregation of Jehovah’s Witnesses’ CUP petition to allow the addition of a driveway, canopy and parking area to an existing church facility in a R-2, Single-Family Residential District at 319 Wiggington Road.
 - On August 13, 1996, City Council approved Victory Christian Fellowship’s CUP petition to allow the construction of a new sanctuary, buildings and parking in a R-2, Single-Family Residential District in the 400 block of Wiggington Road.
 - On September 12, 1995, City Council approved the CUP petition of Hubbard’s Advertising Agency, Inc., for the use of the property at 309 Chapel Lane to allow the installation of a radio transmission tower.
 - On November 12, 1991, City Council approved the petition of Dominion Land and Real Estate, Inc., to rezone the property at 1117 Wiggington Road from I-3, Heavy Industrial District to R-C, Conservation District to allow marketing the property for limited residential development.
 - On August 14, 1990, City Council approved the City of Lynchburg Parks & Recreation Department’s CUP petition to amend the master plan for Peaks View Park with access points on Ardmore Drive, Tenbury Drive and Ivy Creek Lane for the property off of Ardmore Drive.
 - On September 12, 1989, City Council approved Juanita Milstead’s CUP petition to operate an adult care center in a R-2, Low-Medium Density Single-Family Residential District at 1317 Ashbourne Drive.
 - On September 12, 1989, City Council amended the official zoning map (adopted 1978) to reflect the rezoning of the Northwest Expressway Area as shown on the map entitled “Northwest Expressway Area Land Use Study – 1989 – Proposed Official Zoning Map – 9-12-89.”
 - On July 12, 1988, City Council approved Juanita Milstead’s CUP petition to operate an adult care center in a R-2, Low-Medium Density Single-Family Residential District at 1319 Ashbourne Drive.
 - On August 14, 1984, City Council approved Central Virginia Indoor Tennis, Inc.’s petition to rezone approximately twenty (20) acres on Davis Cup Road (tax valuation map #221-12-5, 6, 7, 8, 13 & 17) from R-2, Low-Medium Density Single-Family Residential District to B-5C, General Business District (Conditional) to allow the expansion of an existing facility to be used as an all-purpose sports facility.
 - On January 27, 1981, City Council approved the City of Lynchburg Parks & Recreation Department’s CUP petition to develop a master plan for a new city park (Peaks View Park) off of Ardmore Drive.
6. **Site Description.** The property located at 815 Wiggington Road contains a one (1) story, one thousand ninety-four (1,094) square foot, wood frame, wood siding residential structure constructed in 1969.

The property located at 825 Wiggington Road contains a one (1) story, one thousand eight hundred twenty-eight (1,828) square foot, wood frame, brick veneer residential structure constructed in 1974; a two hundred sixty-six (266) square foot carport; and a one thousand two hundred ninety-six (1,296) square foot detached garage constructed in 1975.

The property located at 832 Wiggington Road contains a one (1) story, one thousand two hundred eighty-seven (1,287) square foot, wood frame, vinyl siding residential structure constructed in 1953 and a four hundred eighty (480) square foot detached garage constructed in 1970.

The property located at 833 Wiggington Road contains a one (1) story, nine hundred ten (910) square foot, wood frame, vinyl siding residential structure constructed in 1956 and a two hundred ninety-eight (298) square foot carport.

The property located at 903 Wiggington Road is currently undeveloped.

The property located at 903 A Wiggington Road contains a one thousand one hundred twenty (1,120) square foot, wood pole frame structure constructed in 1960.

The property located at 906 Wiggington Road contains a one and a half (1.5) story, one thousand three hundred seventy-one (1,371) square foot, wood frame, wood siding residential structure constructed in 1900.

If the petition is approved, these existing structures would be demolished.

The subject properties are bounded to the north (across Wiggington Road) by a mix of single-family residential, a duplex, a sixteen (16) unit townhome development, and commercial uses; to the east by a commercial use, vacant land, and a radio transmission tower; to the south by vacant industrial land and industrial uses; and to the west by vacant industrial land, and an automotive repair shop.

- 7. Proposed Use of Property.** If the petitions are approved, the property would be developed as 750 residential units consisting of condominiums, townhomes, and patio homes with associated parking. The units are proposed to be a mix of 600 condominiums, 75 townhomes, and 75 patio homes. According to the proffers, the condominiums would be constructed up to a maximum height of three and a half stories or 50 feet; up to three stories or 40 feet for the townhomes; and up to two stories or 35 feet for the patio homes.

Two conceptual layouts have been submitted for reference. Compliance with these layouts has not been proffered by the petitioner and the plans note that the layout is subject to change “based on market demands.” They also do not depict a layout for all 750 residential units. One layout includes 562 units and the other includes 282 units.

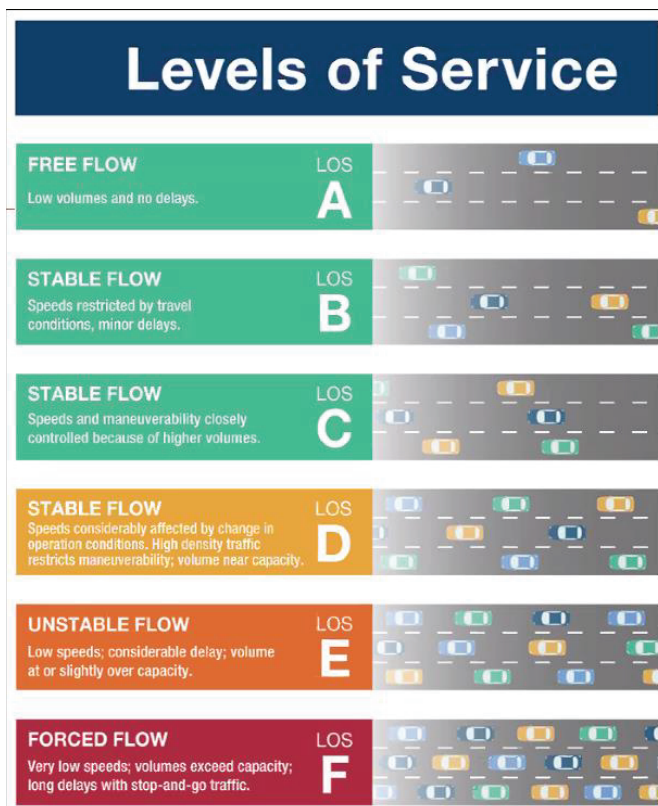
The concept plans do not meet several of the requirements of Sec. 35.2-14.2(d), including proposed topography at 10-foot contour intervals, proposed utility lines within the site, locations of sidewalks, illustrative cross-sections of streets, and landscaping.

- 8. Traffic, Parking and Public Transit.** The City’s Transportation Engineer determined that the project met the warrants for a traffic study. The submitted materials show that the proposed 750-unit development will generate 4,923 new residential trips. This represents more than double the current average weekday trip count for the portion of Wiggington Road between the proposed development and Old Forest Road, which is approximately 4,100, according to Virginia Department of Transportation’s (VDOT) 2022 data. Wiggington Road also has narrow lane widths; while 12-foot wide lanes are considered

standard, most of the corridor between the proposed development and Old Forest Road has roughly 10-foot lanes.

The submitted traffic narrative indicates that the intersection of Wiggington Road and Old Forest Road will degrade from an overall level of service of B (current) to C (in the year 2040) in both the build and no-build scenarios; however, some movements degrade from D in the no-build scenario to E in the build scenario. The narrative suggests mitigation of this issue by extending the right turn lane from Wiggington onto Old Forest by 150' with a taper of 100'. Proffer #6 notes these improvements, however, the proffer states that the petitioner will “help” the City and any other developer contributing to the trip counts build them on a “pro rata” basis. This attempts to commit the city to a significant portion of the project cost, while it is the proposed development that further degrades the level of service. It is also not feasible to enforce by making another developer partially responsible for these proffers.

The submitted traffic narrative shows that at the US 501 Southbound off-ramp, southbound left turns will degrade from a level of service C (current) to D in the year 2040, no-build scenario; it will degrade to an F in the year 2040 build scenario. Mitigation strategies recommended by the narrative include a traffic signal or roundabout at this location. Proffer #4 indicates that the petitioner desires to complete a traffic study after 375 units are “approved” to determine whether the level of service has degraded to an E or worse, at which point the petitioner will decide whether the cost of the improvements is worth continuing to build the remaining units. This may indicate that the petitioner does not believe the future actual conditions will match the conditions forecasted by the traffic study, and expects that the improvements won’t be necessary. This proffer, as with Proffer #6, mentions the City and other developers sharing the cost. Staff also has concerns over the use of the term “approved” – approved units does not necessarily mean that the units will be occupied at the time of the traffic study, which could skew overall volume/counts.



Level of service (LOS) measures a driver’s experience on the road and at intersections, based on the speed and number of cars using the road. The LOS of a road is designated by a letter grade of A (free flow) to F (near gridlock).

A designation of A, B, or C represents free-flowing conditions. F is stop-and-go traffic. These scores are based on the highest congestion level on that roadway, even if it only occurs a few minutes a day.

Source: Transportation for America (<https://t4america.org/community-connectors/what-they-mean/level-of-service/>)

Proffer #5 indicates that the petitioner is willing to “assist the City to make various street improvements” by way of right-of-way dedication, easements, or stormwater detention. While it does benefit the City to have wider right-of-way in most cases, this would only account for roughly 600 feet of the corridor. The submitted traffic narrative shows that left turn lanes into the site are warranted; presumably, most of the needed right-of-way to add these lanes would be dedicated by the petitioner from the frontage along property they own. These lanes are noted on the concept plans, but the petitioner has not proffered that they will construct the left turn lanes as part of the rezoning petition. A right turn lane is not warranted.

The submitted concept plans show a combination of public and private streets.

The City’s Zoning Ordinance requires one parking space per residential dwelling unit. The concept plan showing 562 units indicates 1,194 parking spaces, exceeding the requirement. The concept plan showing 282 units does not indicate the total number of spaces.

Public transit is not available to the site. The closest transit route is the Greater Lynchburg Transit Company’s Route Eight, which runs along Old Forest Road. The closest stop is over one mile from the subject properties.

9. **Stormwater Management.** An Erosion & Sediment Control and Stormwater Management Plan would be required prior to final site plan approval. The submitted concept plans indicate a number of stormwater management facilities will be constructed around the site. Ultimately, site layout and constraints will determine the number and location of facilities. The 1% rule for Ivy Creek noted on the concept layouts would not be permitted for this project. The petitioner has not determined how stormwater quality will be addressed. Both quantity and quality management would be subject to City standards.

10. **Emergency Services.** The City’s Fire Marshal had no comments of concern regarding the proposed development.

The City’s Police Department noted concerns regarding rezoning the properties with no proffered layout and traffic safety impacts to Wiggington Road, the southbound entrance to 501, and the intersection of 501 and Old Forest Road.

11. **Impact.** The development of a 750-unit residential development would have significant effects on the surrounding area.

Approval of a development of this size without fully understanding how and when traffic mitigation will be handled could result in detrimental impacts and does not represent the typical process for development approvals in the City.

The location of the proposed development does have some advantages, being located near a major transportation route, with appropriate utilities nearby. However, the location is not well-suited for this number of units. Trips in and out of the development will likely be entirely car-dependent. Wiggington Road has substandard travel lanes (10-foot lanes instead of the standard 12-foot) and lacks sidewalk. While everyday goods and services are a short drive away, the equivalent trip on foot would be approximately 25 minutes just to reach Old Forest Road, and another 15 minutes to reach a grocery store. There is no public transit service in this area.

Approval of the development would result in more than twice the current traffic on Wiggington Road. With 4,100 daily trips, the road and associated ramps and intersection at Old Forest and Wiggington Road are functioning at an acceptable level of service. The

proposed development will generate an additional 4,923 trips, for a total of roughly 9,000 trips per day with degraded levels of service.

As a City constrained by roughly 50 square miles with finite vacant sites for development, density is generally beneficial. However, density should be encouraged where the infrastructure to accommodate it is in place or planned, and where the surrounding land uses support it by meeting the needs of residents. Approving density in inappropriate locations forces the City to attempt to retroactively mitigate the impacts of the development. This is reactive rather than proactive. Additionally, the proffers submitted by the petitioner ask the City to commit to improvements that are not yet fully developed, potentially including funding.

For these reasons, staff recommends denial of the petitions.

- 12. Technical Review Committee.** The Technical Review Committee (TRC) reviewed the petition on November 19, 2024. Concerns are noted in this report. Other comments would need to be addressed prior to site plan approval.

VI. PLANNING DIVISION RECOMMENDATION

Based on the preceding Findings of Fact, the Planning Commission recommends to City Council approval of the petition of JAM89, LLC and Langley Land, LLC to:

- **Amend the Future Land Use Map from Low Density Residential and Medium Density Residential to High Density Residential;**
- **Rezone approximately fifty-three and thirty-three hundredths (53.33) acres from I-3, Heavy Industrial District; R-2, Low-Medium Density Residential District; and R-3C, Medium Density Residential District (Conditional) to R-4C, High Density Residential District (Conditional), subject to the following voluntarily submitted proffers:**
 - 1. Quantity and Types of Homes Proffer:**
Westpoint proffers to build the following maximum mix within the 53.33 Acres being rezoned:
 - 600 Condominiums
 - 75 Patio Homes/Senior Living and/or
 - 75 Townhomes
 - 750 Total Homes
 - 2. “For Sale” proffer:**
Westpoint proffers to build only “FOR SALE” homes.
 - 3. Building Specifications Proffer:**
Westpoint proffers these building specifications.
 - Condos will be a maximum of 3.5 stories (50 feet)
 - Townhomes will be a maximum of 3 stories (40 feet)
 - Patio Homes will be a maximum of 2 stories (35 feet)

4. 501 Southbound Expressway Ramp to Wiggington Proffer:

Westpoint proffers that it will do a follow-up traffic study after 375 units are approved. If this future study reveals that the level of service is an E or worse, Westpoint will build the improvements with the City and any other developers that has, or will be contributing to the traffic volumes per our pro-rata share of overall ADT. If the cost is prohibitive, Westpoint may elect to not build more than 375 homes, in which case, Westpoint would not contribute to this road improvement.

5. Wiggington Road City Improvements Proffer:

Westpoint proffers to gift the City the easement from our 8 parcels on Wiggington Road to expand the road from approximately 30 feet wide to 50 feet wide. We have land on both sides of Wiggington Road and are positioned to assist the City to make various street improvements. We can offer the necessary rights-of-way, easements, and/or the use of our stormwater detention pond for the improvements to the Wiggington Road and the Southbound Expressway Ramp Intersection with the property located on 809 Wiggington Road. Our Westpoint parallel road might also come in handy to help with traffic detours during any City Road work on Wiggington.

6. Wiggington Road and Old Forest Road intersection improvements proffer:

Westpoint proffers to help extend the right turn lane during the first phase of our construction (375) to improve the intersection at Wiggington Road and Old Forest Road. Per the traffic study, this entails a storage length of 150' and a taper of 100'. The right turn markings will be changed to allow "right/thru/left" turns. The signal timing will be adjusted accordingly. We will help build the improvements with the City and any other developers that has or will be contributing to the traffic per our pro-rata share of the ADT at the Wiggington Road/Old Forest Road eastbound left and right turn movements.

This matter is respectfully offered for your consideration.



Rachel Frischeisen
City Planner

pc: Wynter Benda, City Manager
Greg Patrick, Deputy City Manager
Kent White, Assistant City Manager
Tom Martin, Director of Community Development
Matthew Freedman, City Attorney
J. Lee Newland, City Engineer
Cynthia Kozerow, Lynchburg Police Department
Candace Brown, Fire Marshal
Doug Saunders, Building Official
Kevin Henry, Zoning Administrator
JAM89, LLC, Petitioner & Property Owner
Langley Land, LLC, Petitioner & Property Owner
Trent J. Warner, P.E., Representative

VII. ATTACHMENTS

- 1. Zoning Map with Adjoining Property Owners**
- 2. Future Land Use Map**
- 3. Watershed Map**
- 4. Planimetric and Topographic Map**
- 5. Narrative**
- 6. Conceptual Layouts and Other Maps**
- 7. Traffic Reports**
 - a) January 2025 Traffic Memo & Intersection Improvement Graphic (attached)
 - b) [December 2024 Traffic Report](#) (linked)
 - c) [February 2024 Traffic Report Supplement](#) (linked)
 - d) [April 2022 Traffic Report](#) (linked)
 - e) [February 2022 Traffic Report](#) (linked)
- 8. Property Photograph**

Zoning

TRC

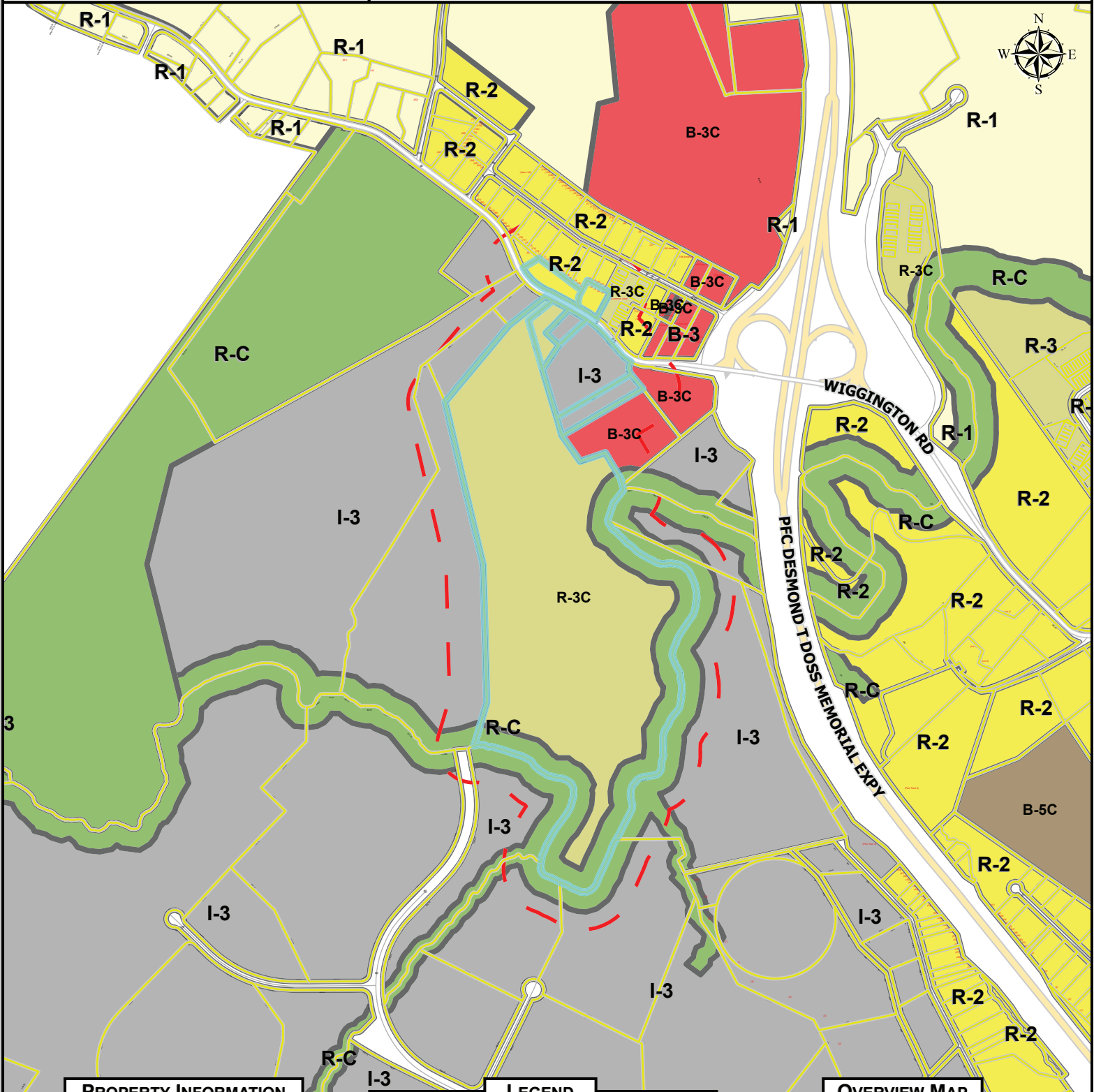
815 WIGGINGTON RD
825 WIGGINGTON RD

833 WIGGINGTON RD
903 WIGGINGTON RD

903 A WIGGINGTON RD
832 WIGGINGTON RD

906 WIGGINGTON RD

JAM89, LLC & Langley Land, LLC



PROPERTY INFORMATION

PARCEL ID	ADDRESS	
22203003	815 WIGGINGTON RD	22203011
22203004	825 WIGGINGTON RD	22202008
22203007	833 WIGGINGTON RD	21704009
22203008	903 WIGGINGTON RD	

LEGEND

Subject Property

215 Foot Buffer

B-1

I-1

R-1

B-3

I-2

R-2

B-4

I-3

R-3

B-5

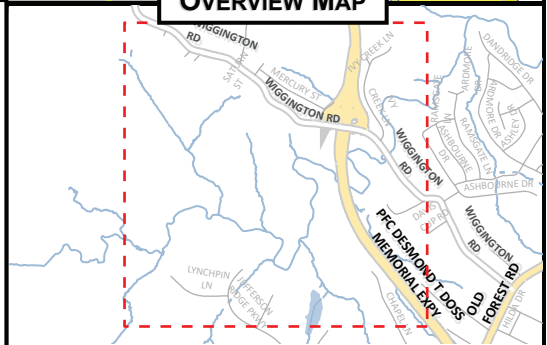
IN-1

R-4

R-C

IN-2

OVERVIEW MAP

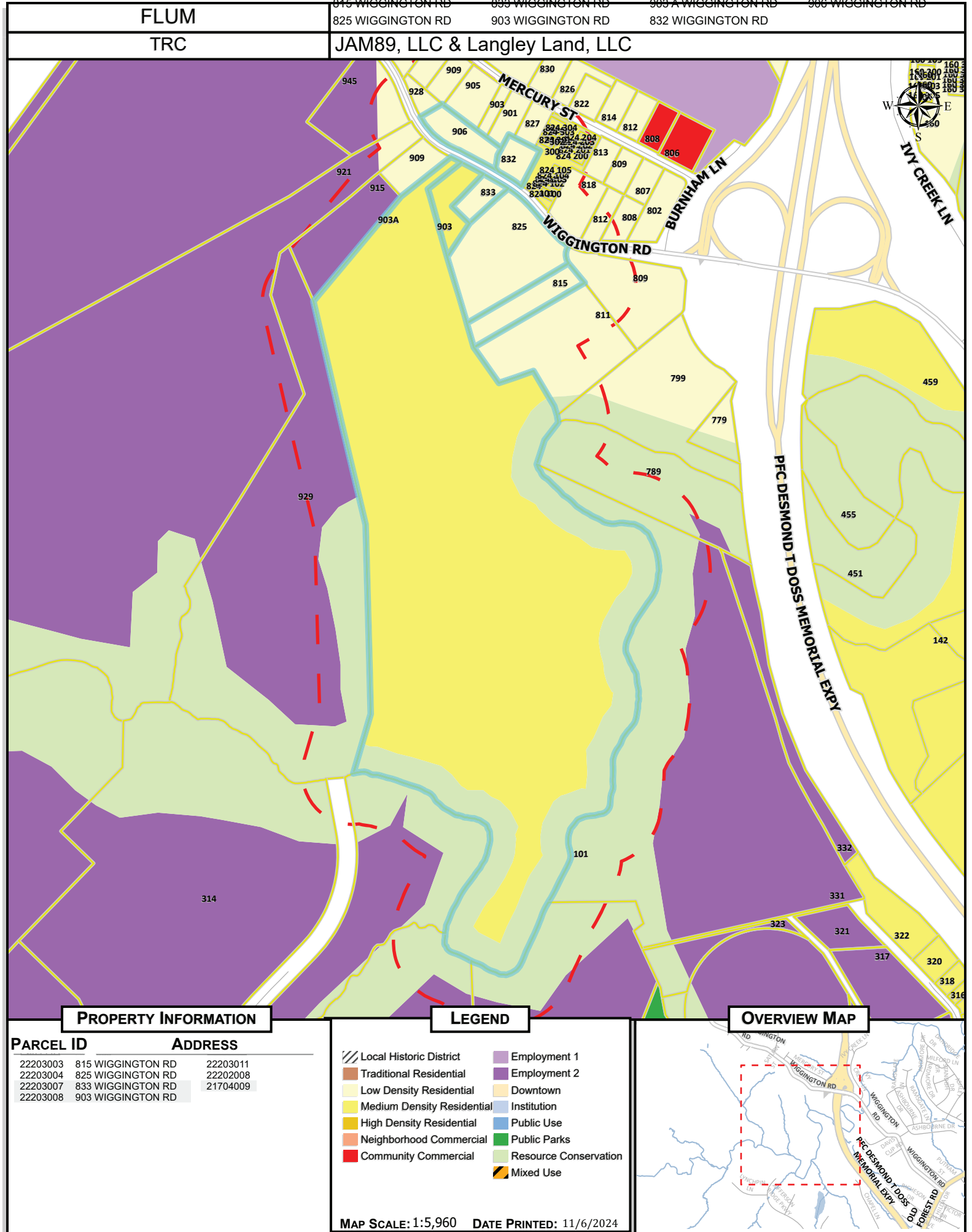


MAP SCALE: 1:9,313 DATE PRINTED: 11/6/2024

815, 825, 832, 833, 903, 903A & 906 Wiggington Rd

Parcel ID	Address	Owner
22501010	309 JEFFERSON RIDGE PKWY	ECONOMIC DEVELOPMENT AUTHORITY
22501008	314 JEFFERSON RIDGE PKWY	RIVERSEDGE FURNITURE CO INC
22203012	331 CHAPEL LN	ECONOMIC DEVELOPMENT AUTHORITY
22112027	789 WIGGINGTON RD	ECONOMIC DEVELOPMENT AUTHORITY
22112026	799 WIGGINGTON RD	ECONOMIC DEVELOPMENT AUTHORITY
22203002	811 WIGGINGTON RD	JAM89 LLC
22203003	815 WIGGINGTON RD	LANGLEY LAND LLC
22203001	809 WIGGINGTON RD	JAM89 LLC
22204001	929 WIGGINGTON RD	ECONOMIC DEVELOPMENT AUTHORITY
22203004	825 WIGGINGTON RD	JAM89 LLC
22203007	833 WIGGINGTON RD	JAM89 LLC
22203010	915 WIGGINGTON RD	ECONOMIC DEVELOPMENT AUTHORITY
22203008	903 WIGGINGTON RD	JAM89 LLC
22203011	903 A WIGGINGTON RD	JAM89 LLC
22203009	909 WIGGINGTON RD	ECONOMIC DEVELOPMENT AUTHORITY
21708003	945 WIGGINGTON RD	BELL, TIMOTHY R
22205001	921 WIGGINGTON RD	ECONOMIC DEVELOPMENT AUTHORITY
22501006	110 RAMSEY PL	SIMPSON, RANDALL F & RHONDA
22501007	109 RAMSEY PL	ECONOMIC DEVELOPMENT AUTHORITY C/O BWXT ATTN: SUSIE SINGLETON
22202009	824 WIGGINGTON RD 100	BUTLER, RUTH
22202014	812 WIGGINGTON RD	GANTT INVESTMENT CORPORATION
22202016	824 WIGGINGTON RD 101	RICHARDSON, LOGAN NELS & PAIGE ANDREWS
22202017	824 WIGGINGTON RD 102	HOLLIS NORTON HANCE TRUST
22202018	824 WIGGINGTON RD 103	LTD PROPERTIES LLC
22202019	824 WIGGINGTON RD 104	LTD PROPERTIES LLC
22202010	818 WIGGINGTON RD	OSBORNE, CHRISTOPHER MCNEIL & ANNA MARIE
22202020	824 WIGGINGTON RD 105	LTD PROPERTIES LLC
22202006	824 WIGGINGTON RD 200	EAGLE WING 2 LLC
22202021	824 WIGGINGTON RD 201	L T D PROPERTIES LLC
22202022	824 WIGGINGTON RD 202	L T D PROPERTIES LLC
22202023	824 WIGGINGTON RD 203	L T D PROPERTIES LLC
22202004	813 MERCURY ST	GOODMAN, HERBERT A JR & JENNIFER K
22202025	824 WIGGINGTON RD 300	NOVAK, FAITH
22202024	824 WIGGINGTON RD 204	L T D PROPERTIES LLC
22202026	824 WIGGINGTON RD 301	ADAMS, TIA SCOTT
22202027	824 WIGGINGTON RD 302	L T D PROPERTIES LLC
22202028	824 WIGGINGTON RD 303	DEYERLE, STEVEN H
22202029	824 WIGGINGTON RD 304	L T D PROPERTIES LLC
22202005	824 WIGGINGTON RD	WIGGINGTON PLACE TOWNHOME ASSOC C/O GANTT INVESTMENT CORP
22202007	827 MERCURY ST	TOLLEY, HEIDI B
21704007	901 MERCURY ST	KENDRICK, SHIRLEY M
21704006	903 MERCURY ST	COVINGTON, JUDSON B
21704010	928 WIGGINGTON RD	HALL, BRIAN M & PATRICIA J
21704005	905 MERCURY ST	COVINGTON, JUDSON B
21704004	909 MERCURY ST	COVINGTON, AARON B & ESTHER C LIFE REMAINDERMAN: ET AL
21704003	913 MERCURY ST	MOORE, CHRISTOPHER & AMY
21704008	932 WIGGINGTON RD	HALL, BRIAN M & PATRICIA J
22202008	832 WIGGINGTON RD	JAM89 LLC

21704009	906 WIGGINGTON RD	JAM89 LLC
22202011	808 WIGGINGTON RD	ECP LLC



FLUM
TRC

815 WIGGINGTON RD
825 WIGGINGTON RD
830 WIGGINGTON RD
903 WIGGINGTON RD
903 A WIGGINGTON RD
832 WIGGINGTON RD
906 WIGGINGTON RD
JAM89, LLC & Langley Land, LLC

PROPERTY INFORMATION

PARCEL ID	ADDRESS
22203003	815 WIGGINGTON RD
22203004	825 WIGGINGTON RD
22203007	833 WIGGINGTON RD
22203008	903 WIGGINGTON RD

LEGEND

- Local Historic District

Traditional Residential

Low Density Residential

Medium Density Residential

High Density Residential

Neighborhood Commercial

Community Commercial
- Employment 1

Employment 2

Downtown

Institution

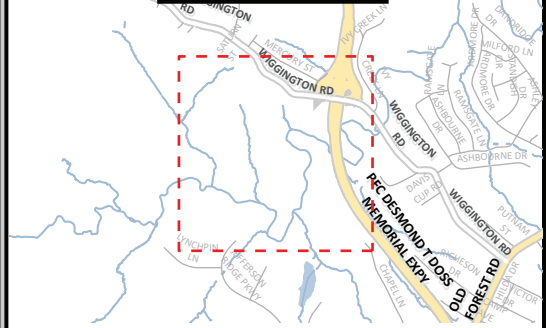
Public Use

Public Parks

Resource Conservation

Mixed Use

OVERVIEW MAP



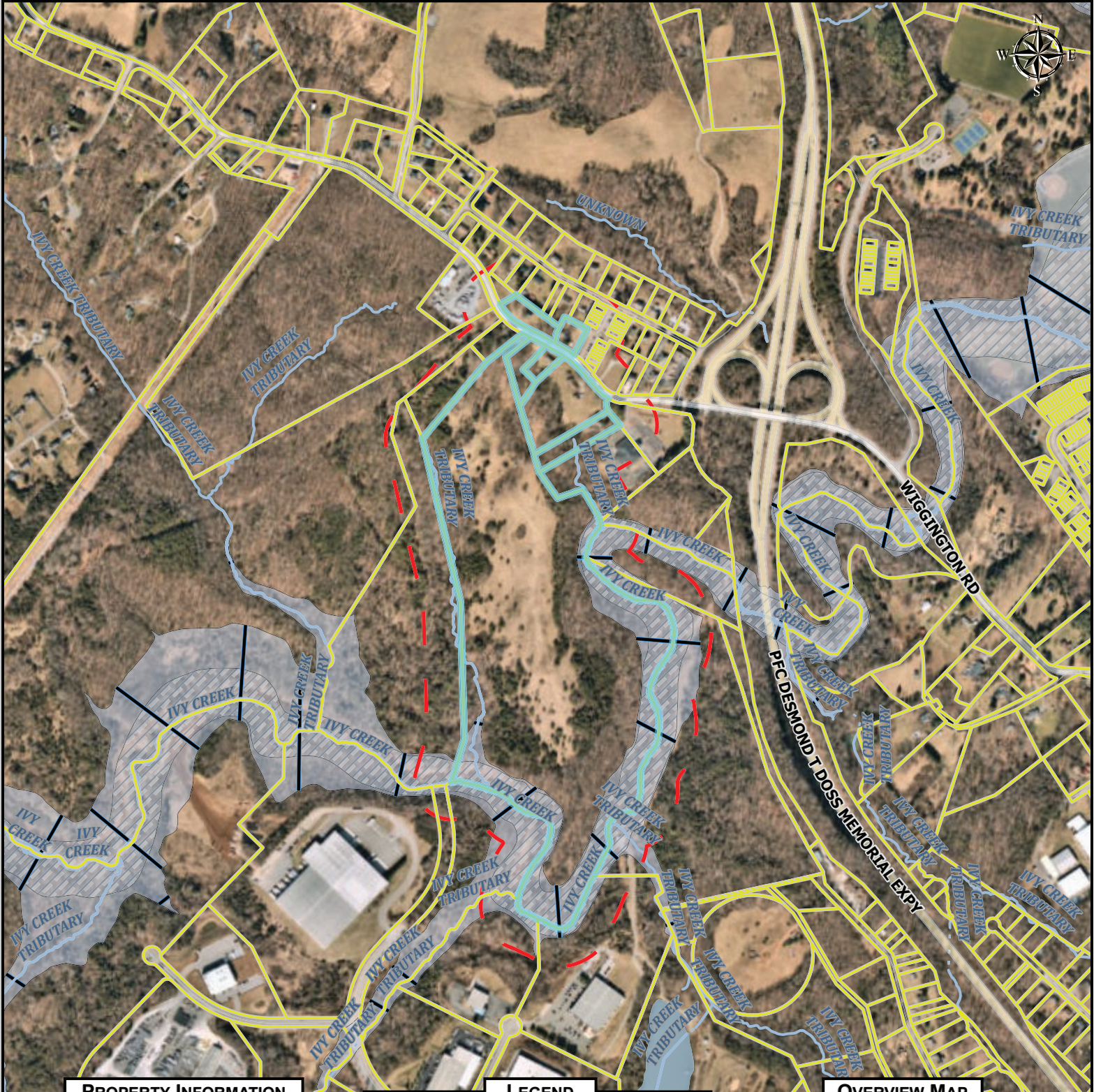
MAP SCALE: 1:5,960 DATE PRINTED: 11/6/2024

Watershed

815 WIGGINGTON RD 833 WIGGINGTON RD 903 A WIGGINGTON RD 900 WIGGINGTON RD
825 WIGGINGTON RD 903 WIGGINGTON RD 832 WIGGINGTON RD

TRC

JAM89, LLC & Langley Land, LLC



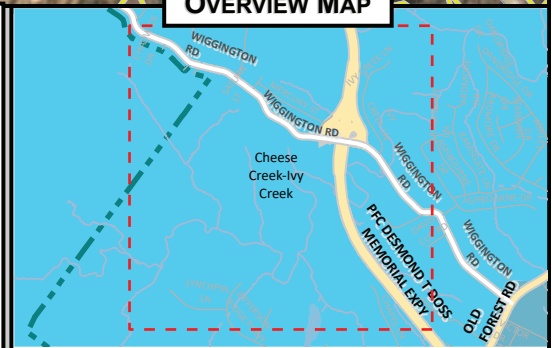
PROPERTY INFORMATION

PARCEL ID	ADDRESS	
22203003	815 WIGGINGTON RD	22203011
22203004	825 WIGGINGTON RD	22202008
22203007	833 WIGGINGTON RD	21704009
22203008	903 WIGGINGTON RD	

LEGEND

- Subject Property
- Base Flood Elevation
- Floodway
- Floodzone
- River / Lake / Stream

OVERVIEW MAP



MAP SCALE: 1:9,313 DATE PRINTED: 11/6/2024

Planimetric and Topographic-TRC

815 WIGGINGTON RD
825 WIGGINGTON RD

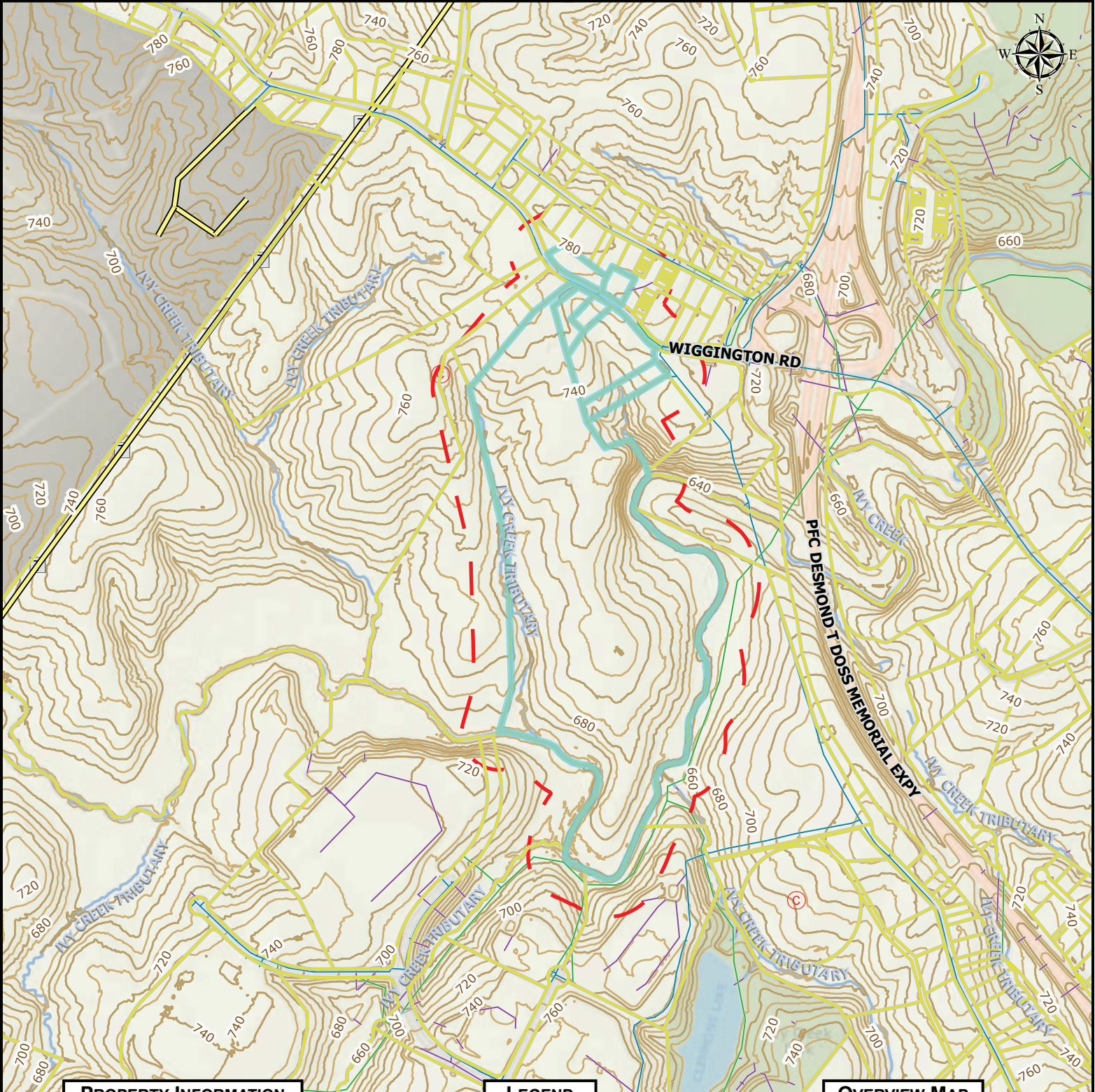
833 WIGGINGTON RD
903 WIGGINGTON RD

903 A WIGGINGTON RD
832 WIGGINGTON RD

900 WIGGINGTON RD

TRC

JAM89, LLC & Langley Land, LLC



PROPERTY INFORMATION

PARCEL ID	ADDRESS	
22203003	815 WIGGINGTON RD	22203011
22203004	825 WIGGINGTON RD	22202008
22203007	833 WIGGINGTON RD	21704009
22203008	903 WIGGINGTON RD	

LEGEND

	Active	Proposed	Abandoned
Utilities	Water		
	Sanitary		
	Storm		
Planimetrics	Paved	Unpaved	Other
	Structure		
	Roadway		
	Parking		
	Sidewalk		
Topography	Contour		

MAP SCALE: 1:9,313

DATE PRINTED: 11/6/2024

OVERVIEW MAP



Project Narrative for WestPoint Village:

We are requesting nearly 54 Acres to be rezoned to R-4C off Wigginton Road. The Condition that we are adding to the R-4 zoning is to proffer the mix of housing to be a maximum of:

600 Condominiums,
75 Townhomes, and
75 Patio Homes
750 Total Homes

11 Acres of the parcels are to remain R-C. The 7 parcels are a combined 65 Acres.

The condominium buildings are to be 3.5 stories high, which is a maximum 50' high. The townhomes are to be 3 stories, which is a maximum 40' high. The patio homes are to be 1.5 stories, which is a maximum 30' high.

The condominiums will resemble apartment buildings, but they are not rentals. We want to build and encourage home ownership. All units will be "for sale".

The patio homes are to have attached common walls with 2-4 units each. They will be built on slabs and may or may not have garages.

We will also choose very nice architectural features for all our homes, utilizing the latest in market trends and sound construction/maintenance material history.

There will be Property Owner's Associations. The POA's will be responsible for maintaining the storm water systems. Stormwater will be managed with a mix of underground detention pipes, detention ponds, bio-filters, rain gardens and manufactured treatment devices to handle water quality and quantity.

We do not anticipate any commercial components within the acreage being rezoned.

The site will have a mix of public roads and private roads. Public roads are to be built to City Standards including curb and gutter and sidewalks. All private roads will be paved with asphalt or concrete.

We performed a traffic study in April 2022 that recommended we build a left turn lane on Wigginton Road into our project. We updated the study in February 2024 that indicates up to 821 townhomes, or the equivalent trips thereof, could be built before the need to improve the intersection of the Southbound Ramp off 501 and the Wigginton Road Intersection. That improvement could ultimately be a traffic signal or a roundabout; however, our unit count does not exceed that warrant. We are updating the study to reflect the proffered mix and will have that prior to the Planning Commission meeting.

Utilities are served by public water from a 20" water main on Wigginton Road and served sewer by two sewer connections from the newly built sewer line by the Bedford Regional Water Authority.

Site amenities will include: multiple parks, nature trails, garages with enclosed parking spaces, pavilions, sidewalks, mail kiosks, dumpsters and a bus stop for students and GLTC use. Dumpsters will be enclosed.

We have created multiple layouts for the site for our own in-house development concepts. We expect that the market will change our layout, even while we are building the site over the next ten years. This is why we are requesting the proffered mix but not committing that it be "substantially compliant" with the layout.

We are excited about the new jobs coming to Lynchburg. We are excited about the EDA selling its nearby parcels that should also foster growth and home ownership. We are excited about the City improving the intersections to our south. With all this momentum we believe now is the time to begin WestPoint Village.

64.5 ACRES FOR DEVELOPMENT

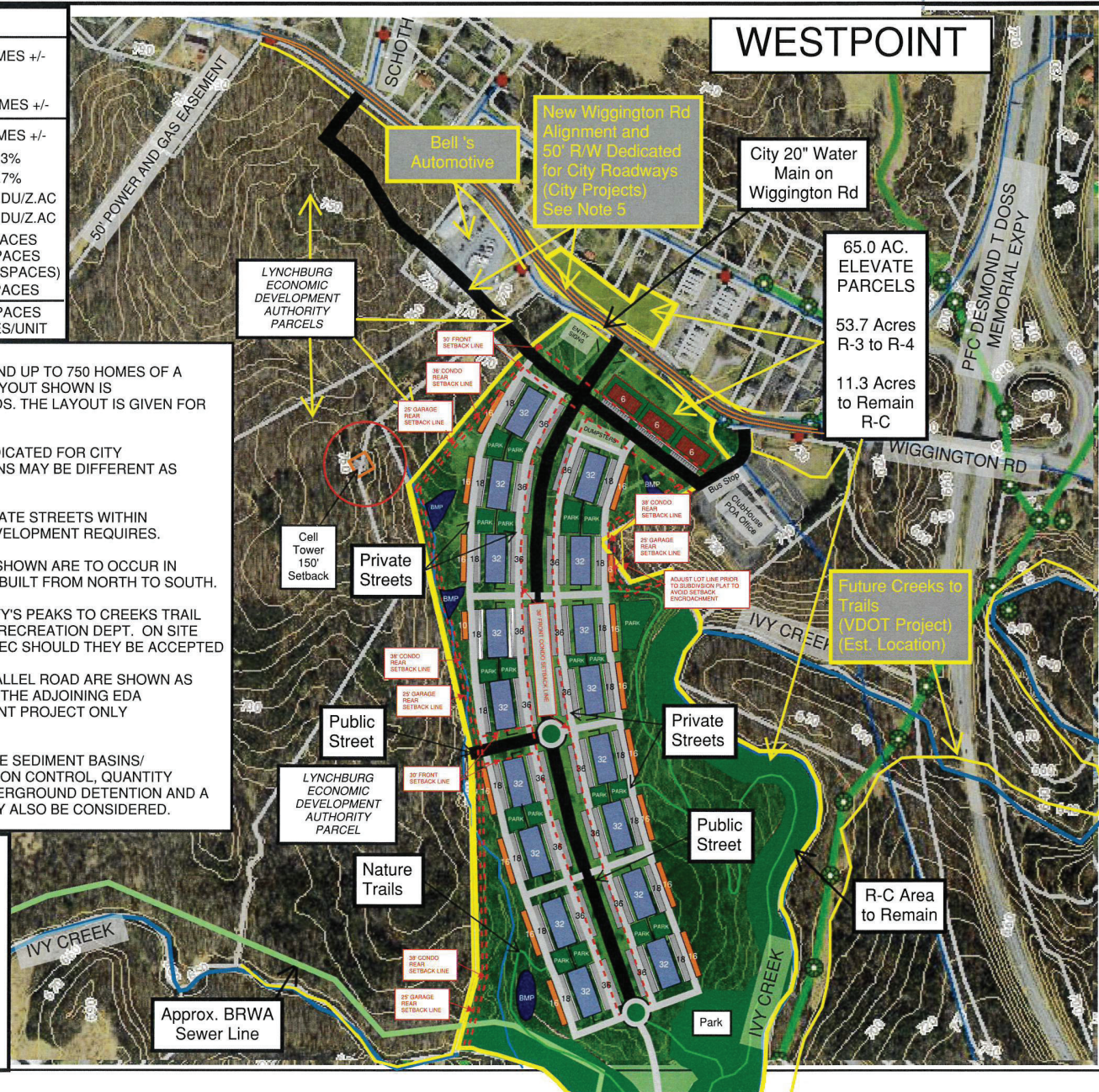
	TOWNHOMES	18 HOMES +/-
	CONDOMINIUM HOMES (175' X 75' BLDGS) (3.5 Stories)	544 HOMES +/-
TOTAL SHOWN		562 HOMES +/-
	R/C AREA (11.17 ACRES)	17.3%
	R-4C AREA (53.33 ACRES)	82.7%
	R-4C AREA DENSITY (SHOWN) =	10.54 DU/Z.AC
	R-4C AREA DENSITY (REQUESTED) =	14.06 DU/Z.AC
	PARKING LOT SPACES	TH = 36 SPACES CONDO = 918 SPACES (INCL. 51 H/C SPACES)
	GARAGES SPACES =	240 SPACES
TOTAL PARKING SHOWN =		1,194 SPACES
PER UNIT =		2.1 SPACES/UNIT

NOTES:

1. THE REZONING REQUEST IS FOR R-4/R-C ZONING AND UP TO 750 HOMES OF A MIX OF TOWNHOMES AND CONDOMINIUMS. THE LAYOUT SHOWN IS SUBJECT TO CHANGE, BASED ON MARKET DEMANDS. THE LAYOUT IS GIVEN FOR REFERENCE ONLY.
2. THE ROADWAYS (SHOWN IN BLACK) ARE TO BE DEDICATED FOR CITY STREETS AND BUS USE. ACTUAL STREET LOCATIONS MAY BE DIFFERENT AS DEVELOPMENT REQUIRES.
3. THE ROADWAYS (SHOWN IN GRAY) ARE TO BE PRIVATE STREETS WITHIN BLOCKS. ACTUAL LOCATIONS MAY CHANGE AS DEVELOPMENT REQUIRES.
3. ROADWAYS, UTILITIES AND BLOCK DEVELOPMENT SHOWN ARE TO OCCUR IN SUB-PHASES, AS MARKETS DICTATE. SITE WILL BE BUILT FROM NORTH TO SOUTH.
4. ON-SITE NATURE TRAILS MAY CONNECT TO THE CITY'S PEAKS TO CREEKS TRAIL SYSTEM, AS APPROVED BY THE CITY'S PARKS AND RECREATION DEPT. ON SITE TRAILS ARE TO BE DONATED TO CITY PARKS AND REC SHOULD THEY BE ACCEPTED
5. THE WIGGINGTON ROAD IMPROVEMENTS AND PARALLEL ROAD ARE SHOWN AS A CITY PROJECT TO HELP DEVELOP THIS SITE AND THE ADJOINING EDA PARCELS. THE TRAFFIC STUDY FOR THE WESTPOINT PROJECT ONLY REQUIRES A LEFT TURN LANE.
6. BEST MANAGEMENT PRACTICES (BMP's) SHOWN ARE SEDIMENT BASINS/ DETENTION PONDS/BIO-FILTERS TO MANAGE EROSION CONTROL, QUANTITY AND QUALITY CONTROLS FOR STORMWATER. UNDERGROUND DETENTION AND A COMBINATION OF THE 1% RULE FOR IVY CREEK MAY ALSO BE CONSIDERED.

R-4 SETBACKS

Front Yard = 30' Base
For Condo Buildings: plus 1' for every foot above 40' in height.
Front of 3 Story Building = 41' therefore,
Front Setback = 31'
Side Yard = 5' Base
Rear Yard = 25'
For Condo Buildings: plus 1' for every foot above 40' in height.
Rear of 4 Story Building = 53' high, therefore
Rear Setback = 38'

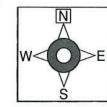


WESTPOINT



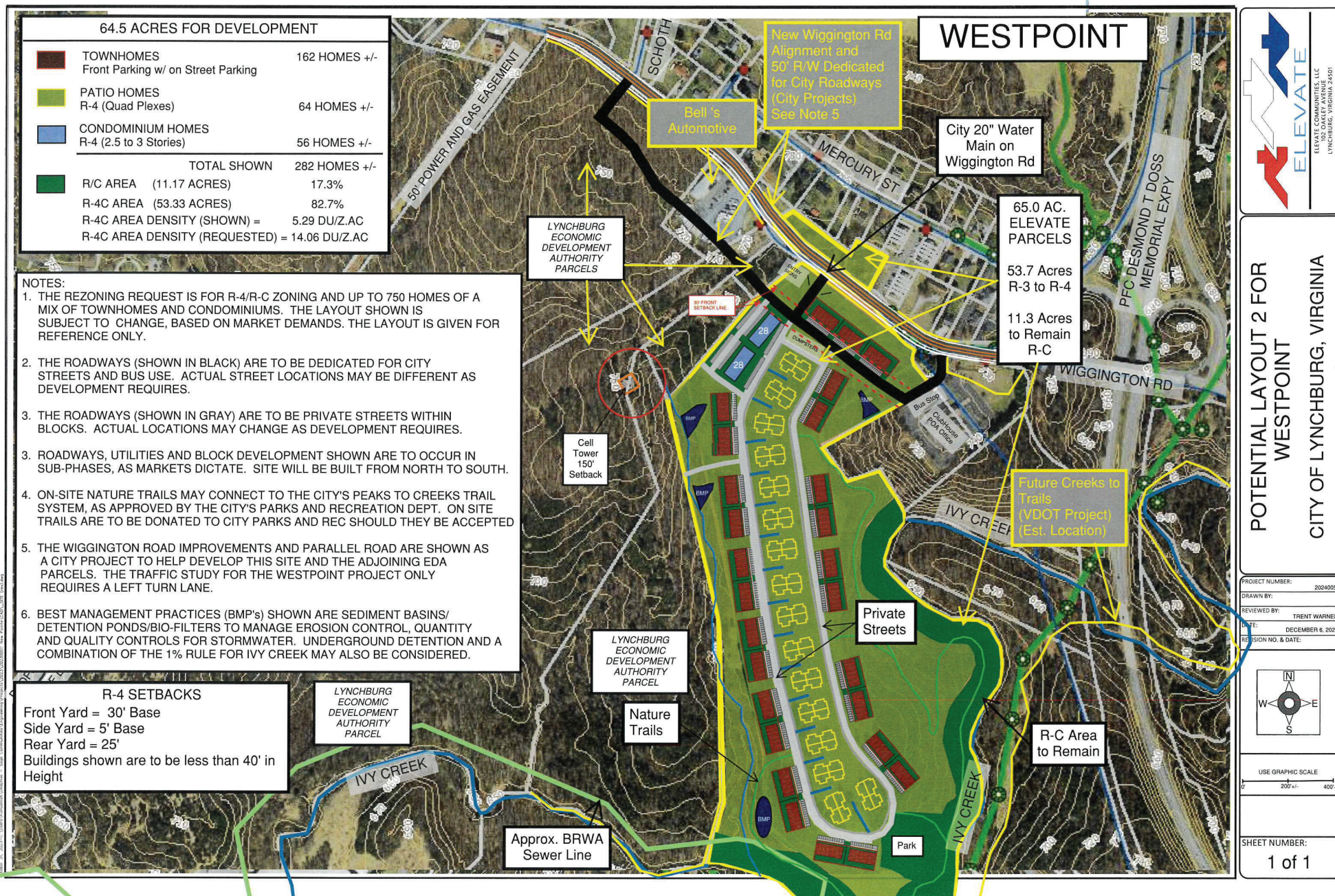
POTENTIAL LAYOUT 1 FOR
WESTPOINT
CITY OF LYNCHBURG, VIRGINIA

PROJECT NUMBER: 2024005
DRAWN BY: TRENT WARNER
REVIEWED BY: TRENT WARNER
DATE: DECEMBER 6, 2024
REVISION NO. & DATE:



USE GRAPHIC SCALE
0 200' 400'

SHEET NUMBER:
1 of 1



MEMORANDUM

TO: TRENT WARNER, PE

FROM: BILL WUENSCH, P.E., PTOE;
WEI HE

ORGANIZATION: ELEVATE COMMUNITIES, LLC

DATE: JANUARY 23, 2025

PHONE NUMBER: 434-665-6979

SENDER'S REFERENCE NUMBER:

RE: UPDATED - WESTPOINT DEVELOPMENT – TRAFFIC
ANALYSIS

YOUR REFERENCE NUMBER:

☐ URGENT ☒ FOR YOUR USE ☐ PLEASE COMMENT ☐ PLEASE REPLY ☐ PLEASE RECYCLE

This memorandum provides traffic study information requested by the City in their most recent site review process for the proposed WESTPOINT development at Wiggington Road.

The following is addressed:**Issue 1.** Statement of trip generation for the proposed development**Issue 2.** Traffic Operational Analysis of existing, no-build, build conditions years 2034 (full build) and year 2040 (design horizon), and summary of mitigation needs for:

- the adjacent two Wiggington/Expressway ramp intersections,
- turn lane needs across the frontage of the site and the two entrances, and
- the offsite intersection of Old Forest Road/Wiggington Road intersection

Issue 3. Analysis of the merge condition for the southbound ramp onto the Northwest Expressway

The following provides a discussion for each of the three issues.

Issue 1 - Project Trip Generation

The WESTPOINT development will consist of a 600 Condominiums, 75 Townhomes, and 75 patio homes. Per the Institute of Transportation Engineers Trip Generation Manual, the table below shows the projected peak hour site trips to be used for the traffic analysis process.

Table 1 – Trip Generation Table

Land Use	LU Code	Number	Unit	Weekday	AM			PM		
					Total	In	Out	Total	In	Out
3.5 Story Condo	220	675	d.u.	4,402	232	56	176	311	196	115
Townhomes										
Patio Homes	215	75	d.u.	521	33	8	25	41	24	17
Total New Residential Trips				4,923	265	64	201	352	220	132

Issue 2. Traffic Operational Analyses

The projected site trips were added to the projected year 2035 (buildout of the site) and projected year 2040 (year 2025 + 15 year planning horizon) traffic volumes. The projected traffic volumes were then analyzed using industry standard methodologies, consistent with VDOT's Traffic Operations and Safety Analysis Manual (TOSAM). The analysis results were summarized to compare delays and queues at each of the study intersections, which included the two Wiggington Road / Expressway Ramp intersections and the Wiggington Road/Old Forest Road intersections. The **Figures 1 through 8** (included as Attachments to this memorandum) illustrate how the traffic analysis volumes were derived. These include the following:

Figure 1 – Calculated Growth Rates

Figure 2 – Existing Traffic Volumes (note that these are from 2021 counts that were adjusted in 2022 per Covid factors, and then factored up to 2025 based on historical growth factors)

Figure 3 – Year 2035 No-Build Volumes (projected based on historical growth factors. 2035 was used as the estimate for the buildout time frame for the WESTPOINT development)

Figure 4 – Year 2040 No-Build Traffic Volumes. (projected based on historical growth factors and represent a 15 year planning horizon)

Figure 5 – Site Trip Distribution (estimated distribution percentages of site trips based on existing patterns in the study area)

Figure 6 – Site Trip Assignment (represents the projected site trip volumes at each of the study intersections)

Figure 7 – Year 2035 Build Condition Volumes (sum of Figures 3 and 6)

Figure 8 – Year 2040 Build Condition Volumes (sum of Figures 4 and 6)

Traffic Analysis Results:

The analysis results summary tables include model results for the three study intersections for the following conditions.

- Existing year 2025
- Future no-build year 2035
- Future no-build year 2040
- Future build year 2035
- Future build year 2040

Table 2 – 2025 Existing Analyses

Approach	Movement	Effective Storage Length (ft.)	2025 Existing AM			2025 Existing PM		
			LOS	Delay (s.)	Max. Queue (ft.)	LOS	Delay (s.)	Max. Queue (ft.)
#1 Wiggington Road/Old Forest Road								Signalized
Wiggington Road EB	EBL/T	-	C	22.4	212	C	23.9	152
Wiggington Road EB	EBR	60	B	18.3	67	C	21.8	63
Private Entrance WB	WBL/T/R	-	C	26.7	25	C	27.0	50
Old Forest Road NB	NBL/T	-	A	9.8	191	B	12.3	368
Old Forest Road NB	NBT/R	-	A	9.8	172	B	12.3	340
Old Forest Road SB	SBL/T	-	A	8.7	152	A	6.7	160
Old Forest Road SB	SBT/R	-	A	8.7	120	A	6.7	160
Intersection Overall			B	11.4		B	10.8	
#2 Wiggington Road/US 501 NB Ramps								Unsignalized
Wiggington Road EB	EBL	-	A	7.4	21	A	7.6	27
Wiggington Road EB	EBT	-	A	0.0	0	A	0.0	0
Wiggington Road WB	WBT	-	A	0.0	0	A	0.0	0
Wiggington Road WB	WBR	335	A	0.0	0	A	0.0	0
US 501 NB Off-ramp SB	SBL	-	B	11.7	33	B	11.2	37
US 501 NB Off-ramp SB	SBR	210	A	8.8	0	A	9.9	0
#3 Wiggington Road/US 501 SB Ramps								Unsignalized
Wiggington Road EB	EBL	95	A	7.7	59	A	8.0	58
Wiggington Road EB	EBT	“150”	A	0.0	0	A	0.0	9
Wiggington Road WB	WBT	-	A	0.0	0	A	0.0	0
Wiggington Road WB	WBR	-	A	0.0	0	A	0.0	0
US 501 SB Off-ramp SB	SBL	-	C	18.6	84	B	14.0	80
US 501 SB Off-ramp SB	SBR	110	A	9.0	10	B	10.1	10

"XX" Limited distance between intersections.

Table 3 – 2035 No Build Analyses

Approach	Movement	Effective Storage Length (ft.)	2035 No Build AM			2035 No Build PM		
			LOS	Delay (s.)	Max. Queue (ft.)	LOS	Delay (s.)	Max. Queue (ft.)
#1 Wiggington Road/Old Forest Road								Signalized
Wiggington Road EB	EBL/T	-	C	23.3	217	C	23.7	132
Wiggington Road EB	EBR	60	B	18.6	62	C	21.6	61
Private Entrance WB	WBL/T/R	-	C	27.3	31	C	26.9	44
Old Forest Road NB	NBL/T	-	B	10.9	263	C	20.9	488
Old Forest Road NB	NBT/R	-	B	10.9	218	C	20.9	444
Old Forest Road SB	SBL/T	-	A	9.3	163	A	7.2	176
Old Forest Road SB	SBT/R	-	A	9.3	130	A	7.2	184
Intersection Overall			B	12.2		B	14.9	
#2 Wiggington Road/US 501 NB Ramps								Unsignalized
Wiggington Road EB	EBL	-	A	7.4	31	A	7.6	33
Wiggington Road EB	EBT	-	A	0.0	0	A	0.0	0
Wiggington Road WB	WBT	-	A	0.0	0	A	0.0	0
Wiggington Road WB	WBR	335	A	0.0	0	A	0.0	0
US 501 NB Off-ramp SB	SBL	-	B	12.2	36	B	11.6	53
US 501 NB Off-ramp SB	SBR	210	A	8.9	0	B	10.1	0
#3 Wiggington Road/US 501 SB Ramps								Unsignalized
Wiggington Road EB	EBL	95	A	7.8	65	A	8.1	50
Wiggington Road EB	EBT	“150”	A	0.0	0	A	0.0	14
Wiggington Road WB	WBT	-	A	0.0	0	A	0.0	0
Wiggington Road WB	WBR	-	A	0.0	0	A	0.0	0
US 501 SB Off-ramp SB	SBL	-	C	22.5	100	C	15.1	72
US 501 SB Off-ramp SB	SBR	110	A	9.1	21	B	10.4	0

"XX" Limited distance between intersections.

Table 4 – 2040 No Build Analyses

Approach	Movement	Effective Storage Length (ft.)	2040 No Build AM			2040 No Build PM		
			LOS	Delay (s.)	Max. Queue (ft.)	LOS	Delay (s.)	Max. Queue (ft.)
#1 Wiggington Road/Old Forest Road								Signalized
Wiggington Road EB	EBL/T	-	C	23.6	210	C	22.6	141
Wiggington Road EB	EBR	60	B	18.6	64	C	20.9	63
Private Entrance WB	WBL/T/R	-	C	27.5	25	C	27.3	48
Old Forest Road NB	NBL/T	-	B	11.6	267	D	42.9	600
Old Forest Road NB	NBT/R	-	B	11.6	227	D	42.9	547
Old Forest Road SB	SBL/T	-	A	9.6	162	A	8.3	200
Old Forest Road SB	SBT/R	-	A	9.6	135	A	8.3	200
Intersection Overall			B	12.7		C	25.3	
#2 Wiggington Road/US 501 NB Ramps								Unsignalized
Wiggington Road EB	EBL	-	A	7.4	36	A	7.7	35
Wiggington Road EB	EBT	-	A	0.0	0	A	0.0	0
Wiggington Road WB	WBT	-	A	0.0	0	A	0.0	0
Wiggington Road WB	WBR	335	A	0.0	0	A	0.0	0
US 501 NB Off-ramp SB	SBL	-	B	12.5	31	B	11.8	43
US 501 NB Off-ramp SB	SBR	210	A	8.9	0	B	10.2	0
#3 Wiggington Road/US 501 SB Ramps								Unsignalized
Wiggington Road EB	EBL	95	A	7.8	66	A	8.1	54
Wiggington Road EB	EBT	“150”	A	0.0	0	A	0.0	12
Wiggington Road WB	WBT	-	A	0.0	0	A	0.0	0
Wiggington Road WB	WBR	-	A	0.0	0	A	0.0	0
US 501 SB Off-ramp SB	SBL	-	D	25.1	99	C	15.8	77
US 501 SB Off-ramp SB	SBR	110	A	9.1	27	B	10.5	6

"XX" Limited distance between intersections.

Table 5 – 2035 Build Analyses

Approach	Movement	Effective Storage Length (ft.)	2035 Build AM			2035 Build PM		
			LOS	Delay (s.)	Max. Queue (ft.)	LOS	Delay (s.)	Max. Queue (ft.)
#1 Wiggington Road/Old Forest Road								Signalized
Wiggington Road EB	EBL/T	-	C	24.2	279	C	22.5	152
Wiggington Road EB	EBR	60	B	17.8	66	C	20.4	62
Private Entrance WB	WBL/T/R	-	C	28.1	28	C	27.4	48
Old Forest Road NB	NBL/T	-	B	12.5	244	D	41.9	572
Old Forest Road NB	NBT/R	-	B	12.5	219	D	41.9	537
Old Forest Road SB	SBL/T	-	B	10.5	152	A	8.7	206
Old Forest Road SB	SBT/R	-	B	10.5	142	A	8.7	180
Intersection Overall			B	13.7		C	24.6	
#2 Wiggington Road/US 501 NB Ramps								Unsignalized
Wiggington Road EB	EBL	-	A	7.5	38	A	7.9	33
Wiggington Road EB	EBT	-	A	0.0	0	A	0.0	0
Wiggington Road WB	WBT	-	A	0.0	0	A	0.0	0
Wiggington Road WB	WBR	335	A	0.0	0	A	0.0	0
US 501 NB Off-ramp SB	SBL	-	B	13.8	41	B	13.2	51
US 501 NB Off-ramp SB	SBR	210	A	9.1	0	B	12.1	0
#3 Wiggington Road/US 501 SB Ramps								Unsignalized
Wiggington Road EB	EBL	95	A	8.2	81	A	9.0	80
Wiggington Road EB	EBT	“150”	A	0.0	12	A	0.0	36
Wiggington Road WB	WBT	-	A	0.0	0	A	0.0	13
Wiggington Road WB	WBR	-	A	0.0	0	A	0.0	0
US 501 SB Off-ramp SB	SBL	-	F	74.1	164	D	29.4	86
US 501 SB Off-ramp SB	SBR	110	A	9.4	86	B	12.4	42

"XX" Limited distance between intersections.

Table 6 – 2040 Build Analyses

Approach	Movement	Effective Storage Length (ft.)	2040 Build AM			2040 Build PM		
			LOS	Delay (s.)	Max. Queue (ft.)	LOS	Delay (s.)	Max. Queue (ft.)
#1 Wiggington Road/Old Forest Road								Signalized
Wiggington Road EB	EBL/T	-	C	24.5	275	C	22.5	162
Wiggington Road EB	EBR	60	B	17.9	62	C	20.3	63
Private Entrance WB	WBL/T/R	-	C	28.1	22	C	27.4	39
Old Forest Road NB	NBL/T	-	B	13.5	249	E	63.4	753
Old Forest Road NB	NBT/R	-	B	13.5	230	E	63.4	691
Old Forest Road SB	SBL/T	-	B	11.0	150	A	9.1	193
Old Forest Road SB	SBT/R	-	B	11.0	131	A	9.1	182
Intersection Overall			B	14.3		C	34.3	
#2 Wiggington Road/US 501 NB Ramps								Unsignalized
Wiggington Road EB	EBL	-	A	7.5	46	A	7.9	38
Wiggington Road EB	EBT	-	A	0.0	0	A	0.0	0
Wiggington Road WB	WBT	-	A	0.0	0	A	0.0	0
Wiggington Road WB	WBR	335	A	0.0	0	A	0.0	0
US 501 NB Off-ramp SB	SBL	-	B	14.1	44	B	13.5	51
US 501 NB Off-ramp SB	SBR	210	A	9.2	0	B	12.3	0
#3 Wiggington Road/US 501 SB Ramps								Unsignalized
Wiggington Road EB	EBL	95	A	8.3	76	A	9.1	83
Wiggington Road EB	EBT	“150”	A	0.0	0	A	0.0	60
Wiggington Road WB	WBT	-	A	0.0	0	A	0.0	30
Wiggington Road WB	WBR	-	A	0.0	0	A	0.0	0
US 501 SB Off-ramp SB	SBL	-	F	96.4	182	D	32.1	131
US 501 SB Off-ramp SB	SBR	110	A	9.5	65	B	12.6	76

"XX" Limited distance between intersections.

The model results as shown in the preceding tables show that the Expressway southbound off ramp intersection with Wiggington Road will have a failing level of service in year 2035 in the build condition.

Additionally, the Wiggington Road / Old Forest Road intersection will have long queues in the no-build conditions and in the build conditions we see the Old Forest Road level of service drop to E and the queuing continues to increase.

To mitigate these traffic operational impacts, the following improvements were modeled:

- Expressway southbound off ramp at Wiggington Road – addition of a traffic signal. Note that through iterative testing it was found that the level of service changes from E to F in year 2034 assuming that the development occurs at a rate of 10% of the units per year.

- Wiggington Road at Old Forest Road – lengthening of the eastbound approach to extend the existing short right turn lane to have a 100' taper and 150' of storage and then re-mark the two approach lanes to have an exclusive left turn lane and a shared left/thru/right turn lane. This relieves some queuing on Wiggington Road but also allows for less green time to be allocated to Wiggington Road and more green time for Old Forest Road.

The following **Table 7** summarizes how these intersections would function in year 2040 build condition after implementation of those improvements.

Table 7 – 2040 With Mitigation

Approach	Movement	Effective Storage Length (ft.)	2040 Mitigation AM			2040 Mitigation PM		
			LOS	Delay (s.)	Max. Queue (ft.)	LOS	Delay (s.)	Max. Queue (ft.)
#1 Wiggington Road/Old Forest Road								Signalized
Wiggington Road EB	EBL	-	C	31.2	125	D	53.4	110
Wiggington Road EB	EBL/T/R	200	B	17.7	146	C	30.0	160
Private Entrance WB	WBL/T/R	-	C	23.8	27	C	34.1	40
Old Forest Road NB	NBL/T	-	B	11.2	244	B	14.3	560
Old Forest Road NB	NBT/R	-	B	11.2	220	B	14.3	528
Old Forest Road SB	SBL/T	-	A	9.0	159	A	5.5	153
Old Forest Road SB	SBT/R	-	A	9.0	136	A	5.5	151
Intersection Overall			B	13.2		B	13.0	
#2 Wiggington Road/US 501 NB Ramps								Unsignalized
Wiggington Road EB	EBL	-	A	7.5	39	A	7.9	40
Wiggington Road EB	EBT	-	A	0.0	0	A	0.0	0
Wiggington Road WB	WBT	-	A	0.0	0	A	0.0	0
Wiggington Road WB	WBR	335	A	0.0	0	A	0.0	0
US 501 NB Off-ramp SB	SBL	-	B	14.1	38	B	13.5	55
US 501 NB Off-ramp SB	SBR	210	A	9.2	0	B	12.3	0
#3 Wiggington Road/US 501 SB Ramps								Signalized
Wiggington Road EB	EBL	95	A	8.4	94	A	6.0	90
Wiggington Road EB	EBT	“150”	A	4.7	133	A	2.7	87
Wiggington Road WB	WBT	-	B	13.6	118	B	12.0	245
Wiggington Road WB	WBR	-	A	0.0	0	A	0.0	0
US 501 SB Off-ramp SB	SBL	-	C	24.3	146	D	36.3	100
US 501 SB Off-ramp SB	SBR	110	B	10.1	76	B	16.3	63
Intersection Overall			B	10.7		B	11.9	

"XX" Limited distance between intersections.

To determine when the Expressway southbound left turn movement at Wigginton Road would change from LOS E to F, EPR performed iterative testing by year assuming 10% of the site is developed each year. The following **Table 8** summarizes the progressions of the level of service change for that movement.

Table 8 – 2040 With Mitigation

Year	LOS	Average Delay
2026	C	21.4
2027	C	23.3
2028	D	25.8
2029	D	28.6
2030	D	32.5
2031	E	36.9
2032	E	42.4
2033	F	50.5
2034	F	60.6
2035	F	74.1

As shown, in year 2033, with approximately 70% development, the level of service drops from E to F. The traffic model indicates that in year 2033 the maximum queue for the southbound left turn movement would be approximately 6-7 cars.

Note that EPR analyzed other improvements at Wigginton Road/Old Forest Road, including:

1. "Road dieting" Old Forest Road to one through lane in each direction and dedicated left turn lanes onto Wigginton Road. This did not function well due to the high volumes on Old Forest Road.
2. Extending the eastbound right turn lane on Wigginton Road and marking as one left and one shared thru/right lane. This provided a minor benefit, however...
3. ...the recommended scenario of adding the lane on Wigginton Road/Old Forest and marking as an exclusive left turn and a shared left/thru/right lane provided the most benefit.

Also, the widening of Old Forest Road to add exclusive left turn lanes was not analyzed as this was not deemed cost feasible due to the extensive resulting right of way impacts.

Site Entrance Turn Lane Improvements

The turn lane warrants as presented in VDOT's Road Design Manual Appendix F were examined using the year 2040 projected volumes. The attached **Figures 9 and 16** show the warrants. The findings of the warrant analyses are that westbound left turn lanes are warranted at both site entrances, however right turn lanes are not warranted.

Issue 3. Ramp Merge Conditions

For the ramp merge analysis, the ramp volumes for year 2040 conditions were examined. For derivation of the Expressway volumes that would interact with the ramp volumes, the year 2045 southbound Expressway approach volumes to Old Forest Road, as available from the prior Route 221/501 NEPA traffic report (am/pm volumes), were utilized. The ramp volumes were subtracted from the NEPA report volumes as needed to balance the volumes through the system. Thus the sum of the ramp volumes and the mainline expressway volumes sum up to the southbound Expressway/Old Forest Road intersection volumes. Thus, we are using projected 2040 ramp volumes with the 2045 NEPA report volumes which were developed through the use of the 2045 regional travel demand model. The volumes were then analyzed in the freeway merge module of the Highway Capacity Software. The outputs from the model are included in the attached **Figure 17 and 18**.

The results of the analysis are that LOS B is anticipated in the AM peak hour and LOS A is anticipated in the PM peak hour.

Overall Findings:**Frontage and Adjacent Intersections**

1. The southbound Expressway Ramp at Wiggington Road left turn movement (offramp approach) changes from level of service E to level of service F in year 2034. In year 2034, the traffic model indicates that there would be a maximum of 6 cars in queue on the ramp waiting to turn onto Wiggington Road.

Two potential future solutions to mitigate the delay (i.e. level of service F) could include the addition of a traffic signal, or a much larger project of construction of a roundabout. Given the uncertainties with other potential future developments on Wiggington Road, (i.e. City EDA property), it is suggested that WESTPOINT development proceed to a threshold of 50% buildout, estimated to be in 2030, and at that time conduct a new traffic study, including a signal warrant study. This allows for a re-assessment of need and strategies for making improvements, such as pro-rata share with adjacent development and pursuing grant funding such as revenue share funds, from VDOT.

2. Left turn lanes are warranted at the site entrances. The developer should construct these as frontage improvements.

Offsite Impacts

1. We did not find a level of service problem with the southbound on-ramp merge onto the Northwest Expressway.
2. At Old Forest Road/Wiggington, the lack of dedicated left turn lanes on Old Forest Road combined with limited capacity on the Wiggington Road eastbound approach results in long queues on Old Forest Road in both the future no-build and build conditions. Several improvement alternatives were examined and it was found that extending the existing right turn lane to have a 100' taper and 150' full storage and remarking the eastbound approach to have an exclusive left turn lane and a shared left/thru/right lane provides capacity needed to reduce the anticipated future queuing and delay concerns at this intersection.

End of Memorandum

Attachments as noted above (Figures 1 through 18).

Figure 1 Growth Rates

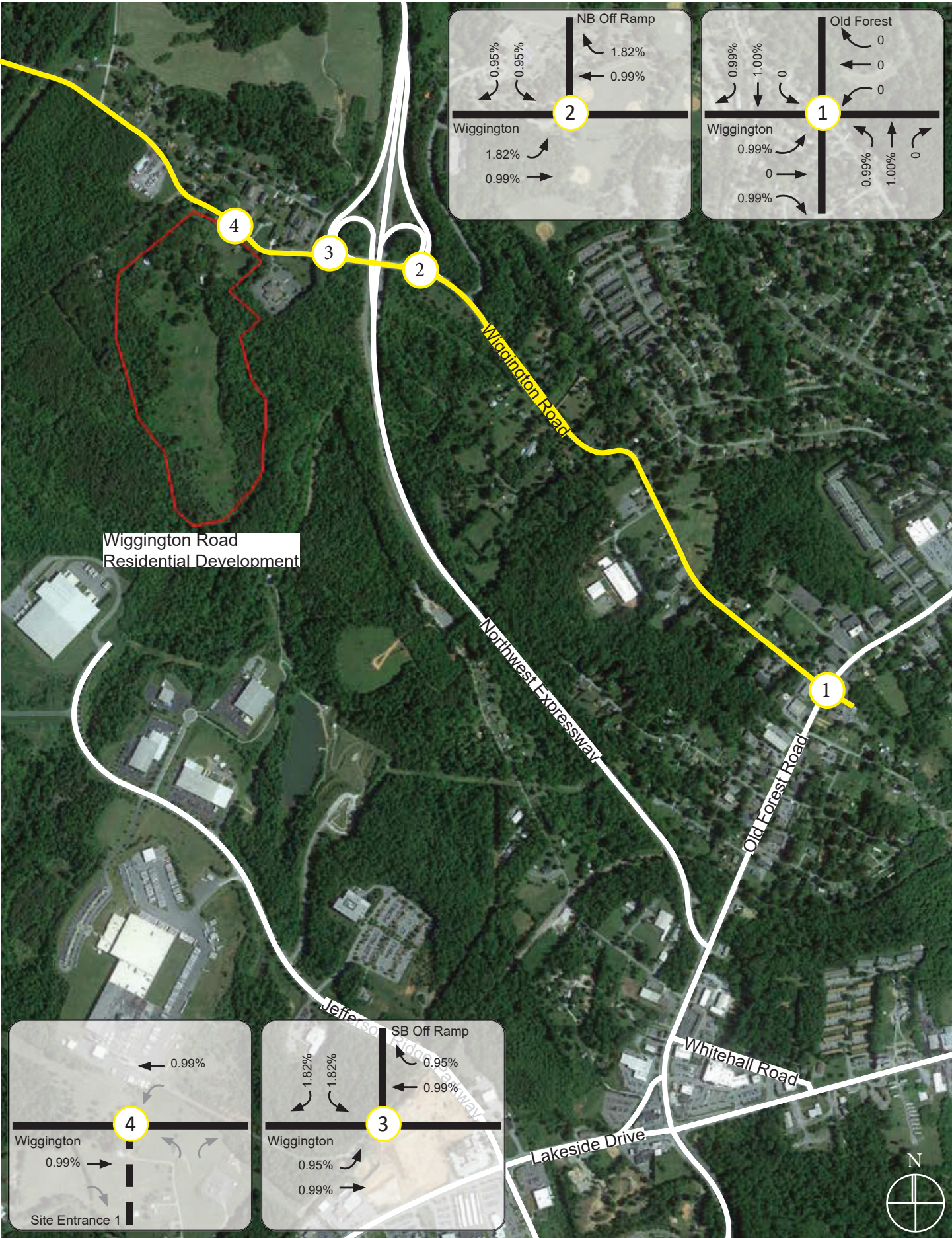


Figure 2 2025 Existing Traffic Volumes

XXX (XXX): AM (PM)

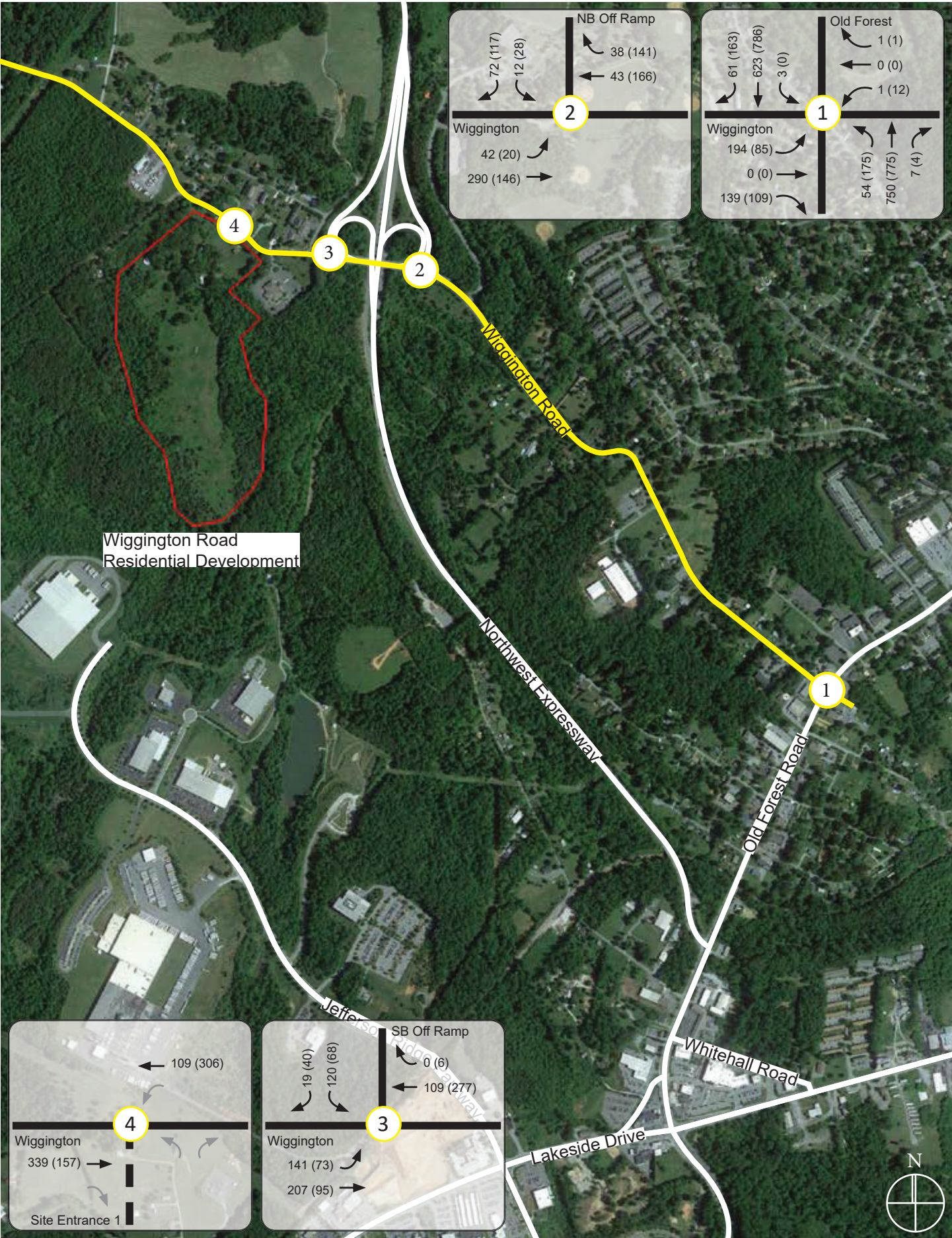


Figure 3 2035 No Build Traffic Volumes

XXX (XXX): AM (PM)

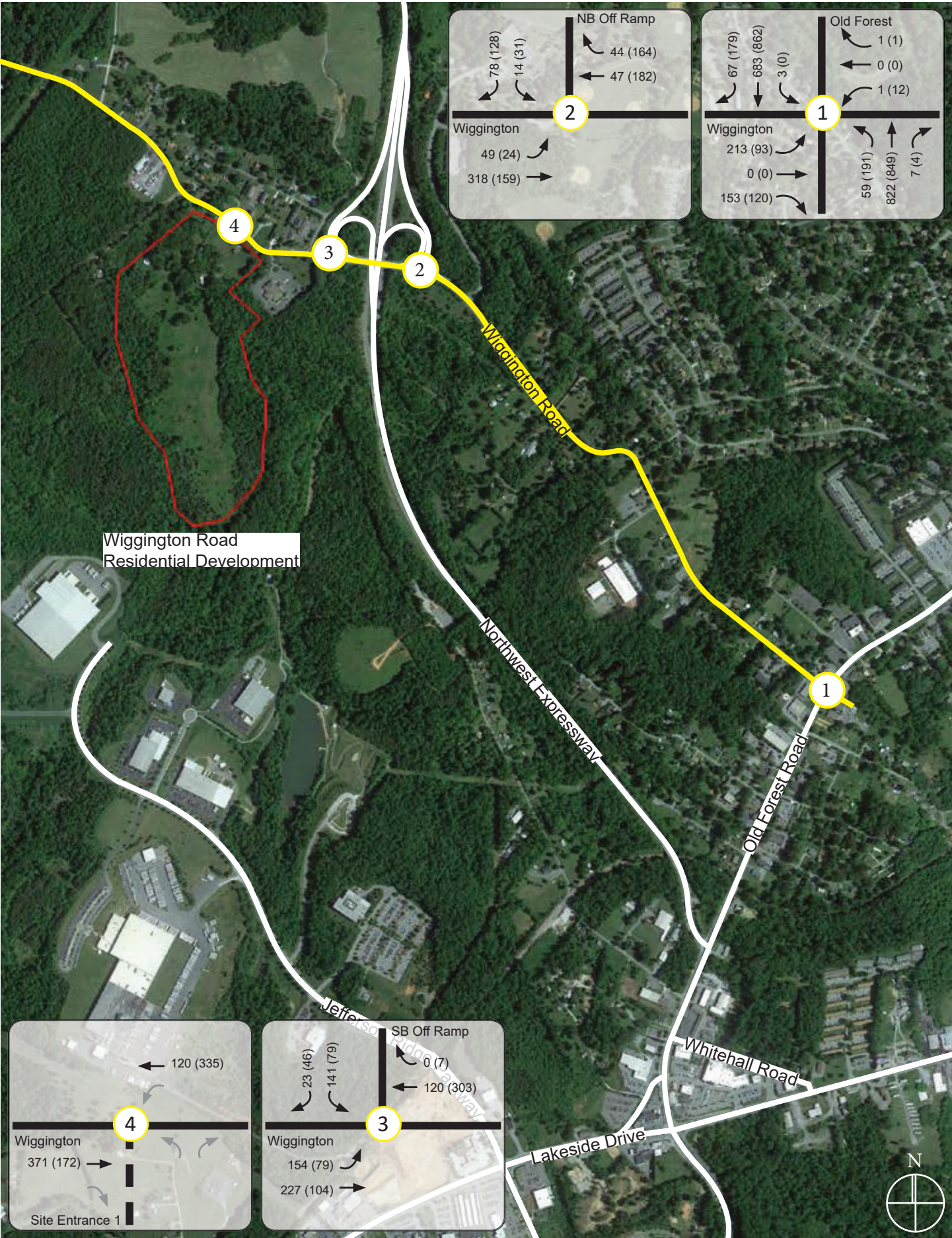


Figure 4 2040 No Build Traffic Volumes

XXX (XXX): AM (PM)

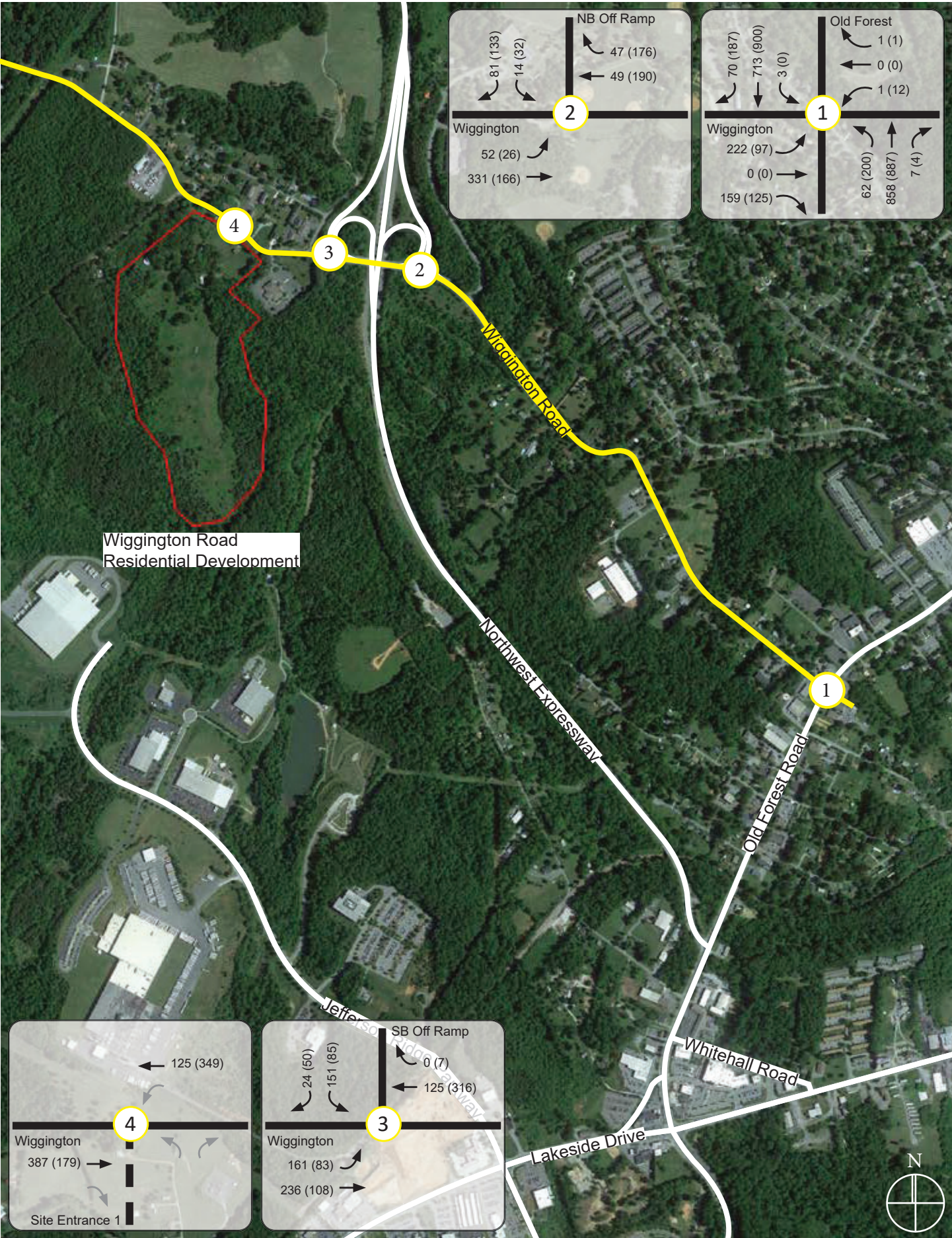


Figure 5 Site Trip Distribution

XXX XXX: Entry Exit XXX (XXX): AM (PM)

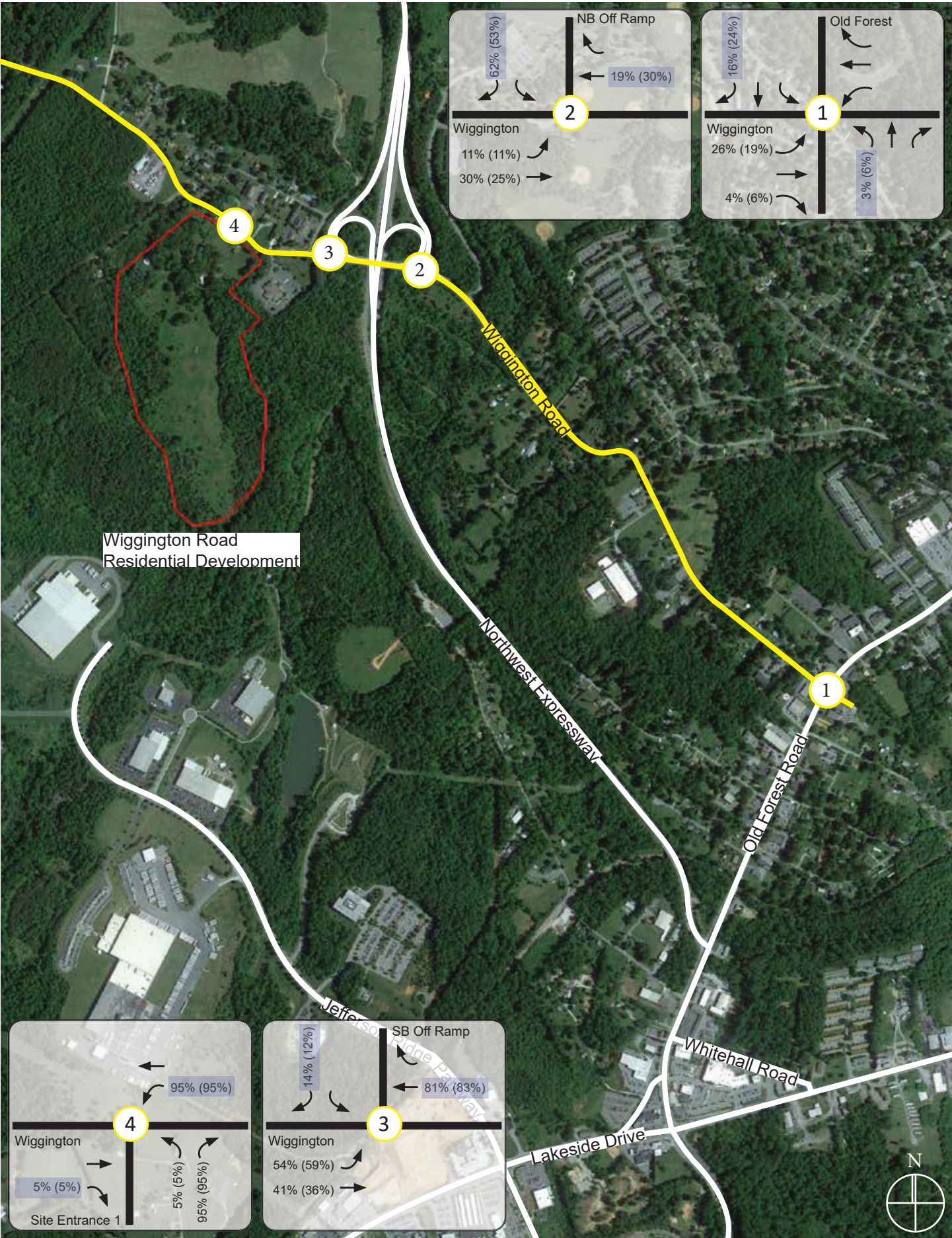


Figure 6 Site Trip Assignment

XXX XXX: Entry Exit XXX (XXX): AM (PM)

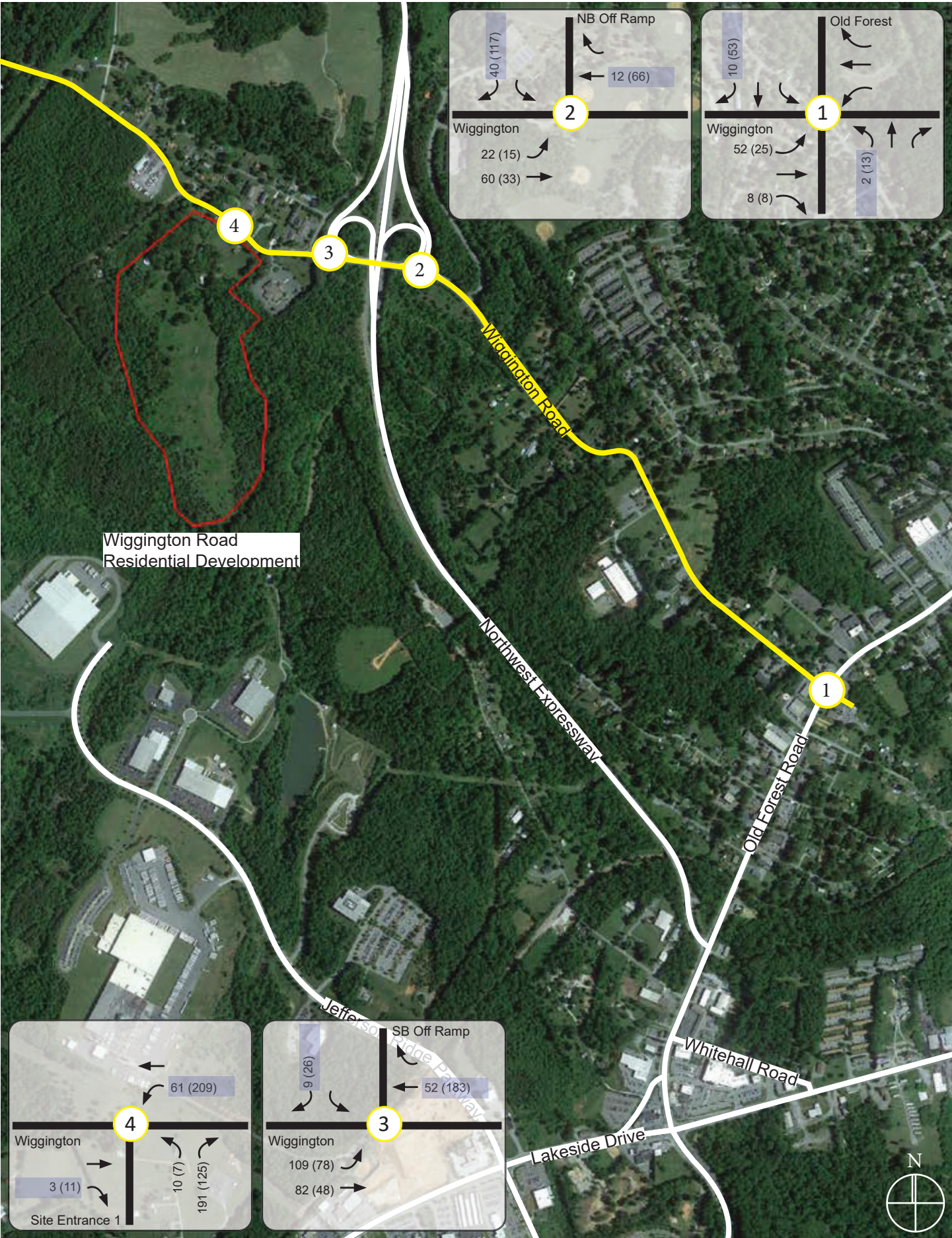


Figure 7 2035 Build Traffic Volumes

XXX (XXX): AM (PM)

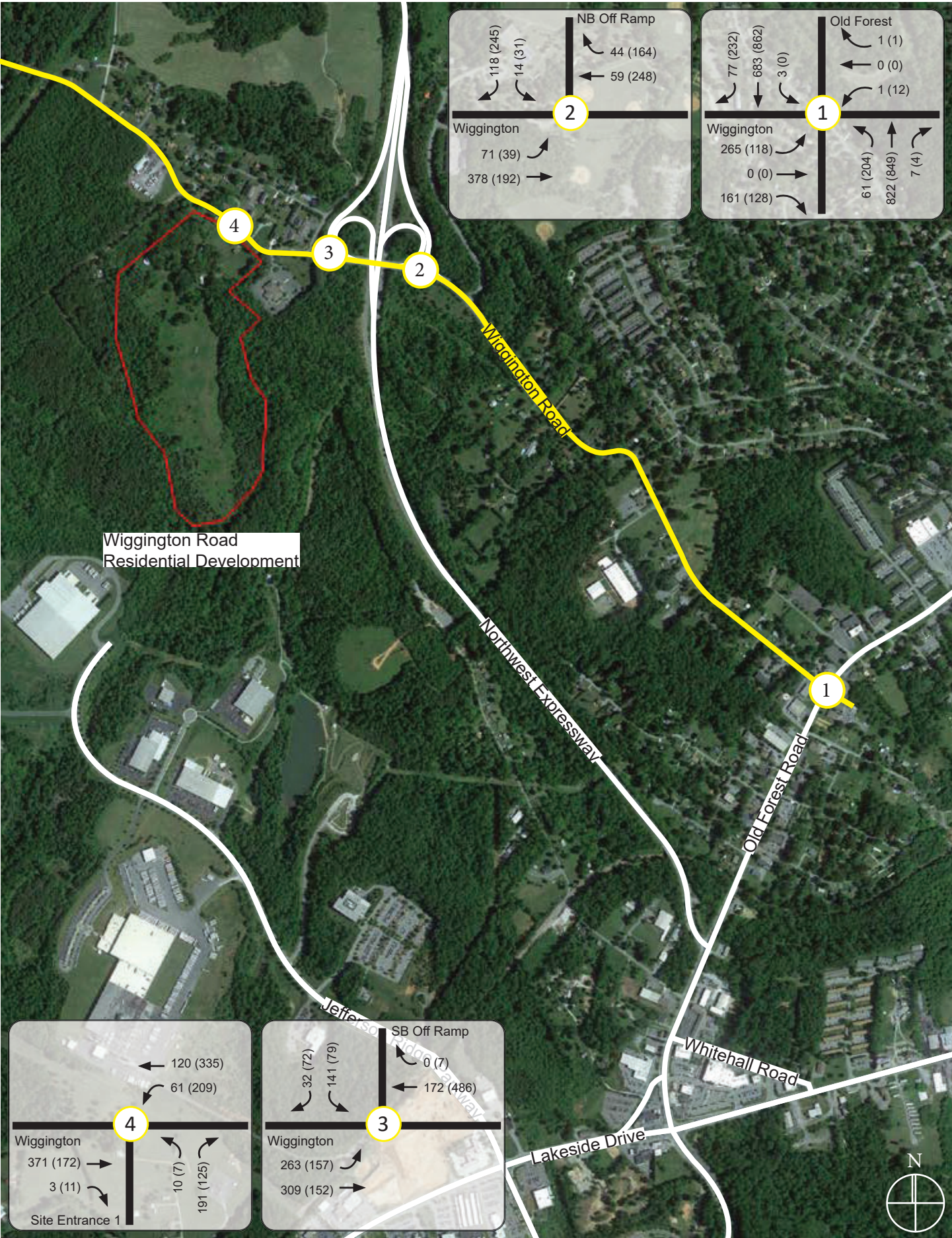
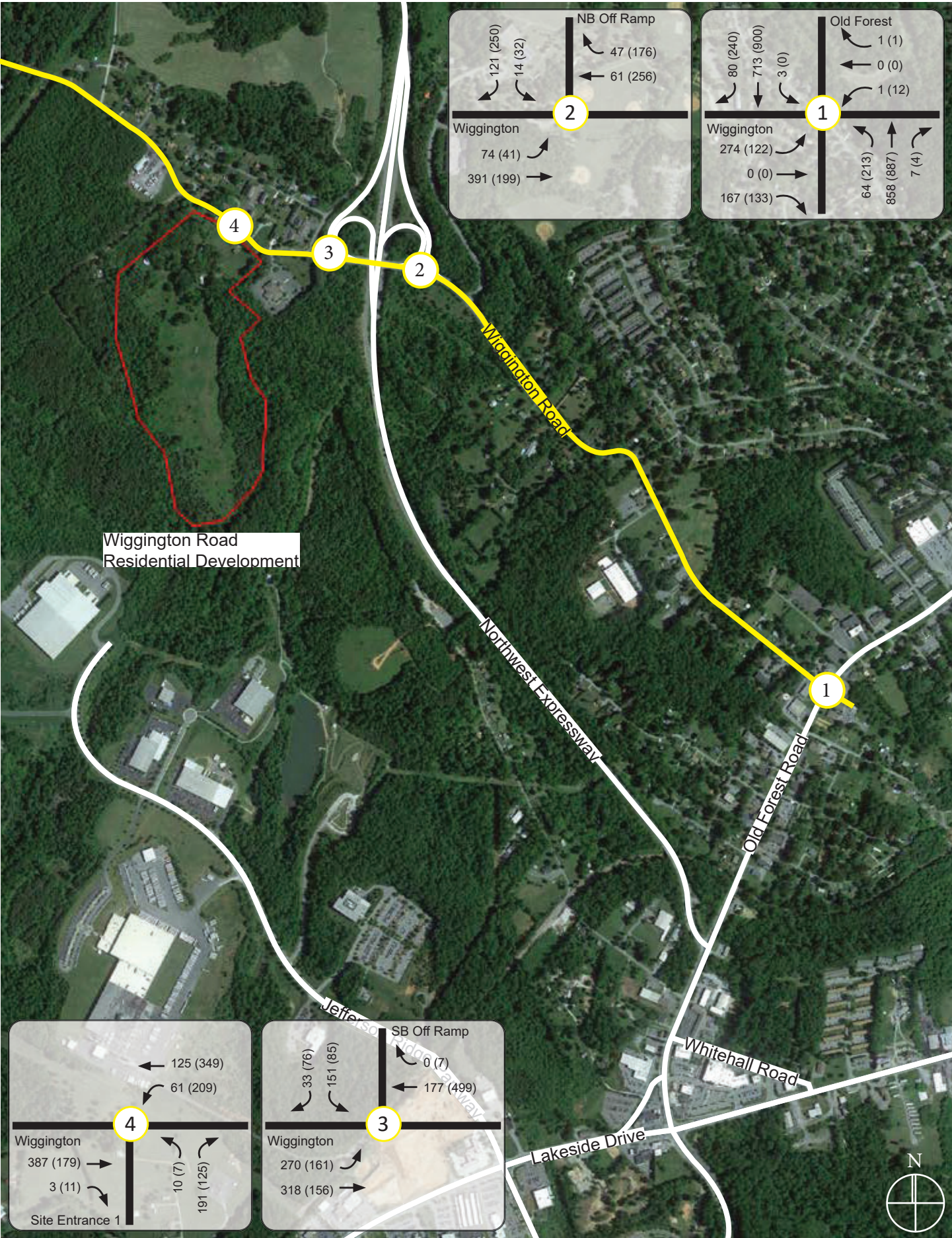


Figure 8 2040 Build Traffic Volumes

XXX (XXX): AM (PM)



Warrant for Left-Turn Storage Lanes on Two-Lane Highway

Project: Wiggington Project (2035 Build)

Intersection: Wiggington Road/Site Entrance

Approach Direction: Westbound

Peak Hour: AM

FIGURE 9

Peak Hour Left Turns (V_L): 61 vph

Advancing Volume (V_A): 181 vph

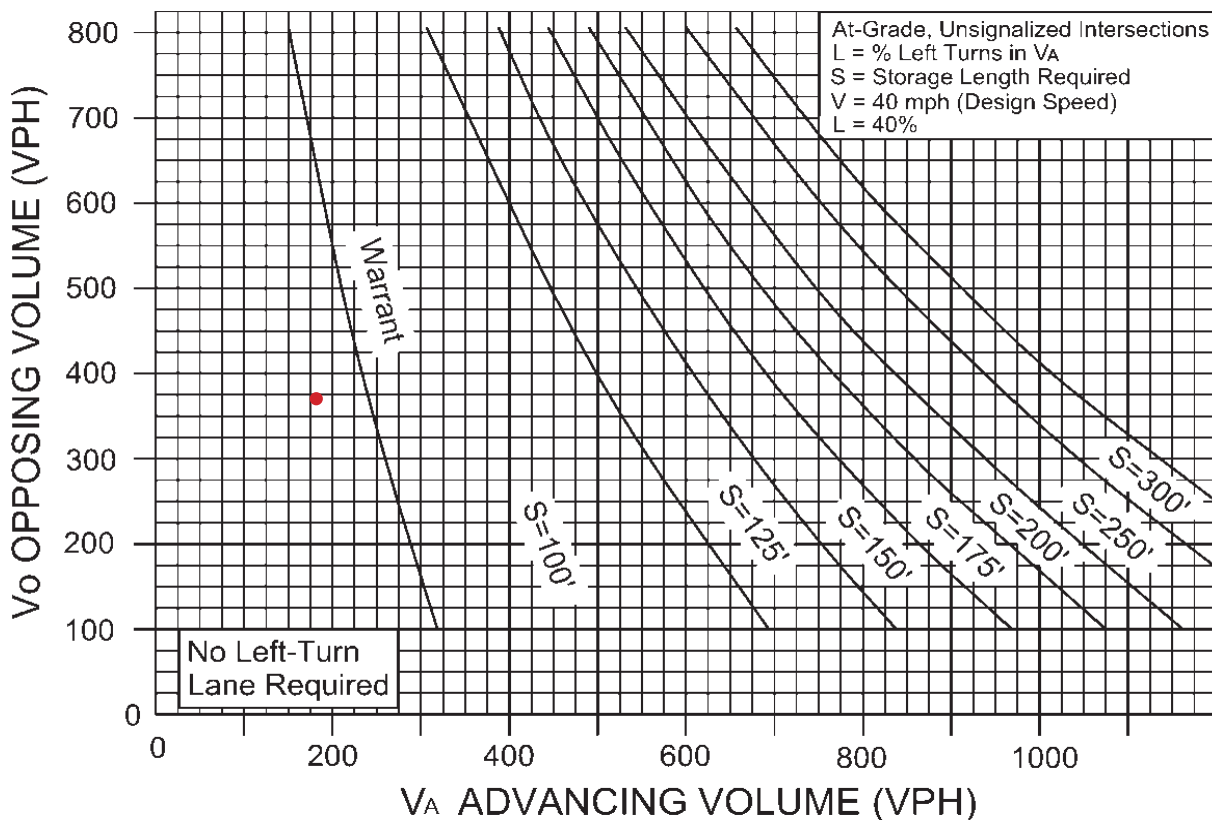
Opposing Volume (V_O): 374 vph

Operating/Design Speed (V): 40 mph

% Left Turns in V_A (L): 40% (Calculated Value: 33.7%)

% Trucks in V_L : 0%

Conclusion: No Left Turn Lane Required



Warrant for Left-Turn Storage Lanes on Two-Lane Highway

Project: Wiggington Project (2035 Build)

Intersection: Wiggington Road/Site Entrance

Approach Direction: Westbound

Peak Hour: PM

FIGURE 10

Peak Hour Left Turns (V_L): 209 vph

Advancing Volume (V_A): 544 vph

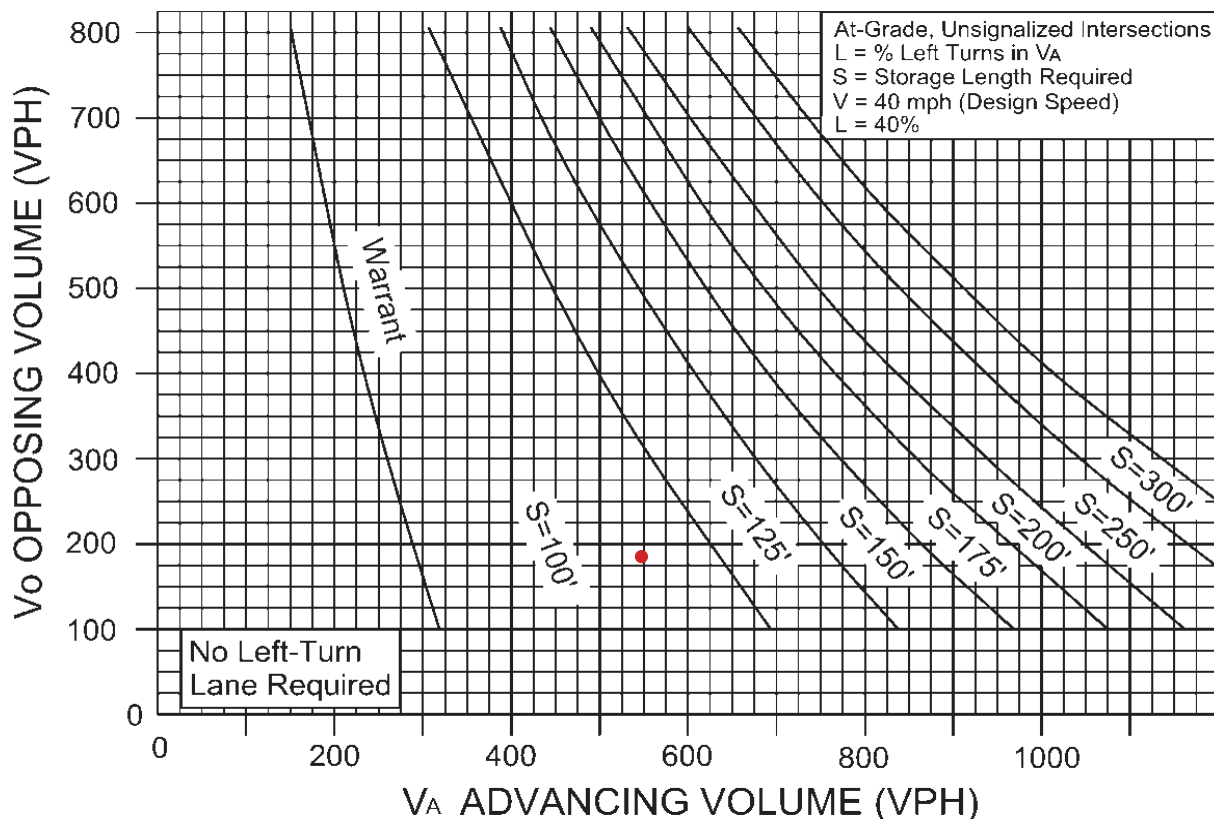
Opposing Volume (V_O): 183 vph

Operating/Design Speed (V): 40 mph

% Left Turns in V_A (L): 40% (Calculated Value: 38.4%)

% Trucks in V_L : 0%

Conclusion: 100' Left Turn Lane Required



Warrant for Right-Turn Storage Lanes on Two-Lane Highway

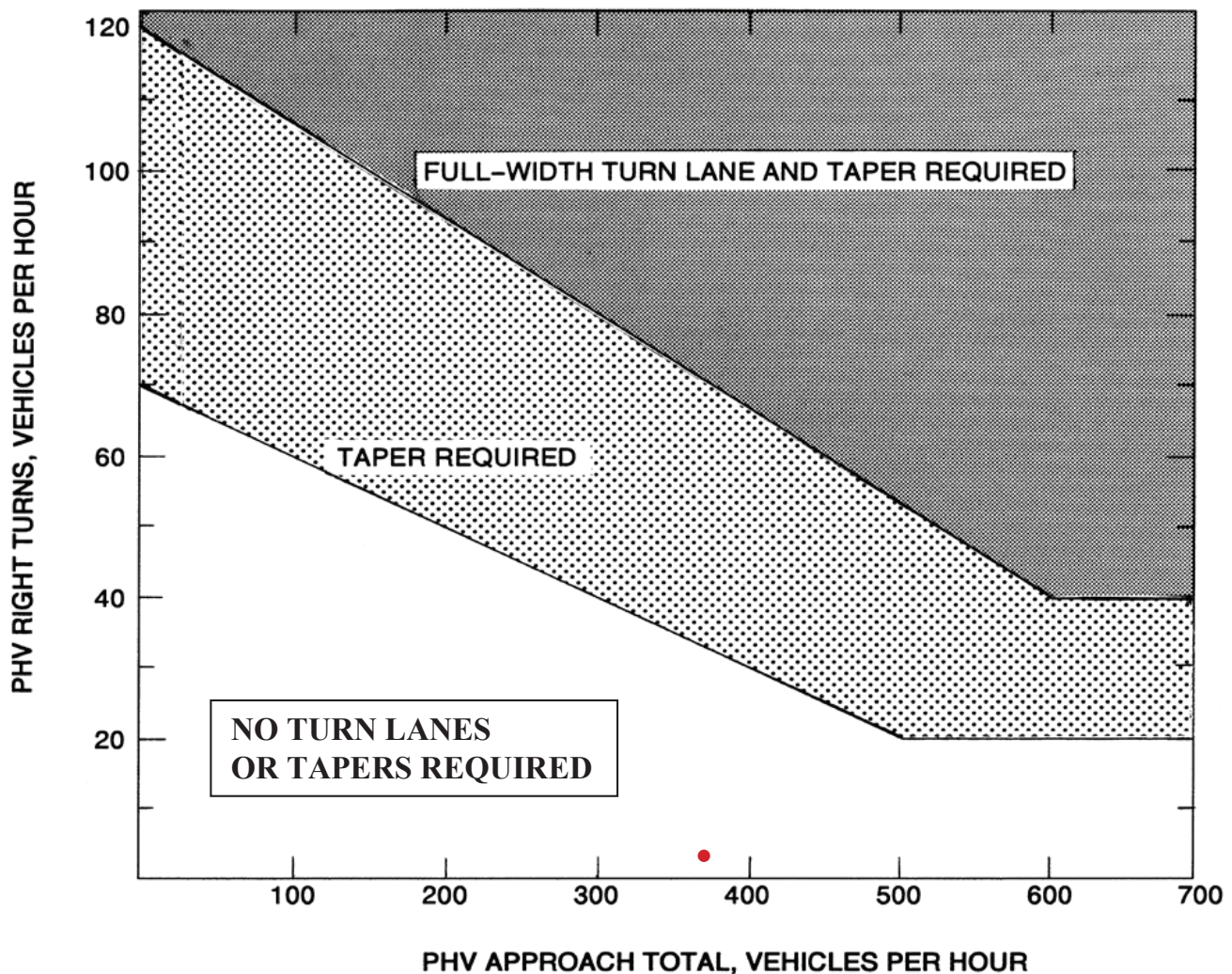
Project: Wiggington Project (2035 Build)
Intersection: Wiggington Road/Site Entrance

Approach Direction: Eastbound
Peak Hour: AM

FIGURE 11

PHV Right Turns: 3 vph
PHV Approach Total: 374 vph

Conclusion: No Turn Lanes or Tapers Required



Warrant for Right-Turn Storage Lanes on Two-Lane Highway

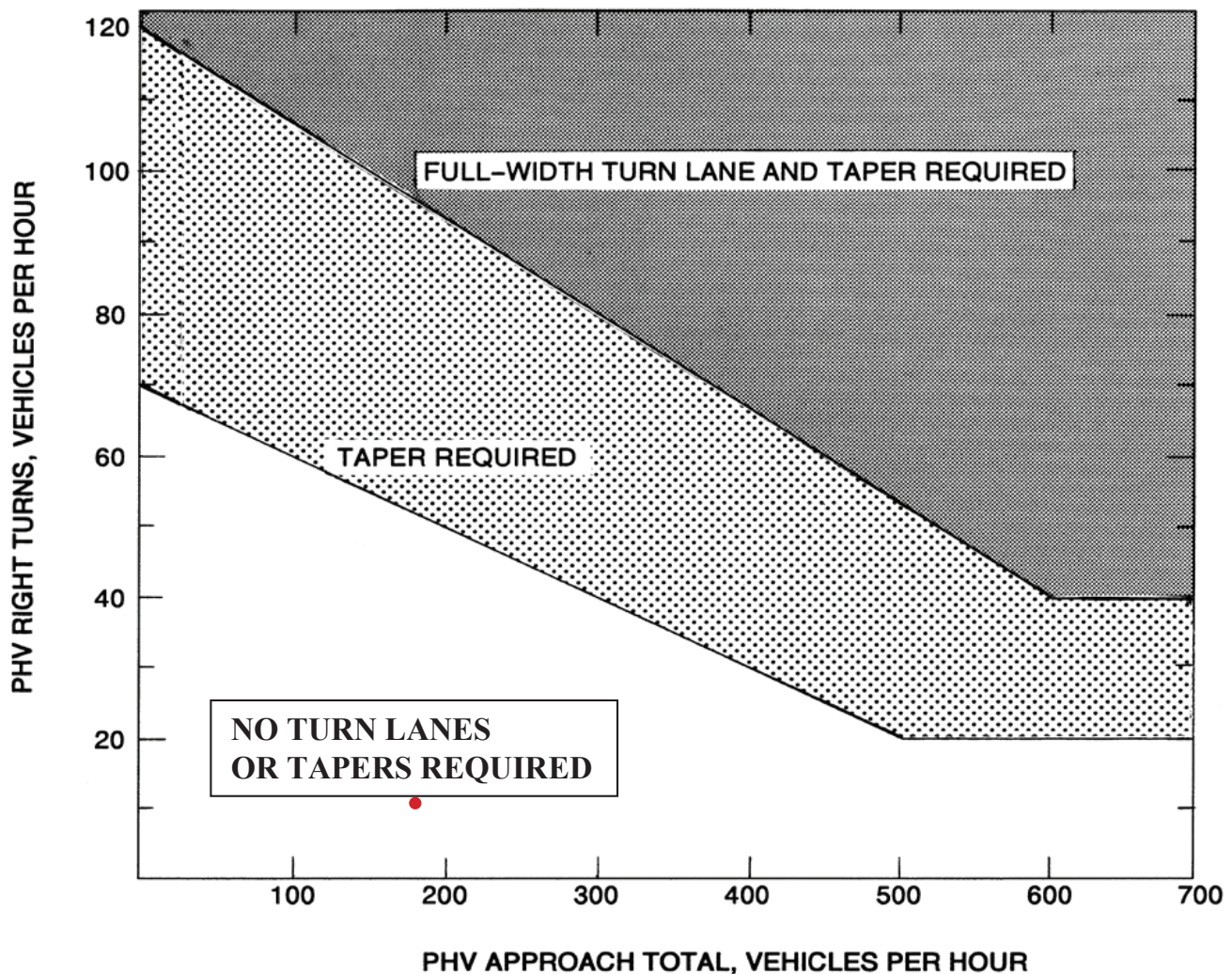
Project: Wiggington Project (2035 Build)
Intersection: Wiggington Road/Site Entrance

Approach Direction: Eastbound
Peak Hour: PM

FIGURE 12

PHV Right Turns: 11 vph
PHV Approach Total: 183 vph

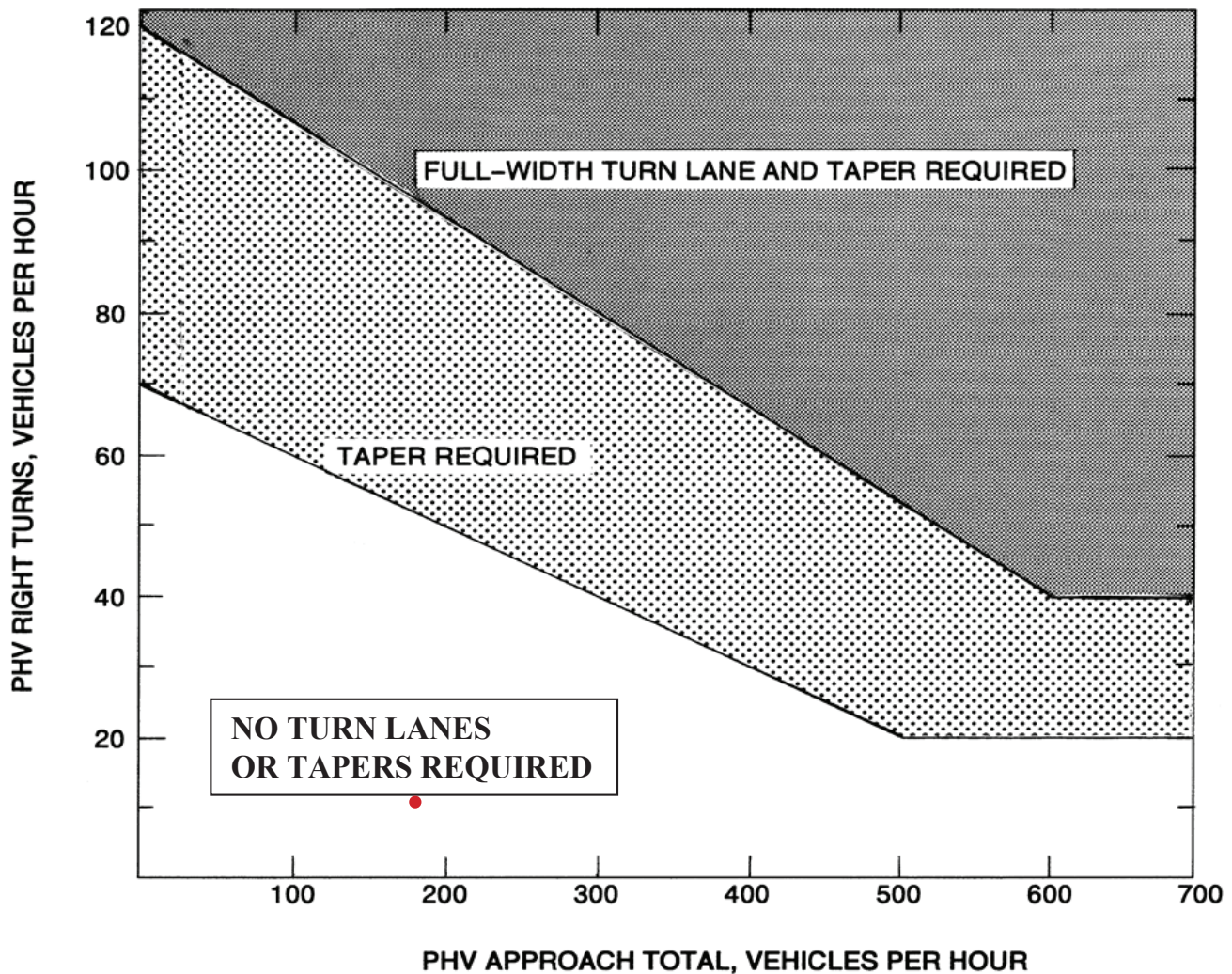
Conclusion: No Turn Lanes or Tapers Required



Warrant for Left-Turn Storage Lanes on Two-Lane Highway

Project: Wiggington Project (2040 Build)
Intersection: Wiggington Road/Site Entrance

FIGURE 13



Approach Direction: Westbound
Peak Hour: AM

Peak Hour Left Turns (V_L): 61 vph
Advancing Volume (V_A): 186 vph
Opposing Volume (V_O): 390 vph
Operating/Design Speed (V): 40 mph

% Left Turns in V_A (L): 40% (Calculated Value: 32.8%)
% Trucks in V_L : 0%

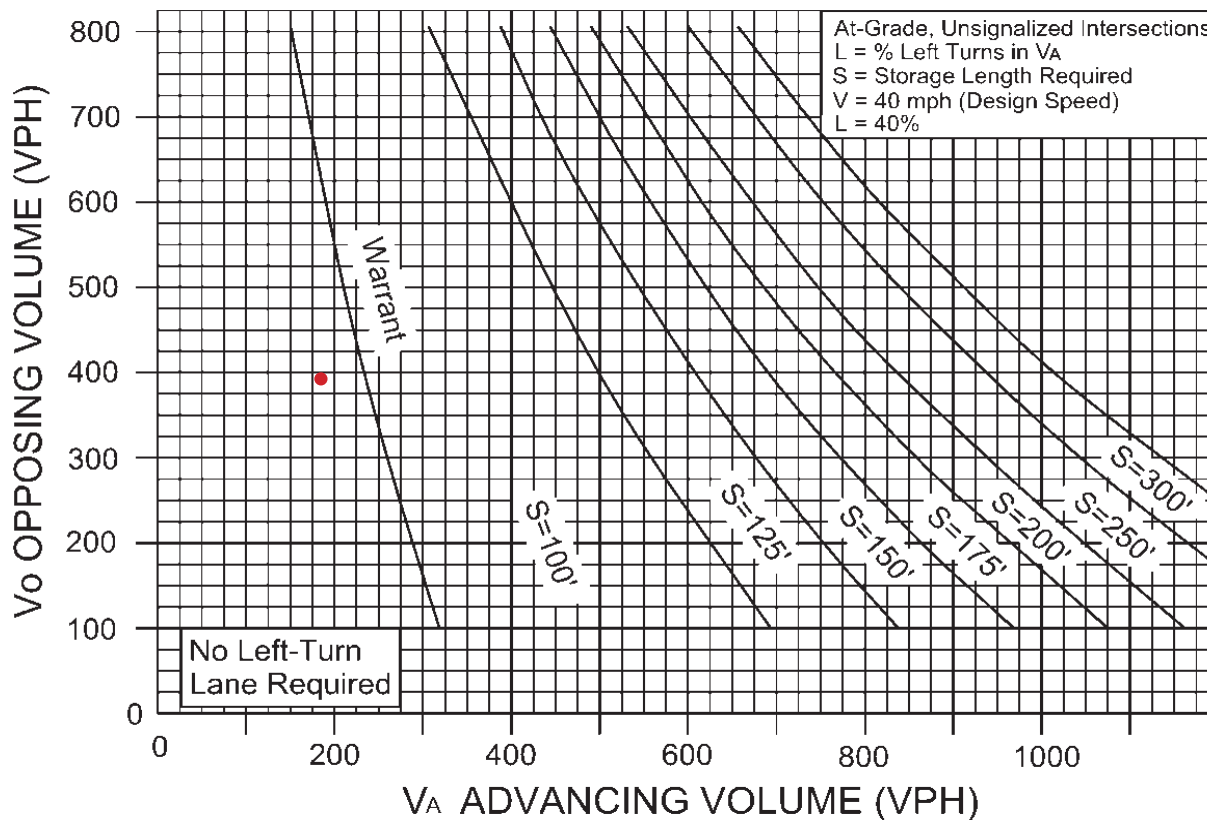
Warrant for Left-Turn Storage Lanes on Two-Lane Highway

Project: Wiggington Project (2040 Build)

Intersection: Wiggington Road/Site Entrance

Conclusion: No Left Turn Lane Required

FIGURE 14



Approach Direction: Westbound

Peak Hour: PM

Peak Hour Left Turns (V_L): 209 vph

Advancing Volume (V_A): 558 vph

Opposing Volume (V_O): 190 vph

Operating/Design Speed (V): 40 mph

% Left Turns in V_A (L): 40% (Calculated Value: 37.5%)

% Trucks in V_L : 0%

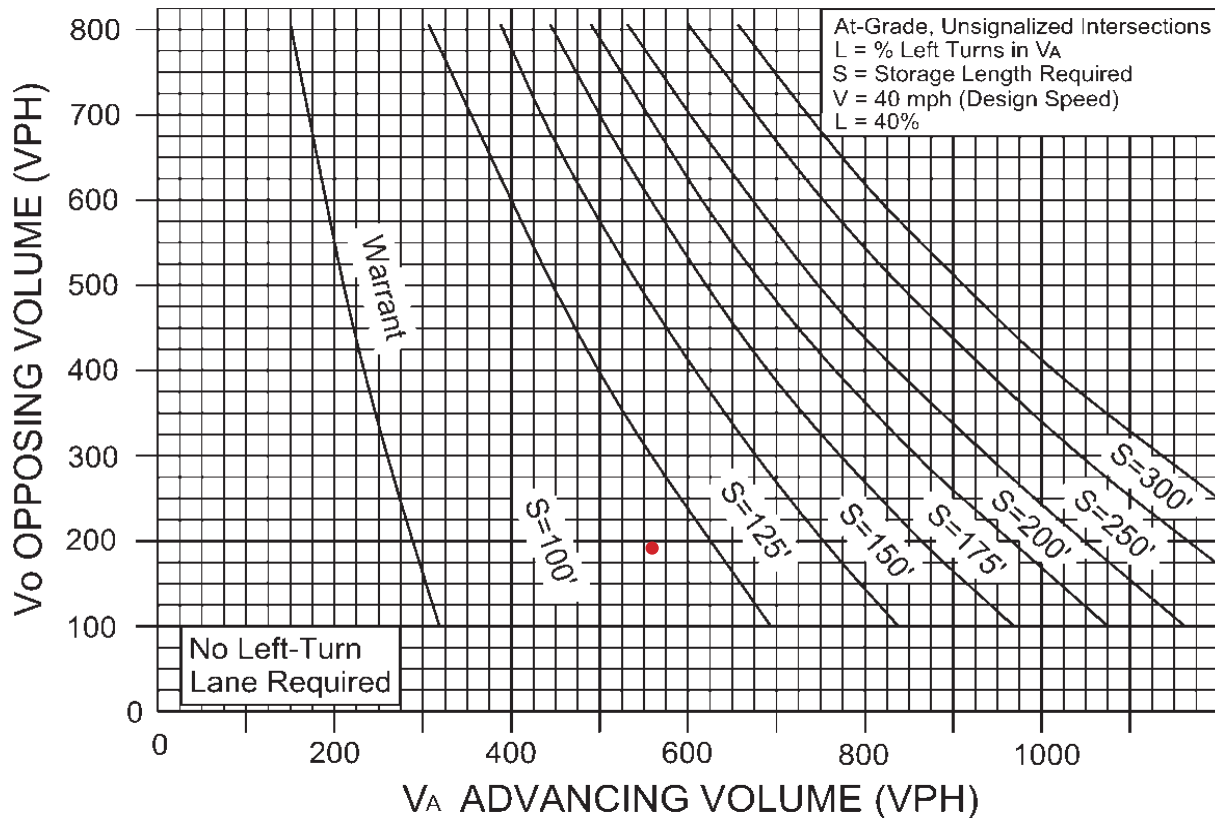
Warrant for Right-Turn Storage Lanes on Two-Lane Highway

Project: Wiggington Project (2040 Build)

Intersection: Wiggington Road/Site Entrance

Conclusion: 100' Left Turn Lane Required

FIGURE 15



Approach Direction: Eastbound

Peak Hour: AM

PHV Right Turns: 3 vph

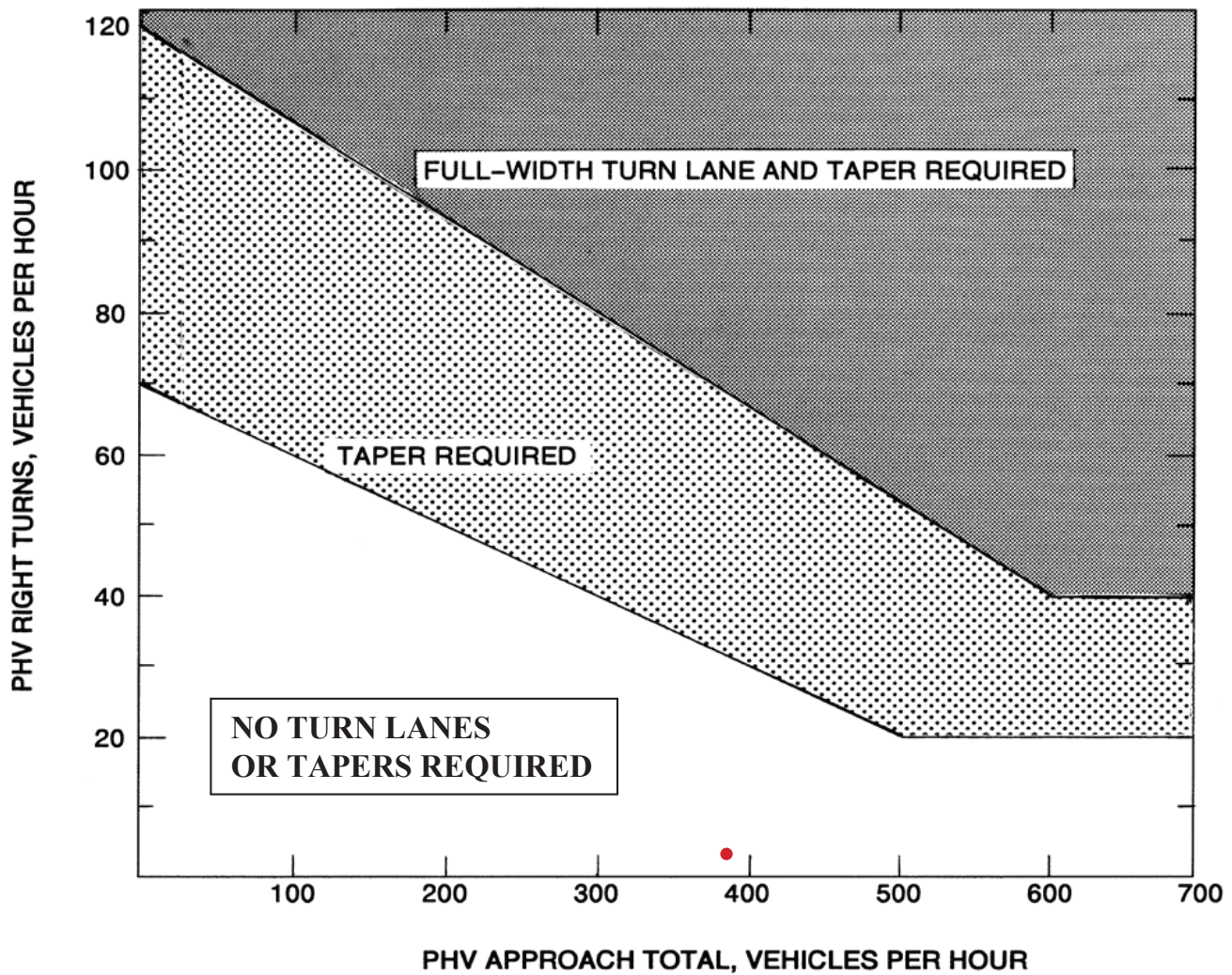
PHV Approach Total: 390 vph

Conclusion: No Turn Lanes or Tapers Required

Warrant for Right-Turn Storage Lanes on Two-Lane Highway

Project: Wiggington Project (2040 Build)
Intersection: Wiggington Road/Site Entrance

FIGURE 16



Approach Direction: Eastbound
Peak Hour: PM

PHV Right Turns: 11 vph
PHV Approach Total: 190 vph

Conclusion: No Turn Lanes or Tapers Required

Warrant for Right-Turn Storage Lanes on Two-Lane Highway

Project: Wiggington Project (2040 Build)
Intersection: Wiggington Road/Site Entrance

FIGURE 17

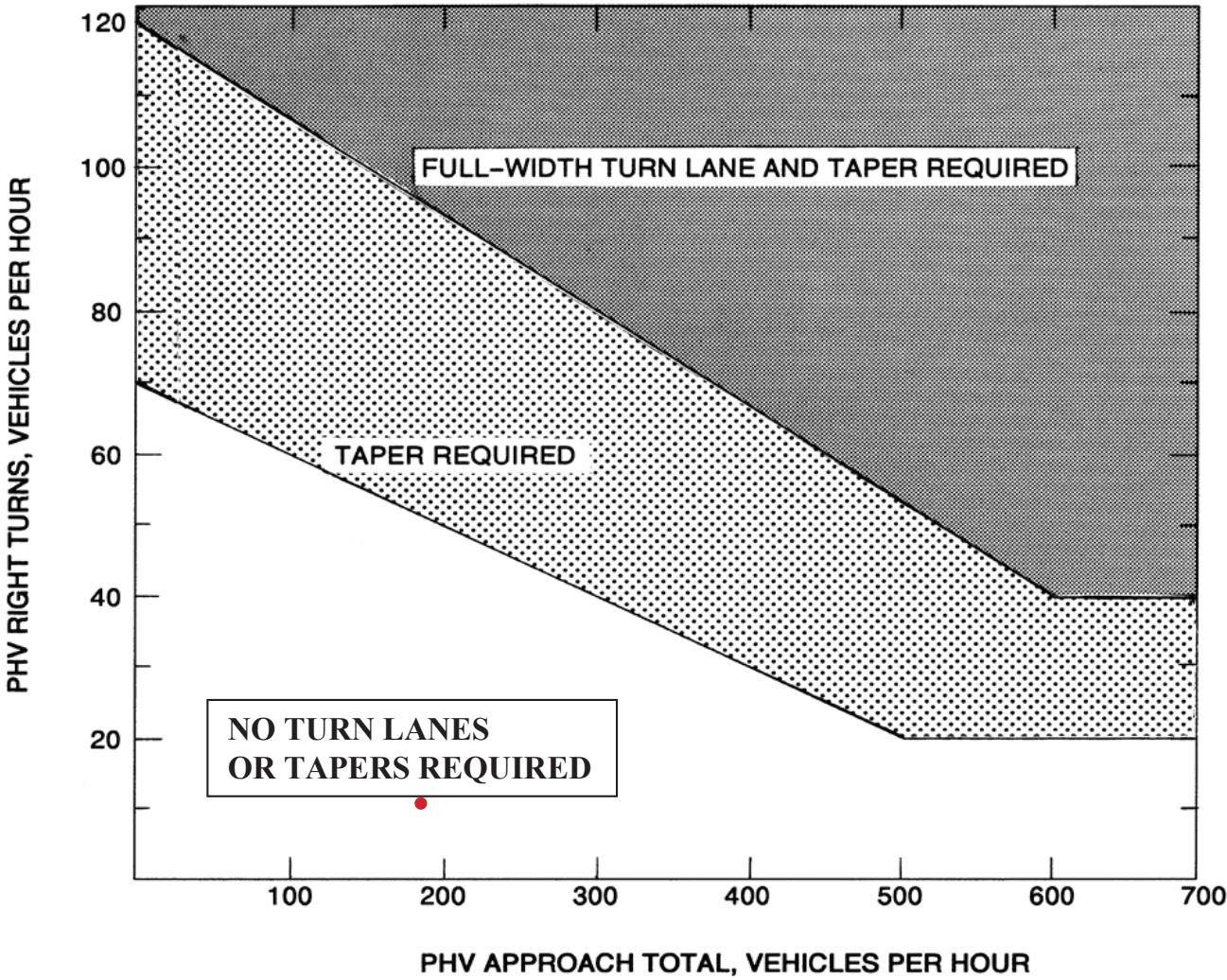
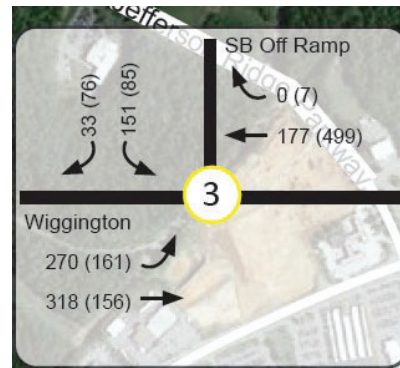
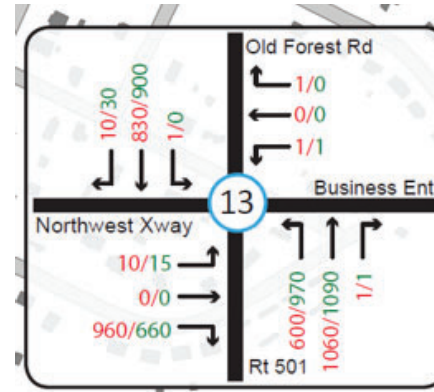


Figure 17 – Merge Analysis - Merging onto SB NW Expwy – Analysis Input Data



Merging volumes 270 (161)



2045 Link Projection

For merge analyses, suggest using the 2040 TIA ramp volumes coupled with the 2045 (221/501 NEPA Report) am/pm volumes. This assumes that the 2045 model generally captured the future development. Thus, we are using 2040 ramp volumes with the 2045 model volumes.

The merge analysis volumes would be:

On ramp – 270 AM / 161 PM

On mainline – 700 AM / 514 PM

Other inputs: merge distance 414'

Speed – Expressway Posted Speed 55 mph

Trucks - 2% all movements as default

PHF - .92 as default

Figure 18 – Merge Analysis - HCS Ramp Merge Analysis (year 2040)

AM → LOS B

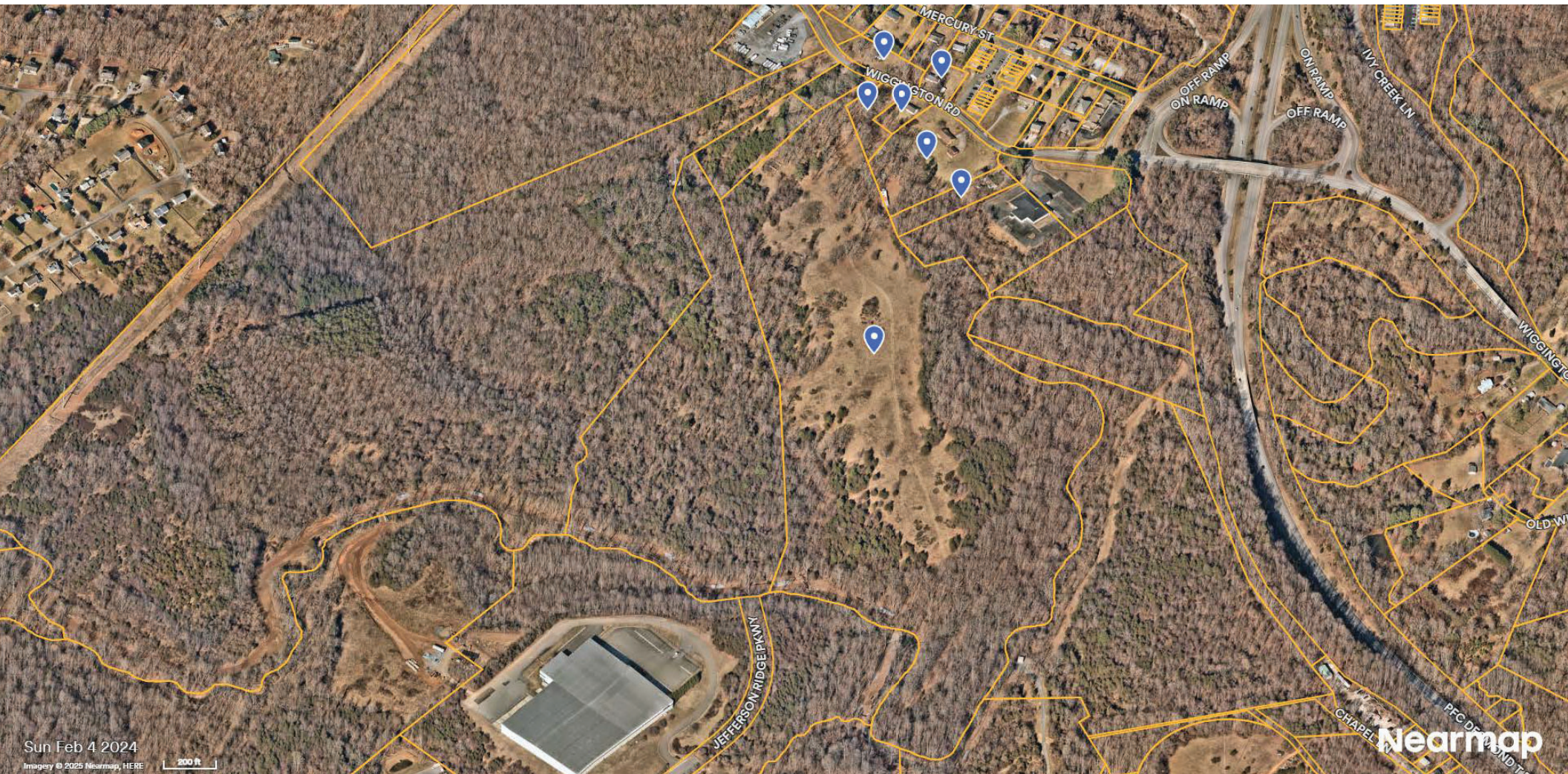
HCS7 Freeway Merge Report			
Project Information			
Analyst	BW	Date	1/22/25
Agency	EPR, PC	Analysis Year	2040
Jurisdiction	Lynchburg	Time Period Analyzed	AM
Project Description	WESTPOINT Development	Unit	United States Customary
Geometric Data			
	Freeway	Ramp	
Number of Lanes (N), In	2	1	
Free-Flow Speed (FFS), mi/h	55.0	35.0	
Segment Length (L) / Acceleration Length (LA), ft	1500	300	
Terrain Type	Rolling	Rolling	
Percent Grade, %	-	-	
Segment Type / Ramp Side	Freeway	Right	
Adjustment Factors			
Driver Population	Mostly Familiar	All Familiar	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Incident Type	No Incident	-	
Final Speed Adjustment Factor (SAF)	0.975	1.000	
Final Capacity Adjustment Factor (CAF)	0.968	1.000	
Demand Adjustment Factor (DAF)	1.000	1.000	
Demand and Capacity			
Demand Volume (V)	700	270	
Peak Hour Factor (PHF)	0.92	0.92	
Total Trucks, %	2.00	2.00	
Single-Unit Trucks (SUT), %	-	-	
Tractor-Trailers (TT), %	-	-	
Heavy Vehicle Adjustment Factor (fHV)	0.962	0.962	
Flow Rate (v), pc/h	791	305	
Capacity (c), pc/h	4356	2000	
Volume-to-Capacity Ratio (v/c)	0.25	0.15	
Speed and Density			
Upstream Equilibrium Distance (L _{EQ}), ft	-	Number of Outer Lanes on Freeway (N _O)	0
Distance to Upstream Ramp (L _{UR}), ft	-	Speed Index (M _S)	0.312
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	-
Distance to Downstream Ramp (L _{DOWN}), ft	-	On-Ramp Influence Area Speed (S _R), mi/h	50.0
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FM})	1.000	Outer Lanes Freeway Speed (S _O), mi/h	53.6
Flow in Lanes 1 and 2 (v _{r12}), pc/h	791	Ramp Junction Speed (S _J), mi/h	50.0
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	1096	Average Density (D), pc/mi/ln	11.0
Level of Service (LOS)	B	Density in Ramp Influence Area (D _R), pc/mi/ln	12.1
Service Volume Table			

PM → LOS A

HCS7 Freeway Merge Report			
Project Information			
Analyst	BW	Date	1/22/25
Agency	EPR, PC	Analysis Year	2040
Jurisdiction	Lynchburg	Time Period Analyzed	PM
Project Description	WESTPOINT Development	Unit	United States Customary
Geometric Data			
	Freeway	Ramp	
Number of Lanes (N), In	2	1	
Free-Flow Speed (FFS), mi/h	55.0	35.0	
Segment Length (L) / Acceleration Length (LA), ft	1500	300	
Terrain Type	Rolling	Rolling	
Percent Grade, %	-	-	
Segment Type / Ramp Side	Freeway	Right	
Adjustment Factors			
Driver Population	Mostly Familiar	All Familiar	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Incident Type	No Incident	-	
Final Speed Adjustment Factor (SAF)	0.975	1.000	
Final Capacity Adjustment Factor (CAF)	0.968	1.000	
Demand Adjustment Factor (DAF)	1.000	1.000	
Demand and Capacity			
Demand Volume (V)	514	161	
Peak Hour Factor (PHF)	0.92	0.92	
Total Trucks, %	2.00	2.00	
Single-Unit Trucks (SUT), %	-	-	
Tractor-Trailers (TT), %	-	-	
Heavy Vehicle Adjustment Factor (fHV)	0.962	0.962	
Flow Rate (v), pc/h	581	182	
Capacity (c), pc/h	4356	2000	
Volume-to-Capacity Ratio (v/c)	0.18	0.09	
Speed and Density			
Upstream Equilibrium Distance (L _{EQ}), ft	-	Number of Outer Lanes on Freeway (N _O)	0
Distance to Upstream Ramp (L _{UR}), ft	-	Speed Index (M _S)	0.308
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	-
Distance to Downstream Ramp (L _{DOWN}), ft	-	On-Ramp Influence Area Speed (S _R), mi/h	50.0
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FM})	1.000	Outer Lanes Freeway Speed (S _O), mi/h	53.6
Flow in Lanes 1 and 2 (v _{r12}), pc/h	581	Ramp Junction Speed (S _J), mi/h	50.0
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	763	Average Density (D), pc/mi/ln	7.6
Level of Service (LOS)	A	Density in Ramp Influence Area (D _R), pc/mi/ln	9.5
Service Volume Table			



WIGGINGTON ROAD - OLD FOREST ROAD INTERSECTION IMPROVEMENT



Sun Feb 4 2024
Imagery © 2025 Nearmap, HERE

200 ft

Nearmap

February 12, 2025

PLEASE PRINT CLEARLY

[illegible]

815 - 906 Wiggington Road Rezoning Petition

Petition to Oppose Rezoning of 903 Wiggington Rd, Lynchburg, VA

Formal Petition for City Council

We, the undersigned residents of Lynchburg, VA, respectfully oppose the proposed rezoning of the properties located at 815, 825, 832, 833, 903, 903A & 906 Wiggington Road from low-density residential (200 single-family homes) to high-density residential (750 units of condominiums and patio homes). The proposed rezoning raises significant concerns regarding its impact on traffic congestion, infrastructure strain, property values, and the preservation of the character of our community.

Key Concerns:

1. Traffic Congestion:

- Wiggington Rd is a two-lane country road with a single entrance/exit to the 501 Expressway. Increased traffic from up to 1,500 additional vehicles could add an hour to morning and evening commutes for current residents.
- The intersection at 501 Expressway and Old Forest Road already experiences delays of four to six light cycles during rush hour. This development would exacerbate congestion, creating unsafe and inefficient traffic conditions.
- This additional traffic poses a safety hazard to pedestrians and cyclists as there are no sidewalks or shoulders on Wiggington Rd.

2. Infrastructure Strain:

- The original zoning for 200 single-family homes targeted "empty nesters," minimizing strain on local infrastructure and school systems. High-density housing introduces a likelihood of more working families, resulting in additional burdens.

3. Property Values:

- Studies suggest that high-density residential development in semi-rural areas can negatively impact the property values of adjacent single-family homes (Acolin et al., 2022). This would harm current residents who invested in low-density neighborhoods.

4. Community Character:

- Residents chose Wiggington Rd for its balance of residential, farmland, and woodland. Introducing high-density housing threatens this character and sets a precedent for further development, potentially eroding the area's unique charm.

5. Emergency Response and Safety:

- Wiggington Road has three ingresses and egresses, of which the 501 Expressway is the most commonly used. The additional homes and additional traffic would compromise the ability of first responders, such as medical and firefighters, to serve the communities on Wiggington Road, presenting a major risk to safety.

6. Reactive Infrastructure Planning:

- The developers and community council may argue that the increased units would increase tax revenue and offset our concerns. However, infrastructure improvements are always reactive. Consider that this increase in residents will mean roads and public transportation, appropriate sewers and water treatment facilities, and schools will need to be upgraded. Regarding traffic, this means the residents of Wiggington Road and other communities that use the 501 bypass would be severely impacted for

the foreseeable future as it would take the next 5-10 years for the city of Lynchburg to identify the need, plan, pass budgets, collect bids, contract, and then begin and complete the construction.

We urge the City Council to prioritize the preservation of our community's character and quality of life by rejecting this rezoning proposal.

* Indicates required question

1. Name *

2. Email *

3. Address *

4. Phone number

5. Comments

Timestamp	Name	Email	Address	Phone number	Comments
12/20/2024 16:44:22	Mike Collado				We urge the City Council to prioritize the preservation of our community's character and quality of life by rejecting this rezoning proposal. Thank you for your consideration.
12/20/2024 18:20:22	William Pearce				
12/20/2024 18:29:55	The Despins				We are in agreement of this petition.
12/20/2024 18:37:06	Chelsey Jackman				
12/20/2024 18:57:16	Virginia Hartsell				
12/20/2024 19:02:16	Brian Hartsell				
12/20/2024 19:12:34	Subhasish Bose				I oppose the rezoning proposal.
12/20/2024 19:17:56	Kevin Struble				
12/20/2024 19:40:33	Melanie Marks				
12/20/2024 19:54:41	David Snead				I do not support approval of the rezoning requested for this development for the reasons stated in this petition.
12/20/2024 20:21:36	Richard and Mary Raine:				Not in favor of this rezoning proposal.
12/20/2024 21:27:33	Joseph Saunders				
12/20/2024 21:52:25	Rebekah Ray				
12/20/2024 22:41:51	Aaron Traphagen				I agree with all the sentiments of the petition. Having lived in the Wigginton area for over 10 years, i implore local decision makers to deny the zoning request.
12/21/2024 10:39:02	John Romano				
12/21/2024 14:03:06	Wesley McDouall				
12/21/2024 17:14:20	Robyn Mayhew				
12/21/2024 22:34:23	Cassandra Taylor				
12/21/2024 22:38:40	Canaan Taylor				
12/22/2024 8:45:01	Katlin Pearce				
12/22/2024 17:35:21	Lauren Traphagen				Is there a plan to redevelop Wigginton/501, to accommodate the increase in traffic?
12/22/2024 17:49:36	Kathryn Cohen				
12/27/2024 0:51:24	Angela Lyons				
12/29/2024 12:50:54	PATTI S MCCUE				I am vehemently opposed to the Rezoning of 815 - 906 Wigginton Road. I do not want to see our beautiful Wigginton Rd become another Timberlake Rd or Graves Mill Rd as a result of additional high density residential units. As a citizen who has lived off of Wigginton Rd for 18 years, I do NOT need or want additional condos/townhomes nor additional traffic. I respectfully request that this Rezoning Proposal is DENIED by City Council of Lynchburg.
12/30/2024 9:04:33	Sean Collins				
12/31/2024 11:25:33	Paul and Susan Gallagher				Wigginton road is WAY too narrow and compact to handle the load of cars that would come from the almost 1,000 residential spaces built. PLEASE DO NOT DO THIS TO THE RESIDENCES ON WIGGINGTON ROAD.
12/31/2024 13:59:46	April Reed				
12/31/2024 16:48:27	Jessica Collins				
1/2/2025 18:24:55	Kerry Silva				

Timestamp	Name	Email	Address	Phone number	Comments
1/2/2025 19:08:17	Ariel Weisman				
1/2/2025 19:10:31	Jose Silva				
1/2/2025 19:26:18	Mary-Carolyn Longbrake				
1/2/2025 19:31:00	Natalie Walther				
1/2/2025 19:32:04	Graham wilson				
1/2/2025 19:32:57	Hannah Oliveira				
1/2/2025 19:34:47	Terri Miller				Wiggington Rd is dangerous with the traffic now, and not policed or maintained as other roads in Lynchburg. The street lights are not maintained in this area as well. Any additional traffic will add to unsafe conditions, additional congestion on the 501 by-pass which is already overtaxed especially during peak hours. Whatever may be built in the future would require another access road to 221 or somewhere to relieve any impact to Wiggington.
1/2/2025 19:42:54	Judi Cropco				I absolutely oppose this proposed rezoning of 903 Wiggington Rd for all the reasons listed above and more
1/2/2025 19:57:09	Lauren Critchfield				
1/2/2025 20:18:17	James Howard				The traffic at 501 and Old Forest Rd intersections back up down 501 almost to the bridge at rush hour. Add this number of cars and it will be a standstill. The curves in the road some of which are blind will be a disaster. Children departing school buses or cars entering the turn as people are pulling out will lead no doubt to accidents. I am not anti development and in fact have done some myself but this is irresponsible development with no traffic mitigation. This will also affect everyone from Rivermont and Boonsboro traveling to James River Day School and VES. This traffic on 501 and Old Forest will have a major impact on them as well. Deny this development
1/2/2025 20:18:36	Hilary Fiddes				
1/2/2025 20:35:15	Amber Mooneyham				No more housing in area please
1/2/2025 20:37:16	Denise Thomas				
1/2/2025 20:48:52	Alison Lillie				Would cause way too much traffic with only one road in and out now. Nature would be destroyed more than already has happened nearby
1/2/2025 21:03:37	Thomas palmer				Traffic is currently a problem on wiggington as is.
1/2/2025 21:06:43	Dave Cropco				I oppose this construction of condos for the reasons stated above!
1/2/2025 21:18:49	Terri Linn				
1/2/2025 23:42:24	Lynne Dapice				I believe this project to be a detriment to our community in terms of traffic, emergency response times. The traffic conditions in Lynchburg is already maxed out. This puts a strain on everyone. This should be stopped pronto. Is there any meetings that are going to take place so we as tax paying citizens can voice our opinions besides this petition?
1/3/2025 0:06:01	Donna Peters				
1/3/2025 0:07:05	Paula Metts				Against rezoning for more homes to be built
1/3/2025 0:56:55	Laura Webb				I oppose the building of these new houses/townhomes.
1/3/2025 7:59:24	Emily Kelly				
1/3/2025 8:00:26	Matthew Kelly				
1/3/2025 8:48:58	Van Marks				
1/3/2025 8:57:45	Jennifer Golden				
1/3/2025 9:03:51	Lola Provenzola				

Timestamp	Name	Email	Address	Phone number	Comments
1/3/2025 9:18:49	Bethany Kime				
1/3/2025 9:23:36	Michael Golden				I welcome growth, but NOT without proper planning and infrastructure to accommodate for it.
1/3/2025 10:04:49	Jason Cholewa				
1/3/2025 10:53:30	John Thomas				Please say no to the proposed rezoning of Wiggington Rd!
1/3/2025 11:09:29	Randy Paliga				
1/3/2025 12:56:46	Justin Cross				No to rezoning.
1/3/2025 17:44:35	Tammy Roark				
1/3/2025 17:45:30	Tracy Roark				
1/3/2025 19:40:30	Joel Oliver				Traffic study is garbage. All of you know it. There is no way Wiggington Road can handle the traffic volume much less the 501 bypass during peak times. Someone paid for the studies to go their way. Unethical and dishonest. People in the area demand accountability.
1/3/2025 20:23:26	John Bates				Wiggington rd is very congested now and so is 501 and Old Forest Rd. This project will easily bring another 1000 cars into this area and make it unbearable. I will probably move if this project is completed.
1/4/2025 0:31:18	Renee Fister-Lee				I oppose the rezoning proposal.
1/4/2025 9:06:08	Sterling Griffin				I am against this bypass
1/4/2025 9:40:56	Kate black				Hell no! I'm in BRF and work in Boonsboro and my parents are on The other side of Wiggington, it's bad enough for the deer and terrible drivers we already have no way do we need overpriced luxury parents and all the terrible things that will come with it!
1/4/2025 9:53:11	Coral				
1/4/2025 10:02:21	Jessica Clarkson				
1/4/2025 10:28:29	Shannon				
1/4/2025 10:32:42	Reed Pascale				Preserve the community. I reject rezoning
1/4/2025 11:39:13	James Catel				
1/4/2025 12:05:28	Mike Loux				The 221/501 intersection needs to be fixed WAY before even considering rezoning on Wiggington (especially now that yet another car wash is going in there, because reasons)
1/4/2025 12:24:21	Christian Niedbalski				
1/4/2025 12:49:10	Michelle Richardson				This proposal for 750 units would place a burden on other residents, the city resources, the traffic, and schools. Please do not allow this to happen
1/4/2025 13:15:07	Jennifer Breitbarth				
1/4/2025 13:59:36	Callie Simmers				
1/4/2025 14:02:33	Carter Simmers				
1/4/2025 14:39:15	Deborah Armstrong				
1/4/2025 15:58:27	Sandy Robbins				
1/4/2025 16:38:29	Lisa Haibach				
1/4/2025 17:10:21	Cristine Mays				
1/4/2025 17:11:23	Steve Mays				
1/4/2025 20:25:03	Kathleen Van Allen				We agree!
1/4/2025 21:28:06	Elizabeth Burdsall				We do not want more traffic in an already overcrowded area

Timestamp	Name	Email	Address	Phone number	Comments
1/4/2025 22:00:48	Jaclyn Ramsey				
1/5/2025 8:03:06	Deborah Elliott				
1/5/2025 9:04:51	Lisa Harris				We are over developed in the city as it is. These types of high density developments are slowly eroding the quality of life in town. I grew up here and am very concerned about all of the overdevelopment creeping into old neighborhoods. For the benefit of...?
1/5/2025 9:14:07	Tammie Griffin				I am opposed to the proposed rezoning. Living at the corner of my neighborhood directly on Wiggington is a big concern should this type of development be allowed. I fear destruction of my property and potential safety risk this proposal could allow. Additionally the very high real-estate taxes we pay to live here should merit our ability to fight this type of purposal so that we may preserve the values of our investments. To allow high volume housing will kill our property value and diminish our quality of life.
1/5/2025 9:23:06	Brian Griffin				I am strictly opposed to the allowance of rezoning to allow high density housing on Wiggington Road. I pay very high real estate taxes to I live here and choose to do so because of the quality of the neighborhood I live in. The allowance for high density housing will kill our value and potential create an unsafe environment with increased traffic on Wiggington. I ask you to vote no for rezoning!
1/5/2025 17:42:27	Melissa Hodges				
1/5/2025 19:20:01	Mindy Combs				Oppose the rezoning on Wiggington Rd
1/5/2025 22:02:24	Timothy Walker				We are opposed to the builising of apartments/multi family dwellings on Wiggington Road.
1/5/2025 22:03:14	Charlotte Walker				We are opposed to the builising of apartments/multi family dwellings on Wiggington Road.
1/6/2025 11:59:39	Ali Yaeger				
1/6/2025 21:12:13	Debra Martin				Oppose
1/6/2025 21:24:28	Lauren Brenzy				
1/6/2025 21:51:29	Joe Bauer				
1/6/2025 22:50:36	Erin A Elwell				Wiggington Road/501 is congested and dangerous enough without the addition of 750 extra families! We have lived off Wiggington Road for almost 20 years and its really should be a 4 lane road, but that is not a possibility with the placement of the homes. The idea of adding 750 more families to this area would add pressure to our schools as well.
1/7/2025 7:53:24	Lisa Scott				Please, really think through all of this, the negative impacts, before moving forward with any construction plans. Thank you.
1/7/2025 8:07:10	Lisa Carpenter				This rezoning proposal has severe negative consequences as thoroughly described in this petition.
1/7/2025 12:15:56	Abby Carpenter				
1/7/2025 12:46:40	Maya Chandrashekhar				Current infrastructure does not address the increase in traffic, crowding of schools, and impact on current travel times.
1/7/2025 13:28:10	Trish Cerulli				We are very concerned about the added traffic on Wiggington Road that would result from this development. Without improved infrastructure and better and additional access to route 501 toward Boonsboro, Old Forest Road, and 221, this development would cause much frustration to the residents already living in that area.
1/7/2025 14:18:21	Tommie Mitton				
1/7/2025 19:21:48	Brian Haibach				
1/7/2025 21:14:20	April Tucker				I have contacted the city traffic planner previously concerning the intersection at Old Forest Rd and 501. I was informed it is the single most over- congested intersection in the city and not (at the time) funded for improvement. This presents direct danger to our residents already, for traffic accidents, as well as our fire and rescue use that intersection to serve Wiggington Rd. Without construction of an upgraded intersection to handle traffic, I oppose any additional multi- family development in the area. Further, our schools are not equipped to handle the increased population. I would like to see that plan communicated in advance. Please consider postponing for now and further evaluating, with data, the proposals both for and against this project, and communicating with residents, before proceeding. Thank you.

Timestamp	Name	Email	Address	Phone number	Comments
1/7/2025 21:25:18	A. Scott Tucker				The developers are being dishonest - trying to change the initial plan from 200 to 750+ units. Please deny this request.
1/8/2025 7:55:10	Laura Bauer, MD				Please REJECT this proposal
1/8/2025 8:01:24	Ruth Butler				I agree with all statements against the road rezoning petition.
1/8/2025 9:53:02	Sara Eskridge				I support this petition against Rezoning
1/8/2025 10:28:06	Joe Eskridge				
1/8/2025 11:07:42	Vicki Teel				Oppose rezoning
1/8/2025 11:26:26	Ashley Lohr				I agree with all of the points made in this petition. I urge you to reconsider the rezoning proposal. The proposed high-density development will worsen the already-problematic traffic congestion at the 501 and Old Forest Rd intersection; increase traffic along Wiggington Rd; negatively impact existing infrastructure; and be an eyesore along an otherwise beautifully wooded road.
1/8/2025 11:31:04	Collin Trepanitis				I agree with all statements listed above. The area being considered for re-zoning just isn't in the right spot in town for this. The local roads already cannot handle the volume of traffic they currently see and it would be irresponsible for city council to approve this without first dealing with the traffic issues on this side of town.
1/8/2025 11:38:42	Emily Bibee				We can't afford an extra hour to get our children to and from school in the morning and afternoon. That would mean them getting even less sleep.
1/8/2025 12:07:05	Erin Friedman				
1/8/2025 12:22:02	Brittany Struble				I am very concerned for the impact this rezoning will have on my community. I am against this large complex being built by my quiet neighborhood.
1/8/2025 12:32:01	Megan Ramsey				
1/8/2025 13:19:46	Justin Bibee				I support this petition
1/8/2025 14:36:49	Ava Trill				
1/8/2025 14:43:46	Missy Cunningham				
1/8/2025 18:03:35	Julia Jackson				No to the building
1/8/2025 18:55:45	Megan Murphy				
1/8/2025 18:57:37	Jennifer Mancier				Please reconsider!
1/8/2025 19:56:58	Will Pearce				
1/8/2025 20:01:48	Robert & Cynthia Seng				The intersection of Old Forest Rd & the 501 bypass already have major back-ups at peak traffic hours. It cannot accommodate 750 more units, possibly 1500 more vehicles! The City's plan to upgrade the traffic flow in that area seems to have stalled.
1/8/2025 21:06:51	Michael Friedman				We strongly urge the Planning Commission to reject this proposal.
1/9/2025 8:17:29	Ruby Metzger				
1/9/2025 8:17:45	Ruby Metzger				
1/9/2025 8:17:47	Ruby Metzger				
1/9/2025 8:19:40	Edward Metzger				
1/9/2025 8:51:36	Doug Gatz				I have experienced the rezoning and subsequent shift to high density housing in multiple other states, always with unforeseen and negative sequela to the established communities and residents.

Timestamp	Name	Email	Address	Phone number	Comments
1/9/2025 10:34:40	Amanda Vander Hamm				My concerns are for the drastic increase in traffic, as it is already highly congested and between the new construction on the corner of lakeside/221 and this potential Development, we will be seeing hold ups that surpass 30-45 minutes on the corner of 501/Desmond Doss. In a town the size of Lynchburg, that is unacceptable. Increased noise due to construction, crime rates, and risk of accidents on the small roadways. Negatively impacting small businesses such as my own, whose primary aim is to bring peace and quiet to visitors in this area. I am concerned for the wildlife, the woodpeckers, deer, the bear, foxes, etc all of whom live in these areas and will be forced out into other neighborhoods and regions. It will also increase the number of accidents due to hitting animals. Overall, placing a property of this size and magnitude in this region is poorly thought out. There are other areas which would be more appropriate for units and closer to local facilities. Wiggington is known for its peaceful nature, quiet, private spaces and the majority of homeowners purchased here for that reason. Would you truly like to be the ones who approve such a brash decision that will only negatively impact the area? Truly there must be better suited land for such a project. I implore you to reconsider the decision and look into alternatives as this will not provide any benefit to this area.
1/9/2025 11:52:47	Chapel Kershaw				
1/11/2025 9:18:45	Brittany Williams				
1/11/2025 14:30:11	Paula Deberny				I am very worried about traffic. It's congested on 501 expressway and this will make it 10 times worse. The city bought my grandparents' property back in the 90s to put in a road that would connect to Forest Rd. (Rt. 221). To this day it has not been done and hundreds of homes have been built since that time and there needs to be another road to help with congestion on 501 and Old Forest Rd
1/12/2025 22:28:25	Derrick Mayhew				
1/14/2025 20:15:07	Kelly LeBlanc				
1/16/2025 8:34:35	Camille Ervalez				I strongly oppose the rezoning of Wiggington Rd and am concerned of the effect of this build on my homes' value
1/17/2025 14:29:49	Kristen Duffer				
1/26/2025 13:40:56	Cheryl Key				My husband and I very concerned with this situation.
1/28/2025 11:28:16	Kevin Kramer				
1/28/2025 11:58:19	Morgan Riley				
1/28/2025 13:25:08	Mark Elliott				This would also exacerbate the already overly congested and dangerous intersection of US 501 and US 221.
1/28/2025 13:35:10	Rhonda W. Elliott				This proposal of zoning request would further complicate the traffic on US 501, Old Forest Road and US 221 intersections.
1/28/2025 14:25:52	Denise Fenton				
1/28/2025 14:27:01	Edward B. Fenton				
1/28/2025 14:51:49	Lauren Weber				
1/28/2025 20:17:45	Olivia Nelsen				
1/29/2025 11:56:48	Michael Key				
1/30/2025 10:30:26	I oppose this constructi				
2/1/2025 8:20:12	Robin Warner				There is too much traffic on 591/Old Forest Rd. Maybe that should be fixed first instead of talked about how the past 10 years. Also schools and school buses are an issue.
2/2/2025 18:17:46	Charles Grant				As a new resident that travels wiggington Rd daily. I'm extremely disappointed to see this project potentially happen. I am also a builder, but I believe it's wrong to develop every single possible piece of land. Certain areas should remain single family for the character of the community.

Timestamp	Name	Email	Address	Phone number	Comments
2/2/2025 18:28:40	Emily Grant				I am against this rezoning because of this being the lowest traffic route for me to travel to and from home each and every day.
2/2/2025 21:42:45	Lisa Behneke				This area is a more "rural" area of the city and would like that to be maintained and not be over crowded.
2/11/2025 0:20:44	Emma Shughart				As an interior design student who has studied zoning and property management as well as someone who has considered "settling down" in the Lynchburg area, I cannot confidently support this for all of the reasons stated above.
2/11/2025 7:17:36	Leslie Walker				

AGENDA ITEM SUMMARY**MEETING DATE**

February 25, 2025

PRESENTED BY

Erin Hawkins, Water Quality Manager

AGENDA ITEM # IV.5

Proposed Zoning Ordinance Amendments - Floodplain Management

RECOMMENDATION

After a public hearing, this item will appear for a vote on the March 11, 2025, Public Hearing agenda. Approval of the Zoning Ordinance amendments.

SUMMARY

Sections 35.2-59 *et seq.* are the portion of the City's Zoning Ordinance that addresses properties that are within (or partially within) a Special Flood Hazard Area (SFHA). The attached ordinance establishes what land uses can occur in these areas and the requirements to develop them. The adoption of the proposed ordinance amendments will not substantially change the way that the Special Flood Hazard Area (SFHA) has been managed to date. The proposed amendments can be summarized in three parts:

- Aligning the Flood Hazard Ordinance to the FEMA Model Ordinance ensures consistency in meeting the National Flood Insurance Program requirements. Continued participation in the NFIP by the City is important so that property owners can purchase flood insurance to protect improvements located on the properties whether they are within or outside of the SFHA.
- The current ordinance restricts allowable uses of property located in a regulatory floodway by a Conditional Use Permit to that of marinas, boat rentals, docks, piers, and wharves. Unless otherwise prohibited by the amended ordinance, the underlying zoning would control the permissible uses in the regulatory floodway. This would allow for several properties to become eligible for adaptive reuse, whereas the current ordinance prohibits other underlying uses.
- The current freeboard requirement for floodproofing structures is twelve inches (12") above the Base Flood Elevation and is proposed to be increased to eighteen inches (18"). Freeboard is "a factor of safety usually expressed in feet above a flood level for purposes of floodplain management" (FEMA). This would apply to any new construction or substantially improved structure through elevation of the structure of height of floodproofing. In addition to greater protection from flooding damage, other benefits of an increased freeboard are faster recovery time after a flooding event and potentially lower insurance premiums for policyholders.

PRIOR ACTION(S)

February 12, 2025: The Planning Commission recommended approval (4-1, with 2 absent: Perault, Young-Jefferson) of the amendments.

February 12, 2025: The Planning Division recommended approval of the amendments.

FISCAL IMPACT

N/A

CONTACT(S)

Erin Hawkins, Water Quality Manager
Rachel Frischeisen, City Planner

ATTACHMENT(S)

1. Presentation Slides
2. Draft Ordinance
3. Planning Commission Minutes, Report, and Sign In Sheet

REVIEWED BY



William Martin, Community Development Director

Date: February 14, 2025



Kent White, Assistant City Manager

Date: February 15, 2025



Gregory Patrick, Deputy City Manager

Date: February 20, 2025



Alicia Finney, Clerk of Council

Date: February 20, 2025

FLOOD HAZARD DISTRICT ORDINANCE UPDATE

February 25, 2025



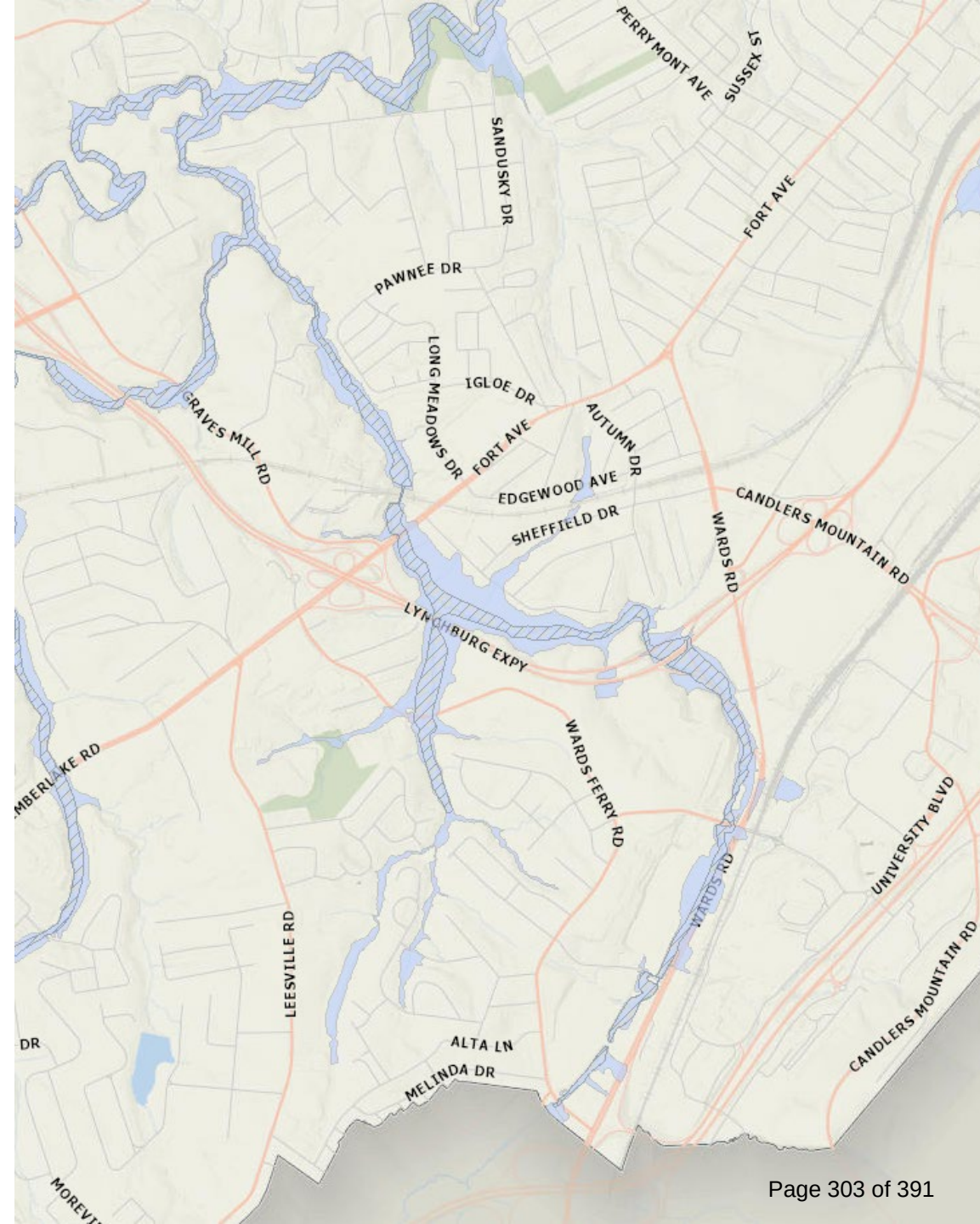
CITY BACKGROUND

The Flood Hazard Ordinance regulates land development in the Special Flood Hazard Area and is a requirement of the National Flood Insurance Program. Updates are necessary to maintain the minimum requirements of the NFIP.

Mapping History

- Initial FEMA Mapping (1975)
- Partial update (2008)
- Pending Map Updates later in 2025/2026

Online Mapping Center



PURPOSE & ACTION

Purpose:

Adoption of the amendments to City Code Section 35.2-59 Flood Hazard Districts.

- Aligns city code with the minimum requirements of the state model ordinance.
- Updates allowable uses for existing structures located in the designated floodway to uses allowed by the underlying zoning not otherwise prohibited by this ordinance.
- Recommendation to increase the freeboard requirement from twelve inches (12”) to eighteen inches (18”) above the Base Flood Elevation. This would apply to new construction or substantially improved structures.

Recommendation:

The Planning Commission recommended approval (4-1) of the ordinance amendment on February 12, 2025.

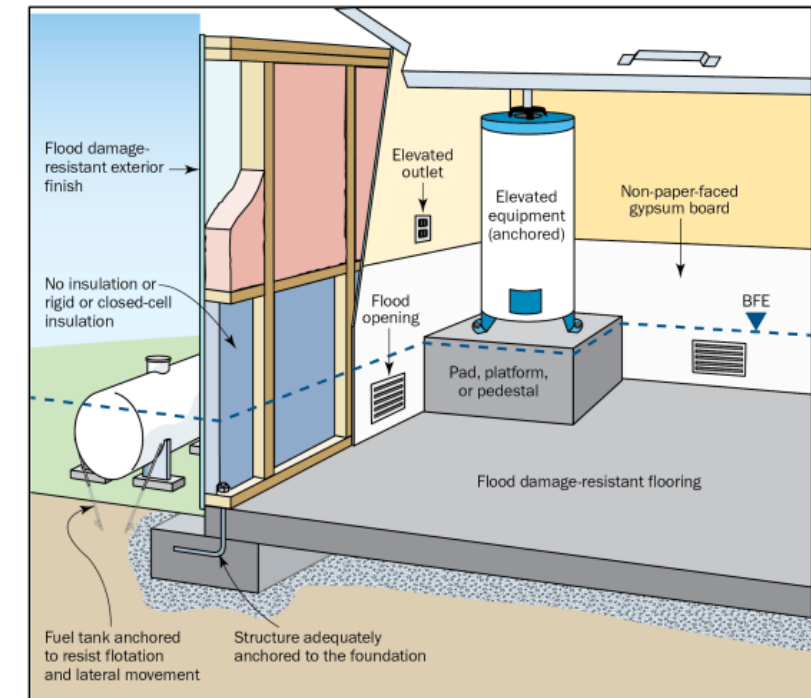
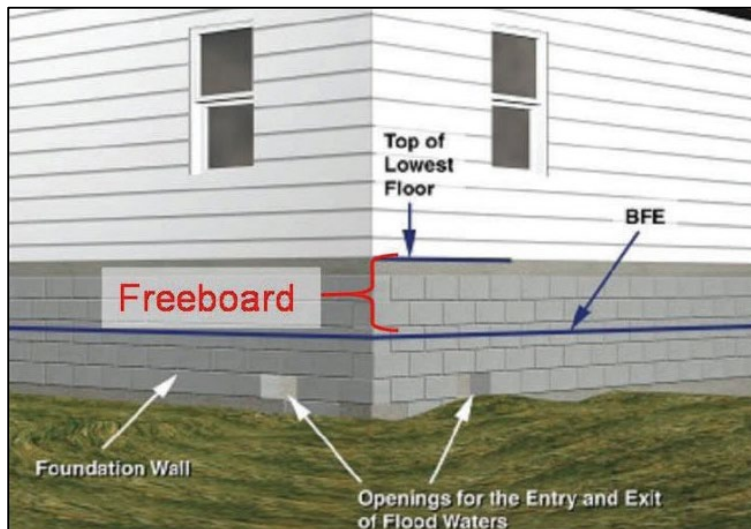
Action:

A City Council Public Hearing will be held on March 11, 2025.



FREEBOARD

An additional amount of height above the Base Flood Elevation used as a factor of safety in determining the level at which a structure's lowest floor must be elevated or floodproofed.



SUBSTANTIAL IMPROVEMENT

Any reconstruction, rehabilitation, addition, or other improvement of a structure, the cost of which equals or exceeds fifty percent (50%) of the market value of the structure before the start of construction of the improvement.

Term does not include:

- Correcting existing violations of health, sanitary, or safety code[...] to assure safe living conditions.
- Alteration of a historic structure, provided the alteration will not preclude the continued designation as a historic structure.

AN ORDINANCE TO AMEND AND REENACT THE CODE OF THE CITY OF LYNCHBURG, 1981, BY AMENDING SECTIONS 35.2-59, 35.2-59.1, 35.2-59.2, 35.2-59.3, 35.2-59.4, 35.2-59.5, AND 35.2-59.6 OF ARTICLE V OF CHAPTER 35.2 OF SUCH CODE; BY CREATING SECTIONS 35.2-59.6.1, 35.2-59.6.2, 35.2-59.6.3, 35.2-59.6.4, 35.2-59.6.5, 35.2-59.6.6, AND 35.2-59.6.7 OF ARTICLE V OF CHAPTER 35.2 OF SUCH CODE; AMENDING SECTION 35.2-59.7 OF ARTICLE V OF CHAPTER 35.2 OF SUCH CODE; CREATING SECTIONS 35.2-59.7.1, 35.2-59.7.2, 35.2-59.7.3, AND 35.2-59.7.4 OF ARTICLE V OF CHAPTER 35.2 OF SUCH CODE; AMENDING 35.2-59.8 OF ARTICLE V OF CHAPTER 35.2 OF SUCH CODE; CREATING SECTIONS 35.2-59.8.1, 35.2-59.8.2, 35.2-59.8.3, AND 35.2-59.8.4 OF ARTICLE V OF CHAPTER 35.2 OF SUCH CODE; AMENDING SECTIONS 35.2-59.9, 35.2-59.10, 35.2-59.11, AND 35.2-59.12 OF ARTICLE V OF CHAPTER 35.2 OF SUCH CODE; AND REPEALING SECTION 35.2-59.17 OF ARTICLE V OF CHAPTER 35.2 OF SUCH CODE; ALL SUCH ACTIONS BEING MADE FOR THE PURPOSE OF UPDATING THE CITY'S FLOODPLAIN MANAGEMENT ORDINANCE.

ORDINANCE:

#O-24-__

WHEREAS, upon recommendation of the Planning Commission for the City of Lynchburg, Virginia, and after a public hearing was duly advertised and held before the Lynchburg City Council, this Ordinance is now considered for adoption.

NOW, THEREFORE, 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 (i) amending Sections 35.2-59, 35.2-59.1, 35.2-59.2, 35.2-59.3, 35.2-59.4, 35.2-59.5, and 35.2-59.6 of Article V of Chapter 35.2 of such code; (ii) creating Sections 35.2-59.6.1, 35.2-59.6.2, 35.2-59.6.3, 35.2-59.6.4, 35.2-59.6.5, 35.2-59.6.6, and 35.2-59.6.7 of Article V of Chapter 35.2 of such code; (iii) amending Section 35.2-59.7 of Article V of Chapter 35.2 of such code; (iv) creating Sections 35.2-59.7.1, 35.2-59.7.2, 35.2-59.7.3, and 35.2-59.7.4 of Article V of Chapter 35.2 of such code; (v) amending Section 35.2-59.8 of Article V of Chapter 35.2 of such code; (vi) creating Sections 35.2-59.8.1, 35.2-59.8.2, 35.2-59.8.3, and 35.2-59.8.4 of Article V of Chapter 35.2 of such code; and (vii) amending Sections 35.2-59.9, 35.2-59.10, 35.2-59.11, and 35.2-59.12 of Article V of Chapter 35.2 of such code, all as follows:

Sec. 35.2-59. Flood Hazard Districts. Floodplain Area Regulations.

Sec. 35.2-59.1. Statutory Authorization and Purpose [44 CFR 59.22(a)(2)].

~~The flood hazard districts (floodway districts (FW), floodway fringe districts (FF), and approximated flood plain districts (AFP)) are to provide primarily for the preservation and protection of lives and property in the flood plain areas of the City as well as to satisfy the Federal Emergency Management Agency (FEMA) requirements for full compliance with the National Flood Insurance Program (NFIP) to:~~

- ~~(a) — Protect and promote the health, safety and general welfare of the public.~~
- ~~(b) — Prevent the loss of life and excess damage to property in flood hazard areas.~~
- ~~(c) — Promote health and safe use of flood plains and avoid disruption of commerce and industry, extraordinary public expenditures for flood relief and the impairment of the tax base.~~

~~(d) — Restrict or prohibit uses that are dangerous to health, safety or property in times of flood.~~

~~(e) — Require that uses vulnerable to floods, including public facilities that serve such uses, shall be protected against flood damage at the time of initial construction.~~

(a) This ordinance is adopted pursuant to the authority granted to localities by Va. Code § 15.2-2280. The purpose of these provisions is to prevent: the loss of life, health, or property; the creation of health and safety hazards; the disruption of commerce and governmental services; the extraordinary and unnecessary expenditure of public funds for flood protection and relief; and the impairment of the tax base by:

- (1) Regulating uses, activities, and development which, alone or in combination with other existing or future uses, activities, and development, will cause unacceptable increases in flood heights, velocities, and frequencies;
- (2) Restricting or prohibiting certain uses, activities, and development from locating within districts subject to flooding;
- (3) Requiring all those uses, activities, and developments that do occur in flood-prone districts to be protected and/or floodproofed against flooding and flood damage; and,
- (4) Protecting individuals from buying land and structures which are unsuited for intended purposes because of flood hazards.

(b) The provisions of this ordinance comply with the requirements of the National Flood Insurance Program (42 USC 4001-4128) of the Federal Insurance Administration. These provisions are necessary in order for all property owners within the City to be eligible for the National Flood Insurance Program and thereby purchase such insurance at nominal rates.

Sec. 35.2-59.2. Boundaries. Applicability.

~~(a) — The boundaries of the flood zoning districts will be shown on the Official Zoning Map, as they become available, and shall be determined by the water surface profiles, and, in the event of conflict between the boundaries shown on the Official Zoning Map and the water surface profiles, the water surface profiles shall control. Applicants for a building permit must ensure to the satisfaction of the Zoning Administrator or the Board of Zoning Appeals, as applicable that the building site is not in a floodplain.~~

~~(b) — The building official shall obtain, review and reasonably utilize any base flood elevation and floodway data available from a federal, state or other source, as criteria for requiring that new construction, substantial improvements~~

The provisions of this ordinance shall apply to all privately and publicly owned lands within the jurisdiction of the City of Lynchburg, Virginia identified as floodplain areas (a) by the City or pursuant to the provisions of this ordinance; (b) on the flood insurance rate map (FIRM); and/or (c) in the Flood Insurance Study (FIS) that are provided to the City by FEMA. Where these provisions are at variance with other provisions of the Zoning Ordinance, it is intended that these provisions shall apply. The FIRM is declared to be a part of this ordinance and shall be kept on file in the office of the Floodplain Administrator.

The provisions of this ordinance primarily address “special flood hazard areas,” which are those areas within the floodplain subject to a one percent (1%) or greater chance of being flooded in any given year. Special flood hazard areas in the City may be designated as Zone AE or A on the FIRM as follows:

“AE” zones are areas subject to inundation by the one percent (1%) annual chance (100-year) flood event determined by detailed methods and base flood elevations are shown. The Floodway and Floodway Fringe Districts, as established herein, are located in the AE Zone.

“A” zones are areas subject to inundation by the one percent (1%) annual chance (100-year) flood event generally determined using approximate methodologies. Because detailed hydraulic analyses have not been performed, no base flood elevations or flood depths are shown. The Approximated Floodplain District, as established herein, is located in the A Zone.

This ordinance also addresses “other flood areas,” which are those areas within the floodplain subject to inundation by waters of the one-fifth percent (0.2%) annual chance (500-year) flood. Other flood areas are designated as X Zone on the FIRM.

Sec. 35.2-59.3. ~~Warning and disclaimer of liability.~~ Definitions.

~~The degree of flood protection required by this ordinance is based on engineering and scientific methods of study. Larger floods may occur on rare occasions. This ordinance does not imply that areas outside the flood plain districts or land uses permitted within such districts will be free from flooding or flood damages. This ordinance shall not create liability on the part of the City or any officer or employee thereof for any flood damages that result from reliance on this ordinance or any administrative decision lawfully made thereunder.~~

The following words, terms and phrases, when used in this ordinance, shall have the meanings ascribed to them below, except where the context clearly indicates a different meaning:

Appurtenant or accessory structure - A non-residential structure which is on the same parcel of property as the principal structure and the use of which is incidental to the use of the principal structure.

Base flood - The flood having a one percent (1%) chance of being equalled or exceeded in any given year.

Base flood elevation - The water surface elevations of the base flood, that is, the flood level that has a one percent (1%) or greater chance of occurrence in any given year. The water surface elevation of the base flood in relation to the datum specified on the community’s Flood Insurance Rate Map. For the purposes of this ordinance, the base flood is the one percent (1%) annual chance flood.

Basement - Any area of the building having its floor sub-grade (below ground level) on all sides.

Board of Zoning Appeals - The board appointed to review appeals made by individuals with regard to decisions of the Floodplain Administrator in the interpretation of this ordinance.

Development - Any man-made change to improved or unimproved real estate, including, but not limited to, buildings or other structures, temporary structures, mining, dredging, filling, grading, paving, excavation, drilling or other land-disturbing activities or permanent or temporary storage of equipment or materials.

Elevated building - A non-basement building built to have the lowest floor elevated above the ground level by means of solid foundation perimeter walls, pilings, or columns (posts and piers).

Encroachment - The advance or infringement of uses, plant growth, fill, excavation, buildings, permanent structures or development into a floodplain, which may impede or alter the flow capacity of a floodplain.

Existing construction - For the purposes of the insurance program, structures for which the "start of construction" commenced before the effective date of the FIRM or before January 1, 1975 for FIRMs effective before that date. "Existing construction" may also be referred to as "existing structures" and "pre-FIRM."

Flood or flooding –

1. A general or temporary condition of partial or complete inundation of normally dry land areas from:
 - a. The overflow of inland or tidal waters; or,
 - b. The unusual and rapid accumulation or runoff of surface waters from any source.
 - c. Mudflows which are proximately caused by flooding as defined in paragraph (1)(b) of this definition and are akin to a river of liquid and flowing mud on the surfaces of normally dry land areas, as when earth is carried by a current of water and deposited along the path of the current.
2. The collapse or subsidence of land along the shore of a lake or other body of water as a result of erosion or undermining caused by waves or currents of water exceeding anticipated cyclical levels or suddenly caused by an unusually high water level in a natural body of water, accompanied by a severe storm, or by an unanticipated force of nature such as flash flood or an abnormal tidal surge, or by some similarly unusual and unforeseeable event which results in flooding as defined in paragraph 1 (a) of this definition.

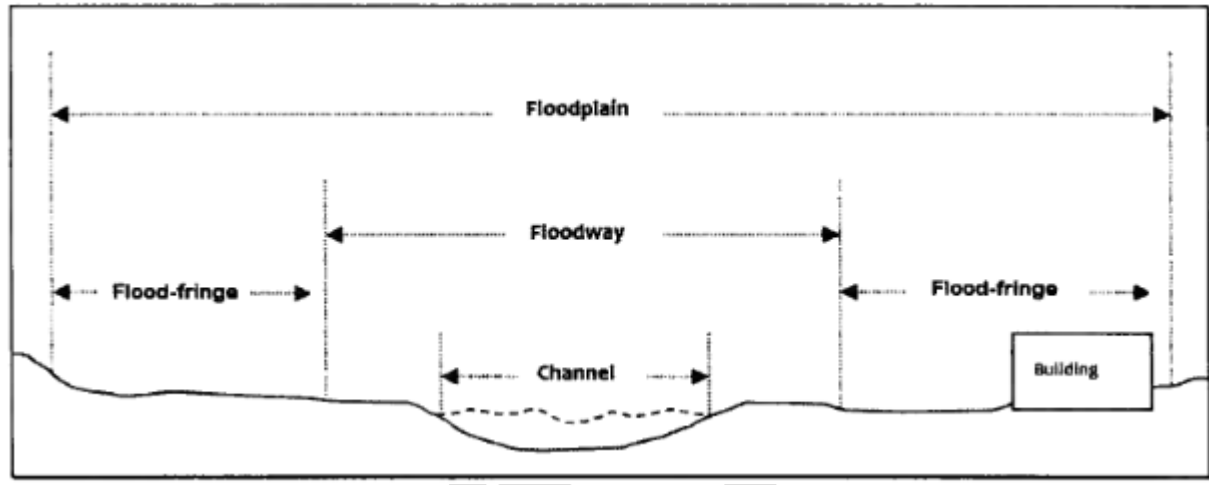
Flood Insurance Rate Map (FIRM) - an official map of a community, on which the Federal Emergency Management Agency (FEMA) has delineated both the special hazard areas and the risk premium zones applicable to the community. A FIRM that has been made available digitally is called a Digital Flood Insurance Rate Map (DFIRM).

Flood Insurance Study (FIS) - a report by FEMA that examines, evaluates and determines flood hazards and, if appropriate, corresponding water surface elevations, or an examination, evaluation and determination of mudflow and/or flood-related erosion hazards.

Floodplain or flood-prone area - Any land area susceptible to being inundated by water from any source.

Floodproofing - any combination of structural and non-structural additions, changes, or adjustments to structures which reduce or eliminate flood damage to real estate or improved real property, water and sanitary facilities, structures and their contents.

Floodway - The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one foot at any point within the community.



Freeboard - A factor of safety usually expressed in feet above a flood level for purposes of floodplain management. "Freeboard" tends to compensate for the many unknown factors that could contribute to flood heights greater than the height calculated for a selected size flood and floodway conditions, such as wave action, bridge openings, and the hydrological effect of urbanization in the watershed.

Functionally dependent use - A use which cannot perform its intended purpose unless it is located or carried out in close proximity to water. This term includes only docking facilities, port facilities that are necessary for the loading and unloading of cargo or passengers, and shipbuilding and ship repair facilities, but does not include long-term storage or related manufacturing facilities.

Highest adjacent grade - the highest natural elevation of the ground surface prior to construction next to the proposed walls of a structure.

Historic structure - Any structure that is:

1. Listed individually in the National Register of Historic Places (a listing maintained by the Department of Interior) or preliminarily determined by the Secretary of the Interior as meeting the requirements for individual listing on the National Register;
2. Certified or preliminarily determined by the Secretary of the Interior as contributing to the historical significance of a registered historic district or a district preliminarily determined by the Secretary to qualify as a registered historic district;
3. Individually listed on a state inventory of historic places in states with historic preservation programs which have been approved by the Secretary of the Interior; or,

4. Individually listed on a local inventory of historic places in communities with historic preservation programs that have been certified either:

a. By an approved state program as determined by the Secretary of the Interior; or,

b. Directly by the Secretary of the Interior in states without approved programs.

Hydrologic and Hydraulic Engineering Analysis - Analyses performed by a licensed professional engineer, in accordance with standard engineering practices that are accepted by the Virginia Department of Conservation and Recreation and FEMA, used to determine the base flood, other frequency floods, flood elevations, floodway information and boundaries, and flood profiles.

Letters of Map Change (LOMC) - A Letter of Map Change is an official FEMA determination, by letter, that amends or revises an effective Flood Insurance Rate Map or FIS. Letters of Map Change include:

Letter of Map Amendment (LOMA) - An amendment based on technical data showing that a property was incorrectly included in a designated special flood hazard area. A LOMA amends the current effective Flood Insurance Rate Map and establishes that a land as defined by meets and bounds or structure is not located in a special flood hazard area.

Letter of Map Revision (LOMR) - A revision based on technical data that may show changes to flood zones, flood elevations, floodplain and floodway delineations, and planimetric features. A Letter of Map Revision Based on Fill (LOMR-F), is a determination that a structure or parcel of land has been elevated by fill above the base flood elevation and is, therefore, no longer exposed to flooding associated with the base flood. In order to qualify for this determination, the fill must have been permitted and placed in accordance with the community's floodplain management regulations.

Conditional Letter of Map Revision (CLOMR) - A formal review and comment as to whether a proposed flood protection project or other project complies with the minimum NFIP requirements for such projects with respect to delineation of special flood hazard areas. A CLOMR does not revise the effective Flood Insurance Rate Map or FIS.

Lowest adjacent grade - the lowest natural elevation of the ground surface next to the walls of a structure.

Lowest floor - The lowest floor of the lowest enclosed area (including basement). An unfinished or flood-resistant enclosure, usable solely for parking of vehicles, building access or storage in an area other than a basement area is not considered a building's lowest floor; provided, that such enclosure is not built so as to render the structure in violation of the applicable non-elevation design requirements of Federal Code 44 CFR §60.3.

Manufactured home - A structure, transportable in one or more sections, which is built on a permanent chassis and is designed for use with or without a permanent foundation when connected to the required utilities. For floodplain management purposes the term "manufactured home" also includes park trailers, travel trailers, and other similar vehicles placed on a site for greater than 180 consecutive days.

Manufactured home park or subdivision - a parcel (or contiguous parcels) of land divided into two or more manufactured home lots for rent or sale.

Mean Sea Level – for purposes of the National Flood Insurance Program, the National Geodetic Vertical Datum (NGVD) of 1929 or the North American Vertical Datum (NAVD) of 1988 to which base flood elevations shown on a community's FIRM are referenced.

New construction - Structures for which the start of construction commenced on or after the effective date of this ordinance and includes any subsequent improvements to such structures. Any construction started after the effective date of the City's first floodplain management ordinance and before the effective start date of this floodplain management ordinance is subject to the ordinance in effect at the time the permit was issued, provided the start of construction was within 180 days of permit issuance.

Other Flood Areas – Those areas designated as X Zone on the FIRM subject to inundation by waters of the one-fifth percent (0.2%) annual chance (500-year) flood.

Ordinance – Unless the context requires otherwise, the term “ordinance” refers to the sections, parts, and provisions of the Zoning Ordinance specific to floodplain management.

Post-FIRM structures - For floodplain management purposes, a structure for which construction, or other development for which “start of construction”, occurred on or after the effective date of the initial Flood Insurance Rate Map.

Pre-FIRM structures - For floodplain management purposes, a structure for which construction, or other development for which “start of construction”, occurred before the effective date of the initial Flood Insurance Rate Map.

Primary frontal dune - a continuous or nearly continuous mound or ridge of sand with relatively steep seaward and landward slopes immediately landward and adjacent to the beach and subject to erosion and overtopping from high tides and waves during major coastal storms.

Recreational vehicle - A vehicle which is:

1. Built on a single chassis;
2. 400 square feet or less when measured at the largest horizontal projection;
3. Designed to be self-propelled or permanently towable by a light duty truck; and,
4. Designed primarily not for use as a permanent dwelling but as temporary living quarters for recreational camping, travel, or seasonal use.

Repetitive Loss Structure - A building covered by a contract for flood insurance that has incurred flood-related damages on two occasions in a 10-year period, in which the cost of the repair, on the average, equalled or exceeded twenty-five percent (25%) of the market value of the structure at the time of each such flood event; and at the time of the second incidence of flood-related damage, the contract for flood insurance contains increased cost of compliance coverage.

Severe repetitive loss structure - a structure that: (a) Is covered under a contract for flood insurance made available under the NFIP; and (b) Has incurred flood related damage - (i) For which four (4) or more separate claims payments have been made under flood insurance coverage with the amount of each such claim exceeding \$5,000, and with the cumulative amount of such claims payments exceeding \$20,000; or (ii) For which at least two (2) separate claims payments have been made under such coverage, with the cumulative amount of such claims exceeding the market value of the insured structure.

Shallow flooding area - A special flood hazard area with base flood depths from one (1) to three (3) feet where a clearly defined channel does not exist, where the path of flooding is unpredictable and indeterminate, and where velocity flow may be evident. Such flooding is characterized by ponding or sheet flow.

Special flood hazard area (SFHA) - The land in the floodplain subject to a one percent (1%) or greater chance of being flooded in any given year as determined in section 35.2-59.7 of this ordinance.

Start of construction - For other than new construction and substantial improvement, under the Coastal Barriers Resource Act (P.L. – 97-348), means the date the building permit was issued, provided the actual start of construction, repair, reconstruction, rehabilitation, addition, placement, substantial improvement or other improvement was within 180 days of the permit date. The actual start means either the first placement of permanent construction of a structure on a site, such as the pouring of slab or footings, the installation of piles, the construction of columns, or any work beyond the stage of excavation; or the placement of a manufactured home on a foundation. Permanent construction does not include land preparation, such as clearing, grading and filling; nor does it include the installation of streets and/or walkways; nor does it include excavation for a basement, footings, piers, or foundations or the erection of temporary forms; nor does it include the installation on the property of accessory buildings, such as garages or sheds not occupied as dwelling units or not part of the main structure. For a substantial improvement, the actual start of the construction means the first alteration of any wall, ceiling, floor, or other structural part of a building, whether or not that alteration affects the external dimensions of the building.

Structure - for floodplain management purposes, a walled and roofed building, including a gas or liquid storage tank, that is principally above ground, as well as a manufactured home.

Substantial damage - Damage of any origin sustained by a structure whereby the cost of restoring the structure to it's before damaged condition would equal or exceed fifty percent (50%) of the market value of the structure before the damage occurred.

Substantial improvement - Any reconstruction, rehabilitation, addition, or other improvement of a structure, the cost of which equals or exceeds fifty percent (50%) of the market value of the structure before the start of construction of the improvement. The term does not, however, include either:

1. Any project for improvement of a structure to correct existing violations of state or local health, sanitary, or safety code specifications which have been identified by the local code enforcement official and which are the minimum necessary to assure safe living conditions; or

2. Any alteration of a historic structure, provided that the alteration will not preclude the structure's continued designation as a historic structure.

Historic structures undergoing repair or rehabilitation that would constitute a substantial improvement as defined above, must comply with all applicable City Code requirements that do not preclude the structure's continued designation as a historic structure. Documentation that a specific ordinance requirement will cause removal of the structure from the National Register of Historic Places or the State Inventory of Historic places must be obtained from the Secretary of the Interior or the State Historic Preservation Officer. Any exemption from City Code requirements will be the minimum necessary to preserve the historic character and design of the structure.

Violation - The failure of a structure or other development to be fully compliant with the community's floodplain management regulations. A structure or other development without the elevation certificate, other certifications, or other evidence of compliance required in this ordinance is presumed to be in violation until such time as that documentation is provided.

Watercourse - A lake, river, creek, stream, wash, channel or other topographic feature on or over which waters flow at least periodically. Watercourse includes specifically designated areas in which substantial flood damage may occur.

Sec. 35.2-59.4. Establishment of flood hazard zoning districts. Compliance, liability, abrogation, and severability [44 CFR 59.22(a)(9)(iii)] [44 CFR 60.1(b)].

~~(a) The flood hazard areas within the jurisdiction of this ordinance are hereby divided into four sections: floodway districts (FW), floodway fringe districts (FF), approximated flood plain districts (AFP), and special floodplain districts (SFD).~~

~~(b) The basis for the delineation of these districts shall be the flood insurance study (FIS) for the City of Lynchburg, Virginia, prepared by the Federal Emergency Management Agency (FEMA), Federal Insurance Administration, as amended. Any changes in the delineation are subject to the prior approval of the federal insurance administrator.~~

~~1. The floodway district is delineated for purposes of this ordinance using the criteria that a certain area within the flood plain must be capable of carrying the waters of the 100-year flood without increasing the water surface elevation. The areas included in this district are specifically defined in Table 2 of the above-referenced flood insurance study and shown on the accompanying Flood Insurance Rate Maps (FIRM).~~

~~2. The flood-fringe district shall be that area of the 100-year flood plain not included in the floodway district. The basis for the outermost boundary of this district shall be the 100-year flood elevations contained in the flood profiles of the above-referenced flood insurance study and as shown on the accompanying Flood Insurance Rate Maps (FIRM), and subsequent revisions.~~

~~3. The approximated flood plain district shall be that flood plain area for which no detailed flood profiles or elevations are provided, but where a 100-year flood plain boundary has been approximated. Such areas are shown on the flood boundary and floodway map and/or flood insurance rate map. Where the specific 100-year flood elevation cannot be determined for this area using other sources of data such as the U.~~

~~S. Army Corps of Engineers, Flood Plain Information Reports, U. S. Geological Survey Flood Prone Quadrangles, etc., then the applicant for the proposed use, development and/or activity shall determine this elevation in accordance with hydrologic and hydraulic engineering techniques. Hydrologic and hydraulic analyses shall be undertaken only by professional engineers or others of demonstrated qualifications, who shall certify that the technical methods used correctly reflect currently accepted technical concepts. Studies, analyses, computations, etc., shall be submitted in sufficient detail to allow a thorough review by the City.~~

~~4. The special floodplain district shall be those areas identified as an AE Zone on the maps accompanying the flood insurance study for which 100-year flood elevations have been provided but for which no floodway has been delineated.~~

(a) No land shall hereafter be developed and no structure shall be located, relocated, constructed, reconstructed, enlarged, or structurally altered except in full compliance with the terms and provisions of this ordinance and any other applicable ordinances and regulations which apply to uses within the jurisdiction of this ordinance, including, but not limited to: the Virginia Uniform Statewide Building Code, the Virginia Industrialized Building Safety Regulations (IBSR), and the Manufactured Home Safety Regulations (MHSR).

(b) The degree of flood protection sought by the provisions of this ordinance is considered reasonable for regulatory purposes and is based on acceptable engineering methods of study, but does not imply total flood protection. Larger floods may occur on rare occasions. Flood heights may be increased by man-made or natural causes. This ordinance does not imply that districts outside the Floodplain Districts or land uses permitted within such districts will be free from flooding or flood damages.

(c) Records of actions associated with administering this ordinance shall be kept on file and maintained by or under the direction of the Floodplain Administrator in perpetuity.

(d) This ordinance shall not create liability on the part of the City or any officer or employee thereof for any flood damages that result from reliance on this ordinance or any administrative decision lawfully made thereunder.

(e) This ordinance supersedes any previously adopted floodplain ordinance. To the extent that any other existing law or regulation is more restrictive or does not conflict with it shall remain in full force and effect.

(f) These regulations are not intended to repeal or abrogate the City's subdivision regulations, ordinances, or building codes. In the event of a conflict between these regulations and any other applicable ordinance or codes, the more restrictive shall govern.

(g) If any section, subsection, paragraph, sentence, clause, or phrase of this ordinance shall be declared invalid for any reason whatever, such decision shall not affect the remaining portions of this ordinance. The remaining portions shall remain in full force and effect; and for this purpose, the provisions of this ordinance are hereby declared to be severable.

(h) Any person who fails to comply with any requirement or provision of this ordinance shall be guilty of the appropriate violation and subject to penalties set forth in section 35.2-102 ("Violations, Enforcement and Penalties") of the Zoning Ordinance.

In addition to the above penalties, all other actions are hereby reserved, including an action in equity for the proper enforcement of this ordinance. The imposition of a fine or penalty for any violation of, or noncompliance with, this ordinance shall not excuse the violation or noncompliance or permit it to continue; and all such persons shall be required to correct or remedy such violations within a reasonable time. Any structure constructed, reconstructed, enlarged, altered or relocated in noncompliance with this ordinance may be declared by the City to be a public nuisance and abatable as such. Flood insurance may be withheld from structures constructed in violation of this ordinance.

Sec. 35.2-59.5. Alteration or relocation of a watercourse. Overlay Concept.

~~(a) Prior to any proposed alteration or relocation of any channels or floodways of any watercourse, stream, etc., within the City of Lynchburg, the following procedures shall apply:~~

~~1. Notification shall be given by the developer to the Federal Emergency Management Agency (FEMA) for work in any stream, watercourse, etc., identified in the flood insurance study (FIS) for the City of Lynchburg.~~

~~2. Approval shall be obtained from the Zoning Administrator for work in any stream, watercourse, etc. in Lynchburg. The developer may be required to provide hydrologic and hydraulic analyses for approval.~~

~~3. Notification shall be given by the developer to the Virginia Division of Dam Safety and Floodplain Management, (Department of Conservation and Recreation), for any proposed work in any stream, watercourse, etc. in the City of Lynchburg and any required permits obtained before work will be permitted. A permit from the U. S. Army Corps of Engineers and the Virginia Marine Resources Commission, and certification from the Virginia State Water Control Board, may be necessary. (A joint permit is available from any of these agencies.) It shall be the responsibility of the developer to obtain all necessary permits. Further notification shall be given by the developer to all adjacent affected jurisdictions, as determined by the City of Lynchburg. Copies of this notification shall be forwarded to the Lynchburg department of community development and any affected counties.~~

~~4. Under no circumstances shall any use, activity and/or development adversely affect the capacity of the channels or floodways of any water course, drainage ditch or any other drainage facility or system.~~

~~(b) All uses, activities, and development occurring within any floodplain district shall be undertaken only upon the issuance of a Building Permit and/or land disturbance permit. Such development shall be undertaken only in strict compliance with the provisions of the City's Zoning Ordinance, the Virginia Uniform Statewide Building Code, the City of Lynchburg subdivision regulations and with all other applicable codes and ordinances, as amended. All proposed development within flood hazard areas will be reviewed to assure that all necessary permits have been obtained from those governmental agencies from which approval is required by federal or state law, including Section 404 of the Federal Water Pollution Control Act amendments of 1972, 33 V.S.C. 1334.~~

The special flood hazard areas and other flood areas described herein shall be overlays to the existing underlying districts as established in the City's Zoning Ordinance, and as such, the

provisions of these Floodplain Area Regulations shall serve as a supplement to the underlying district provisions. Unless otherwise stated herein, the underlying district provisions in the Zoning Ordinance shall control the permissible uses in any given district.

If there is any conflict between the provisions or requirements of these Floodplain Area Regulations and those of any underlying district pursuant to the Zoning Ordinance, the more restrictive provisions shall apply. In the event any provision concerning a special flood hazard area or other flood area is declared inapplicable as a result of any legislative or administrative actions or judicial decision, the basic underlying provisions shall remain applicable.

Sec. 35.2-59.6. Prohibited uses: Floodway District (FW). Administration.

~~The following structures and uses are hereby prohibited in the floodway district:~~

~~(a) The storage or processing of materials that are pollutants, buoyant, flammable, poisonous, explosive or could be injurious to human, animal or plant life in time of flooding or that have high flood damage potential.~~

~~(b) Garbage and waste disposal facilities including any further encroachment upon the floodway at existing sites.~~

~~(c) Recreational uses with fencing to surround the playing area—such as tennis courts or fenced ball fields.~~

Sec. 35.2-59.6.1. Designation of the Floodplain Administrator [44 CFR 59.22(b)].

The position of Floodplain Administrator shall be appointed by the City Manager, or his designee, to administer and implement these regulations as set forth in this ordinance. The Floodplain Administrator may delegate duties and responsibilities set forth in these regulations to qualified technical personnel, plan examiners, inspectors, and other City officials and employees, including but not limited to the Zoning Administrator and Building Official, as appropriate. The Floodplain Administrator may enter into a written agreement or written contract with another community or private sector entity to administer specific provisions of these regulations. Administration of any part of these regulations by another entity shall not relieve the community of its responsibilities pursuant to the participation requirements of the National Flood Insurance Program as set forth in the Code of Federal Regulations at 44 C.F.R. Section 59.22. In the absence of a designated Floodplain Administrator, the duties are conducted by the City's Environmental Planner in the Department of Community Development.

Sec. 35.2-59.6.2. Duties and Responsibilities of the Floodplain Administrator [44 CFR 60.3].

The duties and responsibilities of the Floodplain Administrator generally include but are not limited to:

(a) Review applications for permits to determine whether proposed activities will be located in the Special Flood Hazard Area (SFHA).

(b) Interpret floodplain boundaries and provide available base flood elevation and flood hazard information.

(c) Review applications to determine whether proposed activities will be reasonably safe from flooding and require new construction and substantial improvements to meet the requirements of these regulations.

(d) Review applications to determine whether all necessary permits have been obtained from the Federal, State, or Local agencies from which prior or concurrent approval is required; in particular, permits from State agencies for any construction, reconstruction, repair, or alteration of a dam, reservoir, or waterway obstruction (including bridges, culverts, structures), any alteration of a watercourse, or any change of the course, current, or cross section of a stream or body of water, including any change to the 100-year frequency floodplain of free-flowing non-tidal waters of the State.

(e) Verify that applicants proposing an alteration of a watercourse have notified adjacent communities, the Department of Conservation and Recreation (Division of Dam Safety and Floodplain Management), and other appropriate agencies (VADEQ, USACE), and have submitted copies of such notifications to FEMA.

(f) Approve applications and issue permits to develop in flood hazard areas if the provisions of these regulations have been met, or disapprove applications if the provisions of these regulations have not been met.

(g) Inspect or cause to be inspected, buildings, structures, and other development for which permits have been issued to determine compliance with these regulations or to determine if non-compliance has occurred or violations have been committed.

(h) Review Elevation Certificates and require incomplete or deficient certificates to be corrected.

(i) Submit to FEMA, or require applicants to submit to FEMA, data and information necessary to maintain FIRMs, including hydrologic and hydraulic engineering analyses prepared by or for the City, within six months after such data and information becomes available if the analyses indicate changes in base flood elevations.

(j) Maintain records that are necessary for the administration of these regulations, including:

- (1) Flood Insurance Studies, Flood Insurance Rate Maps (including historic studies and maps and current effective studies and maps), and Letters of Map Change; and,
- (2) Documentation supporting issuance and denial of permits, Elevation Certificates, documentation of the elevation (in relation to the datum on the FIRM) to which structures have been floodproofed, inspection records, other required design certifications, variances, and records of enforcement actions taken to correct violations of these regulations.

(k) Enforce the provisions of these regulations, investigate violations, issue notices of violations or stop work orders, and require permit holders to take corrective action.

(l) Establish procedures for the application and consideration for variances requested pursuant to section 35.2-59.12 and waivers requested pursuant to section 35.2-59.11(a)(4).

(m) Administer the requirements related to proposed work on existing buildings:

- (1) Make determinations as to whether buildings and structures that are located in flood hazard areas and that are damaged by any cause have been substantially damaged.
- (2) Make reasonable efforts to notify owners of substantially damaged structures of the need to obtain a permit to repair, rehabilitate, or reconstruct. Prohibit the non-compliant repair of substantially damaged buildings except for temporary emergency protective measures necessary to secure a property or stabilize a building or structure to prevent additional damage.

(n) Undertake, as determined appropriate by the Floodplain Administrator due to the circumstances, other actions which may include but are not limited to: issuing press releases, public service announcements, and other public information materials related to permit requests and repair of damaged structures; coordinating with other Federal, State, and Local agencies to assist with substantial damage determinations; providing owners of damaged structures information related to the proper repair of damaged structures in special flood hazard areas; and assisting property owners with documentation necessary to file claims for Increased Cost of Compliance coverage under NFIP flood insurance policies.

(o) Notify FEMA when the corporate boundaries of the City have been modified and:

- (1) Provide a map that clearly delineates the new corporate boundaries or the new area for which the authority to regulate pursuant to these regulations has either been assumed or relinquished through annexation; and,
- (2) If the FIRM for any annexed area includes special flood hazard areas that have flood zones that have regulatory requirements that are not set forth in these regulations, prepare amendments to these regulations to adopt the FIRM and appropriate requirements, and submit the amendments to the City Council for adoption; such adoption shall take place at the same time as or prior to the date of annexation and a copy of the amended regulations shall be provided to Department of Conservation and Recreation (Division of Dam Safety and Floodplain Management) and FEMA.

(p) Upon the request of FEMA, complete and submit a report concerning participation in the NFIP which may request information regarding the number of buildings in the SFHA, number of permits issued for development in the SFHA, and number of variances issued for development in the SFHA.

(q) It is the duty of the Floodplain Administrator to take into account flood, mudslide and flood-related erosion hazards, to the extent that they are known, in all official actions relating to land management and use throughout the entire jurisdictional area of the Community, whether or not those hazards have been specifically delineated geographically (e.g. via mapping or surveying).

Sec. 35.2-59.6.3. Use and Interpretation of FIRMs [44 CFR 60.3].

The Floodplain Administrator shall make interpretations, where needed, as to the exact location of special flood hazard areas, other flood areas, floodplain boundaries, and floodway boundaries. The following shall apply to the use and interpretation of FIRMs and data:

(a) Where field surveyed topography indicates that adjacent ground elevations:

- (1) Are below the base flood elevation in riverine SFHAs, or below the 1% storm surge elevation in coastal SFHAs, even in areas not delineated as a special flood hazard area on a FIRM, the area shall be considered as special flood hazard area and subject to the requirements of these regulations; or,
- (2) Are above the base flood elevation and the area is labelled as a SFHA on the FIRM, the area shall be regulated as special flood hazard area unless the applicant obtains a Letter of Map Change that removes the area from the SFHA.

(b) In FEMA-identified special flood hazard areas where base flood elevation and floodway data have not been identified and in areas where FEMA has not identified SFHAs, any other flood hazard data available from a Federal, State, or other source shall be reviewed and reasonably used.

(c) Base flood elevations and designated floodway boundaries on FIRMs and in FISs shall take precedence over base flood elevations and floodway boundaries by any other sources if such sources show reduced floodway widths and/or lower base flood elevations.

(d) Other sources of data shall be reasonably used if such sources show increased base flood elevations and/or larger floodway areas than are shown on FIRMs and in FISs.

(e) If a Preliminary Flood Insurance Rate Map and/or a Preliminary FIS has been provided by FEMA:

- (1) Upon the issuance of a Letter of Final Determination by FEMA, the preliminary flood hazard data shall be used and shall replace the flood hazard data previously provided from FEMA for the purposes of administering these regulations.
- (2) Prior to the issuance of a Letter of Final Determination by FEMA, the use of preliminary flood hazard data shall be deemed the best available data pursuant to section 35.2-59.7.4 and used where no base flood elevations and/or floodway areas are provided on the effective FIRM.
- (3) Prior to issuance of a Letter of Final Determination by FEMA, the use of preliminary flood hazard data is permitted where the preliminary base flood elevations or floodway areas exceed the base flood elevations and/or designated floodway widths in existing flood hazard data provided by FEMA. Such preliminary data may be subject to change and/or appeal to FEMA.

Sec. 35.2-59.6.4. District Boundary Changes.

The delineation of any of the Floodplain Districts may be revised by the City where natural or man-made changes have occurred and/or where more detailed studies have been conducted or undertaken by the U. S. Army Corps of Engineers or other qualified agency, or an individual

documents the need for such change. However, prior to any such change, approval must be obtained from FEMA. A completed LOMR is a record of this approval.

Sec. 35.2-59.6.5. Interpretation of District Boundaries.

Initial interpretations of the boundaries of the Floodplain Districts shall be made by the Floodplain Administrator. Should a dispute arise concerning the boundaries of any of the Floodplain Districts, the Board of Zoning Appeals shall make the necessary determination. The person questioning or contesting the location of a Floodplain District boundary shall be given a reasonable opportunity to present his case to the Board of Zoning Appeals and to submit his own technical evidence if he so desires.

Sec. 35.2-59.6.6. Submitting Model Backed Technical Data [44 CFR 65.3].

The City's base flood elevations may increase or decrease resulting from physical changes affecting flooding conditions. As soon as practicable, but not later than six months after the date such information becomes available, the City will notify FEMA of any known changes by submitting technical or scientific data. The City may submit data via a LOMR. Such a submission is necessary so that upon confirmation of those physical changes affecting flooding conditions, risk premium rates and floodplain management requirements will be based upon current data.

Sec. 35.2-59.6.7. Letters of Map Revision.

When development in the floodplain permitted hereunder will cause or causes a change in the base flood elevation, the applicant, including State agencies, must notify FEMA by applying for a Conditional Letter of Map Revision and then a Letter of Map Revision.

Example cases include:

Any development that causes a rise in the base flood elevations within the floodway.

Any development occurring in Zones A1-30 and AE without a designated floodway, which will cause a rise of more than one foot in the base flood elevation.

Alteration or relocation of a stream (including but not limited to installing culverts and bridges) 44 Code of Federal Regulations §65.3 and §65.6(a)(12).

Sec. 35.2-59.7. Uses permitted by right: Floodway District (FW). Establishment of Special Flood Hazard Districts. [44 CFR 59.1, 60.3].

The following uses shall be permitted within the floodway district; provided that they are not prohibited by any other ordinance, and, provided further, that encroachments, including fill, new construction, substantial improvements and other development within the floodway district shall not result in any increase in flood levels within the community during the occurrence of the base flood discharge.

(a) Agricultural uses such as general farming, pasturing, grazing, outdoor plant nurseries, horticulture, viticulture, truck farming, forestry, sod farming and wild crop harvesting.

(b) Industrial—commercial uses such as loading areas, parking areas, airport landing strips.

~~(c) Recreational uses such as temporary festivals operated by nonprofit organizations, golf courses, driving ranges, archery ranges, picnic areas, boat launching ramps, parks, swimming areas, fish hatcheries, wildlife preserves, game farms, target ranges, hiking and horseback trails and hunting and fishing areas.~~

~~(d) Residential uses such as lawns, gardens, parking areas and play areas.~~

~~(e) Transportation and service uses such as streets, bridges, pipes and pipelines, utilities and railroads, provided:~~

~~1. New and replacement water supply systems are to be designed to minimize or eliminate infiltration of flood waters into the systems.~~

~~2. New and replacement sanitary sewage systems are to be designed to minimize or eliminate infiltration of flood waters into the systems and discharges from the systems into flood waters; and onsite waste disposal systems are to be located to avoid impairment to them or contamination from them during flooding.~~

~~3. Adequate drainage shall be provided to reduce exposure to flood hazards.~~

Sec. 35.2-59.7.1. Basis of Districts.

The various special flood hazard districts shall include areas subject to inundation by waters of the one percent (1%) annual chance (100-year) flood. The minimum basis for the delineation of these districts shall be the FIS and the FIRM for the City prepared by FEMA, Federal Insurance Administration, dated June 3, 2008, and any subsequent revisions or amendments thereto.

The City may identify and regulate other flood areas, local flood hazard or ponding areas that are not delineated on the FIRM. These areas may be delineated on a "Local Flood Hazard Map" using best available topographic data and locally derived information such as flood of record, historic high water marks, or approximate study methodologies.

Sec. 35.2-59.7.2. Specific Districts: Floodway District.

The Floodway District is in an AE Zone and is delineated, for purposes of this ordinance, using the criterion that certain areas within the floodplain must be capable of carrying the waters of the one percent (1%) annual chance flood without increasing the water surface elevation of that flood more than one (1) foot at any point. The areas included in the Floodway District are specifically defined in Table 4 of the above-referenced FIS and shown on the accompanying FIRM.

The following provisions shall apply within the Floodway District [44 CFR 60.3(d)]:

(a) Within any floodway area, no encroachments, including fill, or substantial improvements or other development relating to existing structures shall be permitted unless it has been demonstrated through hydrologic and hydraulic analysis performed in accordance with standard engineering practice that the proposed encroachment will not result in any increase in flood levels within the community during the occurrence of the base flood discharge. Hydrologic and hydraulic analyses shall be undertaken only by professional engineers or others of demonstrated qualifications, who shall certify that the technical methods used correctly reflect currently-accepted technical concepts. Studies, analyses, computations, etc.,

shall be submitted in sufficient detail to allow a thorough review by the Floodplain Administrator. No new construction shall be permitted within any floodway area. Development activities which increase the water surface elevation of the base flood may be allowed, provided that the applicant first applies – with the City’s endorsement – for a Conditional Letter of Map Revision (CLOMR), and receives the approval of FEMA.

If the foregoing provision is satisfied, all substantial improvements shall comply with all applicable flood hazard reduction provisions of section 35.2-59.8.

(b) The placement of manufactured homes (mobile homes) is prohibited, except for replacement in an existing manufactured home (mobile home) park or subdivision. A replacement manufactured home may be placed on a lot in an existing manufactured home park or subdivision provided the anchoring, elevation, and encroachment standards stated herein are met.

Sec. 35.2-59.7.3. Specific Districts: Floodway Fringe District.

The Floodway Fringe District is in the AE Zone and shall be those areas for which one percent (1%) annual chance flood elevations have been provided and the floodway has not been delineated as detailed in section 35.2-59.7.2. The following provisions shall apply within an AE zone [44 CFR 60.3(c)] where FEMA has provided base flood elevations¹:

Until a regulatory floodway is designated, no new construction, substantial improvements, or other development (including fill) shall be permitted within the AE zone of special flood hazard unless it is demonstrated that the cumulative effect of the proposed development, when combined with all other existing and anticipated development, will not increase the water surface elevation of the base flood within the City.

Development activities in AE zone on the City’s FIRM which increase the water surface elevation of the base flood may be allowed, provided that the applicant first applies – with the City’s endorsement – for a Conditional Letter of Map Revision, and receives the approval of FEMA.

Sec. 35.2-59.7.4. Specific Districts: Approximated Floodplain District.

The Approximated Floodplain District shall be that floodplain area for which no detailed flood profiles or elevations are provided, but where a one percent (1%) annual chance floodplain boundary has been approximated. Such areas are shown as A Zone on the FIRM accompanying the FIS.

For these areas, the base flood elevations and floodway information from Federal, State, and other acceptable sources shall be used, when available. Where the specific one percent (1%) annual chance flood elevation cannot be determined for this area using other acceptable sources of data, such as the U. S. Army Corps of Engineers Floodplain Information Reports, U. S. Geological Survey Flood-Prone Quadrangles, etc., then the applicant for the proposed use, development and/or activity shall determine this base flood elevation. For development proposed

¹ The requirement in 60.3(c)(10) only applies along rivers, streams, and other watercourses where FEMA has provided base flood elevations. The requirement does not apply along lakes, bays and estuaries, and the ocean coast.

in the approximate floodplain the applicant must use technical methods that correctly reflect currently accepted practices, such as point on boundary, high water marks, or detailed methodologies hydrologic and hydraulic analyses. Studies, analyses, computations, etc., shall be submitted in sufficient detail to allow a thorough review by the Floodplain Administrator.

The Floodplain Administrator reserves the right to require a hydrologic and hydraulic analysis for any development. When such base flood elevation data is utilized, the lowest floor shall be elevated to or above the base flood level plus eighteen (18) inches.

During the permitting process, the Floodplain Administrator shall obtain:

(a) The elevation of the lowest floor (in relation to mean sea level), including the basement, of all new and substantially improved structures; and,

(b) If the structure has been floodproofed in accordance with the requirements of this ordinance, the elevation (in relation to mean sea level) to which the structure has been floodproofed.

Base flood elevation data shall be obtained from other acceptable sources or developed using detailed methodologies comparable to those contained in a FIS for subdivision proposals and other proposed development proposals (including manufactured home parks and subdivisions) that exceed five lots or five acres, whichever is the lesser.

**Sec. 35.2-59.8. Uses permitted by conditional use permit: Floodway District (FW).
District Provisions [44 CFR 59.22, 60.2, 60.3].**

~~Certain conditional uses may be allowed within the floodway district provided they comply with the regulations of section 35.2-11 (Applications Requiring Public Hearings Before City Council) of this ordinance. However, encroachments, including fill, new construction, substantial improvements and other development within the floodway districts, shall be proved not to result in any increase in flood levels within the community during the occurrence of the base flood discharge. Conditional uses include the following:~~

~~(a) Marinas, boat rentals, docks, piers, wharves.~~

Sec. 35.2-59.8.1. Permit and Application Requirements.

(a) Permit Requirement. All uses, activities, and development occurring within any Floodplain District, including replacement of manufactured homes, shall be undertaken only upon the issuance of a permit. Such development shall be undertaken only in strict compliance with the provisions of this ordinance and with all other applicable codes and ordinances, as amended, such as the Virginia Uniform Statewide Building Code and the City's Subdivision Ordinance. Prior to the issuance of any such permit, the Floodplain Administrator shall require all applications to include compliance with all applicable State and Federal laws and shall review all sites to assure they are reasonably safe from flooding. Under no circumstances shall any use, activity, and/or development adversely affect the capacity of the channels or floodways of any watercourse, drainage ditch, or any other drainage facility or system.

(b) Site Plans and Permit Applications. All applications for development within any Floodplain District and all permits issued for the floodplain shall incorporate the following information:

- (1) The elevation of the Base Flood at the site.
- (2) For structures to be elevated, the elevation of the lowest floor (including basement).
- (3) For structures to be floodproofed (non-residential only), the elevation to which the structure will be floodproofed.
- (4) Topographic information showing existing and proposed ground elevations.

Sec. 35.2-59.8.2. General Standards.

The following provisions shall apply to all permits:

(a) New construction and substantial improvements shall be built according to this ordinance and the Virginia Uniform Statewide Building Code, and anchored to prevent flotation, collapse, or lateral movement of the structure.

(b) New construction and substantial improvements shall be constructed with materials and utility equipment resistant to flood damage.

(c) New construction or substantial improvements shall be constructed by methods and practices that minimize flood damage.

(d) Electrical, heating, ventilation, plumbing, air conditioning equipment, and other service facilities, including duct work, shall be designed and/or located so as to prevent water from entering or accumulating within the components during conditions of flooding.

(e) New and replacement water supply systems shall be designed to minimize or eliminate infiltration of flood waters into the system.

(f) New and replacement sanitary sewage systems shall be designed to minimize or eliminate infiltration of flood waters into the systems and discharges from the systems into flood waters.

(g) On-site waste disposal systems shall be located and constructed to avoid impairment to them or contamination from them during flooding.

In addition to provisions (a) – (g) above, in all special flood hazard areas, the additional provisions shall apply:

- i. Prior to any proposed alteration or relocation of any channels or of any watercourse, stream, etc., within this jurisdiction a permit shall be obtained from the U. S. Corps of Engineers, the Virginia Department of Environmental Quality, and the Virginia Marine Resources Commission (a joint permit application is available from any of these organizations). Furthermore, in riverine areas, notification of the proposal shall be given by the applicant to all affected adjacent jurisdictions, the Department of Conservation and Recreation (Division of Dam Safety and Floodplain Management), other required agencies, and FEMA.
- ii. The flood carrying capacity within an altered or relocated portion of any watercourse shall be maintained.

Sec. 35.2-59.8.3. Elevation and Construction Standards [44 CFR 60.3].

In all identified special flood hazard areas where base flood elevations have been provided in the FIS or generated by a certified professional in accordance with section 35.2-59.7.4, the following provisions shall apply:

(a) Residential Construction. New construction or substantial improvement of any residential structure (including replacement manufactured homes) in the AE and A Zones with detailed base flood elevations shall have the lowest floor, including basement, elevated to or above the base flood level plus eighteen (18) inches.

(b) Non-Residential Construction.

- (1) New construction or substantial improvement of any commercial, industrial, or non-residential building (or manufactured home) shall have the lowest floor, including basement, elevated to or above the base flood level plus eighteen (18) inches.
- (2) Non-residential buildings located in the AE Zone may be floodproofed in lieu of being elevated provided that all areas of the building components below the elevation corresponding to the BFE plus eighteen (18) inches are water tight with walls substantially impermeable to the passage of water, and use structural components having the capability of resisting hydrostatic and hydrodynamic loads and the effect of buoyancy. A registered professional engineer or architect shall certify that the standards of this subsection are satisfied. Such certification, including the specific elevation (in relation to mean sea level) to which such structures are floodproofed, shall be maintained by the Floodplain Administrator.

(c) Space Below the Lowest Floor. In AE and A Zones, fully enclosed areas, of new construction or substantially improved structures, which are below the regulatory flood protection elevation shall:

- (1) Not be designed or used for human habitation, but shall be used solely for parking of vehicles, building access, or limited storage of maintenance equipment used in connection with the premises. Access to the enclosed area shall be the minimum necessary to allow for parking of vehicles (garage door) or limited storage of maintenance equipment (standard exterior door), or entry to the living area (stairway or elevator).
- (2) Be constructed entirely of flood resistant materials below the regulatory flood protection elevation:
- (3) Include measures to automatically equalize hydrostatic flood forces on walls by allowing for the entry and exist of floodwaters. To meet this requirement, the openings must either be certified by a professional engineer or architect or meet the following minimum design criteria:
 - i. Provide a minimum of two openings on different sides of each enclosed area subject to flooding.
 - ii. The total net area of all openings must be at least one (1) square inch for each square foot of enclosed area subject to flooding.

iii. If a building has more than one enclosed area, each area must have openings to allow floodwaters to automatically enter and exit.

iv. The bottom of all required openings shall be no higher than one (1) foot above the adjacent grade.

v. Openings may be equipped with screens louvers, or other opening coverings or devices, provided they permit the automatic flow of floodwaters in both directions.

vi. Foundation enclosures made of flexible skirting are not considered enclosures for regulatory purposes, and, therefore, do not require openings. Masonry or wood underpinning, regardless of structural status, is considered an enclosure and requires openings as outlined above.

(c) Accessory Structures. Accessory structures of any size shall be prohibited within the SFHA and no variance shall be granted for accessory structures.

(d) Standards for Replacement Manufactured Homes and Recreational Vehicles.

(1) In the AE and A Zones, all replacement manufactured homes placed must meet all the requirements for new construction, including the elevation and anchoring requirements in section 35.2-59.8.2 and section 35.2-59.8.3. Such anchoring shall be completed to resist flotation, collapse, or lateral movement by providing over-the-top and frame ties to ground anchors in either of the following arrangements: (i) over-the-top ties at each corner plus one frame tie at the middle of each side; or (ii) frame ties at each corner plus no less than five evenly spaced additional frame ties per side. All ties to the ground shall be able to carry a force of 4,800 pounds. This standard shall be in addition to and consistent with applicable state anchoring requirements for resisting wind forces.

(2) All recreational vehicles placed on sites must either:

- i. Be on the site for fewer than 180 consecutive days, be fully licensed and ready for highway use (a recreational vehicle is ready for highway use if it is on its wheels or jacking system, is attached to the site only by quick disconnect type utilities and security devices and has no permanently attached additions); or,
- ii. Meet all the requirements for manufactured homes in section 35.2-59.8.3(d)(1) above.

Sec. 35.2-59.8.4. Standards for Subdivision Proposals.

(a) All subdivision proposals shall be consistent with the need to minimize flood damage;

(b) All subdivision proposals shall have public utilities and facilities such as sewer, gas, electrical, and water systems located and constructed to minimize flood damage;

(c) All subdivision proposals shall have adequate drainage provided to reduce exposure to flood hazards; and,

(d) Base flood elevation data shall be obtained from other acceptable sources or developed using detailed methodologies, hydraulic and hydrologic analysis, comparable to those contained in a FIS for subdivision proposals and other proposed development proposals (including manufactured home parks and subdivisions) that exceed five (5) lots or five (5) acres, whichever is the lesser.

Sec. 35.2-59.9. Uses permitted by right: Floodway Fringe District (FF). Other Flood Areas.

~~Any use permitted by right in the floodway district (FW) may be permitted within the floodway fringe district (FF) provided it is not in conflict with any existing ordinances.~~

Other flood areas shall be those areas for which no detailed flood profiles or elevations are provided, but the one-fifth percent (0.2%) annual chance floodplain boundary has been approximated. Other Flood Areas are located in the X Zone on the FIRM accompanying the FIS. The following provisions shall apply to other flood areas:

(a) These areas are within the floodplain subject to inundation by waters of the one-fifth percent (0.2%) annual chance (500-year) flood. As such, while the risk of flooding is lower compared to special flood hazard areas, flooding may nonetheless occur in these areas which could result in damage and the inability for access from rescue and other emergency services.

(b) No emergency service, medical service, or governmental records storage shall be allowed on these areas except by using the variance process.

Sec. 35.2-59.10. Uses permitted by conditional use permit: Floodway Fringe District (FF). Prohibited Uses.

~~The following conditional uses will be permitted within the floodway fringe district provided they comply with the regulations of section 35.2-11 (Applications Requiring Public Hearings Before City Council) of this ordinance.~~

~~(a) Structures accessory to open space.~~

~~(b) Circuses, carnivals and similar transient amusement facilities.~~

~~(c) New and used car lots, roadside stands.~~

~~(d) Extraction of sand, gravel and other natural materials.~~

~~(e) Storage yards for equipment, machinery or materials.~~

~~(f) Residential structures meeting the following standards:~~

~~1. All new construction and substantial improvements shall have the lowest floor (including basement) elevated to at least one foot above the 100-year flood level. Accessory land uses such as yards, parking areas and railroad tracks may be placed at lower elevations.~~

~~2. Residential structures will have a means of ingress and egress to land outside the flood hazard district that is above the 100-year flood level. The means of pedestrian ingress~~

~~and egress shall be a minimum of 15 feet wide, or five feet wide if equipped with handrails or other safety features. Such structures will also have a means of ingress and egress to land outside the flood hazard district for emergency vehicles.~~

~~3. Existing structures in the floodway area shall not be expanded or enlarged unless it has been demonstrated through hydrologic or hydraulic analyses performed in accordance with standard engineering practices that the proposed expansion would not result in any increase in the base flood elevation.~~

~~4. The modification, alteration, repair, reconstruction or improvement of any kind to a structure and/or use, regardless of its location in a floodplain area to an extent or amount of 50 percent or more of its market value shall be undertaken only in full compliance with this ordinance and shall require the entire structure to conform to the Virginia Uniform Statewide Building Code.~~

~~5. All manufactured homes to be placed or substantially improved within the flood hazard district shall be elevated on a permanent foundation such that the lowest floor of the manufactured home is at least one foot above the base flood elevation and be securely anchored to an adequately anchored foundation system in accordance with the applicable provisions of the City.~~

~~6. All recreational vehicles placed on sites must either:~~

~~a. be on the site for fewer than 180 consecutive days;~~

~~b. be fully licensed and ready for highway use (a recreational vehicle is ready for highway use if it is on wheels or jacking system, is attached to the site only by quick disconnect type utilities and security devices and has not permanently attached additions); or,~~

~~c. meet all the requirements for manufactured housing, including anchoring and elevation requirements.~~

~~(g) Nonresidential structures, provided that all new construction and substantial improvements shall have the lowest floor (including basement) elevated to at least one foot above the 100-year flood level or "flood-proofed" in accordance with the requirements of the Virginia Uniform Statewide Building Code.~~

~~(h) Fill, provided that:~~

~~1. Any fill or materials proposed to be deposited in the flood hazard district must be shown to have some beneficial purpose and the amount thereof shall not be greater than on a plan submitted by the owner showing the uses to which the filled land will be put and the final dimensions of the proposed fill or other materials.~~

~~2. Such fill or other materials shall be protected against erosion by riprap, bulkheading or vegetative cover.~~

~~3. The applicant must show that construction of the fill will not cause damage to upstream properties by raising the flood surface profile.~~

~~(i) Mechanical and utility equipment provided that electrical, heating, ventilation, plumbing and air-conditioning equipment and other service facilities shall be designed and/or located so as to prevent water from entering or accumulating within the components during conditions of flooding.~~

~~(j) Use of openings in enclosures below a structure's lowest floor. For all new construction and substantial improvements, fully enclosed areas below the lowest floor that are subject to flooding and that are used solely for parking of vehicles, building access or storage in an area other than a basement shall be designed to automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of floodwaters. Designs for meeting this requirement must either be certified by a registered professional engineer or architect or must meet or exceed the following minimum criteria: a minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding shall be provided. The bottom of all openings shall be no higher than one foot above grade. Openings may be equipped with screens, louvers or other coverings or devices provided that they permit the automatic entry and exit of floodwaters.~~

~~(k) Other uses similar in nature that are consistent with the provisions put forth in the statement of intent.~~

~~(l) Storage of materials or equipment, not prohibited in section 35.2-59.6 (Prohibited uses: Floodway District (FW)), may be allowed if it is not subject to damage by floods and is either firmly anchored to prevent flotation or easily removable from the designated area within the time available after an official flood warning has been issued.~~

(a) The following uses shall be specifically prohibited within all special flood hazard districts:

- (1) Sanitary landfills, junkyards, outdoor storage of inoperative vehicles.
- (2) Manufactured homes (other than replacement manufactured homes as permitted hereunder).
- (3) Surface mines and borrow pits.
- (4) Manufacture, bulk storage, transformation or distribution of petroleum, chemical or asphalt products or any hazardous materials as defined in either or both of the following:
 - a. Superfund Amendment and Reauthorization Act of 1986.
 - b. Identification and Listing of Hazardous Wastes, 40 CFR Section 261 (1987).

The following products shall be specifically included:

- i. Oil and oil products including petrochemicals.
- ii. Radioactive materials.
- iii. Any material transported or stored in large commercial quantities (such as 55-gallon drums) which is a very soluble acid or base, causes abnormal growth of an organ or organism, or is highly biodegradable, exerting a strong oxygen demand.

iv. Biologically accumulative poisons.

v. Substances containing the active ingredients of poisons that are or were ever registered in accordance with the provisions of the Federal Insecticide, Fungicide, and Rodenticide Act, as amended (7 USC 135 *et. seq.*).

vi. Substances highly lethal to mammalian or aquatic life.

(5) Storage or land application of industrial wastes.

(6) Outdoor storage of equipment, materials or supplies which are buoyant, flammable or explosive.

(7) Emergency services.

(8) Medical service.

(9) Governmental records storage.

(b) Nonconforming uses of this section notwithstanding, no expansion of any of the above uses located within a Floodplain District shall be permitted.

**Sec. 35.2-59.11. Uses permitted by right: Approximated Flood Plain District (AFP).
Existing Structures in Floodplain Areas.**

~~Any use permitted by right in the floodway district (FW) and floodway fringe district (FF) may be permitted within the approximated floodplain district (AFP) provided it complies with the regulations of section 35.2-59.4(b)3 of this ordinance and is not in conflict with any existing ordinances.~~

Any structure or use of a structure or premises generally must be brought into conformity with these provisions when it is changed, repaired, or improved. However, a structure or use which lawfully existed before the enactment of these provisions, but which is not in conformity with these provisions, may be changed, repaired, improved, or continued subject to the following conditions:

(a) The Floodplain Administrator has determined that:

(1) The change will not result in the expansion of the footprint of the previously existing structure. In no circumstance shall the footprint of an existing structure in the Floodway District be expanded following the enactment of these provisions. The prohibition of this subsection shall not prohibit vertical expansion subject to the other requirements of this ordinance.

(2) For existing structures in the Floodway District, it has been demonstrated through hydrologic and hydraulic analyses performed in accordance with standard engineering practices that the proposed expansion or enlargement would not result in any increase in the base flood elevation.

- (3) When all modifications, alterations, repairs, reconstruction, or improvements of any kind to a structure and/or use located in a floodplain area during a rolling five (5) year period constitute less than fifty percent (50%) of its market value, such changes conform to the Virginia Uniform Statewide Building Code.
- (4) When all modifications, alterations, repairs, reconstruction, or improvements of any kind to a structure and/or use, regardless of its location in a floodplain area, during a rolling five (5) year period constitute fifty percent (50%) or more of its market value, such changes shall be undertaken only in full compliance with this ordinance and shall require the entire structure to conform to the Virginia Uniform Statewide Building Code. The Floodplain Administrator may approve a waiver of this condition for an existing structure or use provided that he or she determines that the requested waiver meets the standards for approval of a variance set out in section 35.2-59.12. The property owner may appeal the determination of the floodplain administrator to the Board of Zoning Appeals within 30 days of the Floodplain Administrator's final determination.

(b) The change, repair, or improvement is required to comply with a citation for a health and safety violation.

(c) The structure is a historic structure and the changes required to bring the structure into conformity with these provisions would impair the historic nature of the structure.

Sec. 35.2-59.12. Uses permitted by conditional use permit: Approximated Flood Plain District (AFP). Variances; Factors to be considered [44 CFR 60.6].

~~Any conditional use permitted in the floodway district (FW) and floodway fringe district (FF) may be permitted in the approximated flood plain district (AFP) provided it complies with sections 35.2-11 and 35.2-59.4(b)3 of this ordinance.~~

(a) In passing upon applications for variances, the Board of Zoning Appeals shall satisfy all relevant factors and procedures specified in other sections of the Zoning Ordinance and consider the following additional factors:

- (1) The danger to life and property due to increased flood heights or velocities caused by encroachments. No variance shall be granted for any proposed use, development, or activity within any Floodway District that will cause any increase in the one percent (1%) chance flood elevation.
- (2) The danger that materials may be swept on to other lands or downstream to the injury of others.
- (3) The proposed water supply and sanitation systems and the ability of these systems to prevent disease, contamination, and unsanitary conditions.
- (4) The susceptibility of the proposed facility and its contents to flood damage and the effect of such damage on the individual owners.
- (5) The importance of the services provided by the proposed facility to the community.

- (6) The requirements of the facility for a waterfront location.
- (7) The availability of alternative locations not subject to flooding for the proposed use.
- (8) The compatibility of the proposed use with existing development and development anticipated in the foreseeable future.
- (9) The relationship of the proposed use to the comprehensive plan and floodplain management program for the area.
- (10) The safety of access by ordinary and emergency vehicles to the property in time of flood.
- (11) The expected heights, velocity, duration, rate of rise, and sediment transport of the flood waters expected at the site.
- (12) The repair or rehabilitation of historic structures upon a determination that the proposed repair or rehabilitation will not preclude the structure's continued designation as a historic structure and the variance is the minimum necessary to preserve the historic character and design of the structure.
- (13) No variance shall be granted for any accessory structure.

(b) The Board of Zoning Appeals may refer any application and accompanying documentation pertaining to any request for a variance to any engineer or other qualified person or agency for technical assistance in evaluating the proposed project in relation to flood heights and velocities and the adequacy of the plans for flood protection and other related matters.

(c) Variances shall be issued only after the Board of Zoning Appeals has determined that the granting of such will not result in (i) unacceptable or prohibited increases in flood heights, (ii) additional threats to public safety, (iii) extraordinary public expense, and will not (iv) create nuisances, (v) cause fraud or victimization of the public, or (vi) conflict with Local laws or ordinances of the City.

(d) Variances shall be issued only after the Board of Zoning Appeals has determined that the variance will be the minimum required to provide relief.

(e) The Board of Zoning Appeals shall notify the applicant for a variance, in writing that the issuance of a variance to construct a structure below the one percent (1%) chance flood elevation (i) increases the risks to life and property and (ii) will result in increased premium rates for flood insurance.

(f) A record shall be maintained of the above notification as well as all variance actions, including justification for the issuance of the variances. Any variances that are issued shall be noted in the annual or biennial report submitted to the Federal Insurance Administrator.

2. That the Code of City of Lynchburg, 1981, be and the same is hereby amended and reenacted by repealing Section 35.2-59.17 of Article V of Chapter 35.2 of such code as follows:

Sec. 35.2-59.17. Building permits in flood hazard district. Repealed.

~~All Building Permit applications issued for the flood hazard district shall incorporate the following information:~~

- ~~(a) For residential structures, the elevation of the lowest floor (including basement);~~
- ~~(b) For nonresidential structures only, the elevation of the lowest floor (including basement) or the flood-proofing elevation;~~
- ~~(c) The elevation of the 100-year flood.~~

3. That, in accordance with § 38 – A (1) of the Charter for the City of Lynchburg, Virginia, this Ordinance shall be published by “pamphlet” by the Clerk of Council and become effective , which is no less than thirty (30) days from the adoption date of this Ordinance.

Adopted: _____

Certified: _____
Clerk of Council

MINUTES OF THE FEBRUARY 12, 2025 PLANNING COMMISSION MEETING (MINUTES HAVE NOT BEEN APPROVED):

An ordinance to amend and reenact the City of Lynchburg's Floodplain Area, to include the following changes: (i) amending Sections 35.2-59, 35.2-59.1 through 35.2-59.12 of the City Code; (ii) creating Sections 35.2-59.6.1, 35.2-59.6.2, 35.2-59.6.3, 35.2-59.6.4, 35.2-59.6.5, 35.2-59.6.6, 35.2-59.6.7 35.2-59.7.1, 35.2-59.7.2, 35.2-59.7.3, 35.2-59.7.4 35.2-59.8.1, 35.2-59.8.2, 35.2-59.8.3, and 35.2-59.8.4 of the City Code; and (iii) repealing Section 35.2-59.17 of the City Code. The purposes of the amendment include improving alignment with the requirements of the Federal Emergency Management Agency's (FEMA) National Flood Insurance Program (NFIP) regulations; updating allowable uses for existing structures located in the floodway; and increasing the freeboard requirement from twelve inches (12") to eighteen inches (18") above the Base Flood Elevation. The amendment impacts more than 100 parcels of land and applies to properties identified as floodplain areas (a) by the City or pursuant to the provisions of the amendment ordinance; (b) on the flood insurance rate map (FIRM); and/or (c) in the Flood Insurance Study (FIS) that are provided to the City by FEMA.

Ms. Rachel Frischeisen, City Planner, stated this was a staff-initiated Zoning Ordinance update and introduced Ms. Erin Hawkins, Floodplain Manager.

Ms. Erin Hawkins, Floodplain Manager in the Department of Water Resources (DWR), was present to represent the petition. This is a City staff-initiated update done in conjunction with the Department of Community Development, Department of Economic Development, and the City Attorney's Office. Staff also worked with the law firm Sands Anderson to restructure the Ordinance. The proposed amendments have also been reviewed by both the Department of Conservation and Recreation (DCR) and the Federal Emergency Management Agency (FEMA). Across the nation there have not been substantial updates to floodplain mapping for many years. In 2008, Lynchburg had a partial update to the floodplain map for the Burton Creek watershed area. This petition is not a floodplain mapping change and will not change "business as usual" pertaining to development of the floodplain. Most of the changes are administrative to make sure the City is in alignment with the minimal requirements of the Model Ordinance put forward by FEMA and DCR. This update will allow adaptive reuse of existing structures located in a floodway based on the underlying zoning. Current code drastically restricts possible uses for preexisting buildings in a floodway. Staff included a change to the freeboard requirements from twelve inches (12") to eighteen inches (18"), which is the area above the water elevation and below the finished floor. The freeboard is "floodproofing" and there for the protection of the livable area of a structure. The national minimum is twelve inches (12"), but City staff recommends eighteen inches (18") for further protection. If the City later wants to join the Community Rating System (CRS) the additional six inches (6") would be well received by the program and would have a positive impact on policy holders' rates. If approved, the increase to the freeboard requirements would apply to any new construction or substantially improved structures. Substantial improvement would include work in which the cost is equal to, or above fifty percent (50%), of its market value.

Commissioner Rogers asked if there was anyone present to speak in favor of the petition.

Ms. Amy Seipp of Acupoint Surveying and Design, stated that these amendments will help with future growth and interest in redevelopment in the Lower Basin and Downtown areas. It will enable existing structures to be rehabbed. There are currently monitoring systems in place along the James River and any rise in the water level should be known beforehand.

Commissioner Rogers asked if there was anyone present to speak in opposition to the petition.

Mr. Doyle Allen, a retired land surveyor, stated that changing the freeboard requirement to eighteen inches (18") will lead to an inconvenience for surveyors. In his experience, they look at the national minimum/standard rather than the local. He said he was in favor of the Ordinance, but against the change in the freeboard requirements.

Commissioner Rogers asked if there were any others to speak in opposition. With there being none, he closed the public hearing and asked Ms. Hawkins to respond to the comments.

Ms. Hawkins replied that notification of the City's requirements is built into the review process for new structures and part of the permitting process for work on existing structures. Local requirements set the bar for that community and should be the first place surveyors check. There was a property notice that went out with these changes to all property owners whose property was in, or touched, a floodplain.

Commissioner Bowden asked for clarification regarding a freeboard requirement of eighteen inches (18").

Ms. Hawkins replied that only the livable space of a structure would need the eighteen-inch (18") freeboard above the water elevation. Every building is unique and would need to be looked at individually to determine that buildings requirements.

Commissioner Gammon asked if there would be any flood map changes in the future.

Ms. Hawkins stated that the map changes that are coming in the future show significant changes in certain areas. When FEMA has sent out their public notice for the map adoption, that information will become available to the public on DWR's GIS page. Property owners who are in, or touching a floodplain, will receive a notification as well.

Commissioner Gammon asked why the freeboard requirement is being raised from twelve inches (12") to eighteen inches (18").

Ms. Hawkins replied that after reviewing the Ordinance and speaking with their DCR representative, it is the recommendation that communities adopt a higher standard for the freeboard requirement. City staff came to the decision that the added protection was meaningful enough to move forward as a recommendation.

Commissioner Gammon asked if they know specifically how many properties would be affected.

Ms. Hawkins replied roughly sixteen hundred (1600) properties will be affected.

Commissioner Gammon asked if this would put any properties out of compliance with code and if it would have a negative impact on those properties' homeowner insurance.

Ms. Hawkins responded that it should not have a negative impact on homeowner insurance as that considers what the Ordinance was when the home was built. This would impact new construction more so than preexisting structures.

Commissioner Gammon asked what the impact would be on a preexisting structure that had to be rebuilt.

Ms. Hawkins replied that if a preexisting structure in a floodplain was demolished, it would have to be rebuilt to meet the new code requirement.

Ms. Frischeisen stated that it was important to remember that not all of the properties impacted have a preexisting structure in the floodplain.

Ms. Hawkins shared agreement and noted that many of the property owners who received a letter did so because their property touches the floodplain.

Commissioner Henderson asked for more information on the impact on personal property that sits within the floodplain.

Commissioner Gammon commented that it seems like the raised freeboard would be detrimental to redevelopment.

Ms. Hawkins replied it wouldn't be detrimental as there is already a requirement for redevelopment to meet the twelve-inch (12") requirement.

Commissioner Henderson noted concern with the requirement and the areas that will be included on the updated maps.

Commissioner Bowden added that Commissioner Henderson's concern is how/where FEMA would draw the line for the new maps. That information is not available at this time and is the missing link here.

Ms. Frischeisen replied that the new maps would be the next step after this update.

Ms. Hawkins added that regardless of the new maps, the freeboard requirement would be in place and any new construction would have to meet the requirement. Having the higher standard, particularly if the City opts to join the CRS, would be beneficial for rate holders in the community. Every level obtained in the CRS program has a 5% premium reduction for policy holders.

Commissioner Henderson noted that it could potentially help a property owner, but hurt a leaser.

Commissioner Bowden said that FEMA may increase the hazard zone. The idea of the CRS program provides an option for dealing with possible new map changes.

Ms. Hawkins replied that the CRS could afford some relief to property owners and policy owners that have flood insurance. There are many who don't have flood insurance. If someone is in a hazard zone in the floodplain, flood insurance wouldn't change based on a six-inch (6") difference in the freeboard. Raising the freeboard requirement adds more protection directly to a structure in the event of major flooding.

Commissioner Gammon asked if this update was being driven by FEMA.

Ms. Hawkins replied no, the update is a staff recommendation.

Commissioner Gammon asked about the impact of such a change on surveyors.

Ms. Hawkins replied that when any development project comes forward, City code is relied on to set the standard and is applied during each review of the project. It is prudent for citizens and surveyors to look at all local requirements. Federal minimums do not stop local governments from setting a higher standard.

Commissioner Bowden asked about adaptive reuse for existing structures in the floodway.

Ms. Hawkins replied that there are only sixteen (16) preexisting structures in the floodway. They may become eligible for adaptive reuse based on the underlying zoning. Floodplain requirements are more restrictive though so some uses allowed by the zoning may still be prohibited.

Commissioner Bowden asked for clarification that it only applies to existing structures.

Ms. Hawkins replied yes, as within the Ordinance there is no allowance for any new structures to be built in the floodway.

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

"Based on the preceding Findings of Fact, the Planning Commission recommends to City Council approval of amendments to Section 35.2-59, Flood Hazard Districts."

AYES: Bowden, Gammon, Johnson, Rogers	4
NOES: Henderson	1
ABSTENTIONS:	0
ABSENT: Perault, Young-Jefferson	2

The Department of Community Development

City Hall, Lynchburg, VA 24504 **434-455-3900**

To: Planning Commission

From: Planning Division

Date: February 12, 2025

Re: *Zoning Ordinance* Amendments – Section 35.2-59, Flood Hazard Districts; updating the floodplain ordinance to align with Federal Emergency Management Agency’s (FEMA) National Flood Insurance Program (NFIP) regulations, updating allowable uses for existing structures located in the floodway, and increasing the freeboard requirement from twelve inches (12”) to eighteen inches (18”) above the Base Flood Elevation.

I. PETITIONER

City of Lynchburg, 900 Church Street, Lynchburg, Virginia 24504

Property Owners:

Various.

II. LOCATION

The *Zoning Ordinance* amendments would affect any property located in (or partially within) a Special Flood Hazard Area (SFHA). This includes more than one hundred (100) parcels of land and applies to properties identified as floodplain areas (a) by the City or pursuant to the provisions of the amendment; (b) on the flood insurance rate map (FIRM); and/or (c) in the Flood Insurance Study (FIS) that are provided to the City by FEMA. Properties in a SFHA can be identified by checking the City of Lynchburg GIS site dedicated to flooding information at <https://data-cityoflynchburg.opendata.arcgis.com/pages/community-rating-system>.

III. PURPOSE

The purposes of the *Zoning Ordinance* amendments are to:

- Align with Federal Emergency Management Agency’s (FEMA) National Flood Insurance Program (NFIP) regulations;
- Update allowable uses for existing structures located in the designated floodway;
- Increase the freeboard requirement from twelve inches (12”) to eighteen inches (18”) above the Base Flood Elevation.

IV. SUMMARY

- The *Zoning Ordinance* amendments to Section 35.2-59 were initiated by City staff because there have not been updates since 2008, when the last FEMA 100-year floodplain maps were adopted. Since that time, there have been changes to the minimum ordinance requirements established by FEMA. This update will align the ordinance with those minimum requirements ahead of a pending mapping update.
- The updated regulations would apply to all properties within the Special Flood Hazard Areas identified within FEMA’s Flood Insurance Rate Maps (FIRMs) for the geographic area within the City of Lynchburg.
- The proposed updates will align the Flood Hazard Ordinance to the Model Ordinance and ensure consistency in meeting the National Flood Insurance Program (NFIP) requirements; allow the reuse of existing structures as allowed by the underlying base zoning district for

properties in the SFHA, which is not permitted by the current ordinance; and increase the freeboard requirement to ensure greater protection from flooding damage.

- City staff have worked closely with the Floodplain Management Division of the Department of Conservation and Recreation and FEMA on the review of the proposed ordinance revisions to ensure compliance with the NFIP regulations.
- During the process of updating the City's Floodplain Ordinance, the City was notified by FEMA of their intent to update the Flood Insurance Rate Maps (FIRMs) delineating revised Special Flood Hazard Areas in the City. While FEMA is still in the early process of implementing these mapping updates, the City's Flood Hazard Ordinance would be required to be updated prior to the adoption of new maps which is anticipated to occur later in 2025 or early 2026.

The Planning Division recommends approval of the *Zoning Ordinance* amendments.

V. FINDINGS OF FACT

1. **Comprehensive Plan.** The City's *Comprehensive Plan 2013-2030*, recognizes the need to limit new development in the floodplain and seek to protect existing development that may be affected by flooding (pg. 113).
2. **Zoning.** The *Zoning Ordinance* was adopted by City Council on February 23, 2016. The subject section of the ordinance was most recently amended on May 13, 2008.
3. **Proffers.** N/A
4. **Board of Zoning Appeals (BZA).** N/A
5. **Surrounding Area.** N/A
6. **Site Description.** N/A
7. **Proposed Use of Property.** N/A
8. **Traffic, Parking and Public Transit.** N/A
9. **Stormwater Management.** N/A
10. **Emergency Services:** N/A
11. **Impact.** The adoption of the proposed ordinance amendments will not substantially change the way that the Special Flood Hazard Area (SFHA) has been managed to date. The ordinance applies to any parcel that falls within the SFHA, of which one thousand six hundred fourteen (1,614) parcels intersect the SFHA. Aligning the Flood Hazard Ordinance to the Model Ordinance ensures consistency in meeting the National Flood Insurance Program (NFIP) requirements. Continued participation in the NFIP by the City is important so that property owners can purchase flood insurance to protect improvements located on their properties, whether they are within or outside of the SFHA.

The current ordinance restricts allowable uses of property located in a regulatory floodway by a Conditional Use Permit for uses including marinas, boat rentals, docks, piers, and wharves only, with all other uses prohibited, regardless of the underlying zoning. Under the proposed ordinance, the underlying zoning district would control the permissible uses in the regulatory floodway, unless otherwise prohibited. In doing this, there will be several properties eligible for adaptive reuse.

The current freeboard requirement for floodproofing structures is twelve inches (12”) above the Base Flood Elevation and is proposed to be increased to eighteen inches (18”). Freeboard is “a factor of safety usually expressed in feet above a flood level for purposes of floodplain management. Freeboard tends to compensate for the many unknown factors that could contribute to flood heights greater than the height calculated for a selected size flood and floodway conditions, such as wave action, bridge openings, and the hydrological effect of urbanization in the watershed” (FEMA).

The increased freeboard requirement would apply to any new construction or substantially improved structure through either elevation of the structure or floodproofing. Floodproofing is “any combination of structural and non-structural additions, changes, or adjustments to structures which reduce or eliminate flood damage to real estate or improved real property, water and sanitary facilities, structures and their contents” (FEMA). In addition to greater protection from flooding damage, other benefits of an increased freeboard are faster recovery time after a flooding event and potentially lower insurance premiums for policyholders.

12. Technical Review Committee. N/A

VI. PLANNING DIVISION RECOMMENDATION

Based on the preceding Findings of Fact, the Planning Commission recommends to City Council approval of amendments to Section 35.2-59, Flood Hazard Districts.

This matter is respectfully offered for your consideration.



Rachel Frischeisen
City Planner

pc: Wynter Benda, City Manager
Greg Patrick, Deputy City Manager
Kent White, Assistant City Manager
Tom Martin, Director of Community Development
Matthew Freedman, City Attorney
J. Lee Newland, City Engineer
Cynthia Kozerow, Lynchburg Police Department
Candace Brown, Fire Marshal
Doug Saunders, Building Official
Kevin Henry, Zoning Administrator
Timothy Mitchell, Director of Water Resources
Erin Hawkins, CFM, Water Quality Manager

VII. ATTACHMENTS

1. Ordinance

Floodplain Ordinance Update

City of Lynchburg

February 12, 2025

PLEASE PRINT CLEARLY

[illegible]

AGENDA ITEM SUMMARY**MEETING DATE**

February 25, 2025

PRESENTED BYTimothy Mitchell, Director of Water
Resources**AGENDA ITEM # IV.6**

VDH Lead Service Line Funding and Water Capital Appropriation

RECOMMENDATION

Conduct two Public Hearings on March 11, 2025. The first to amend the FY 2025 Water Capital Projects Fund Budget appropriating \$10,025,194 for the Lead and Copper Water Service Line Project. The second to accept the funding offer from the Virginia Department of Health and administered by the Virginia Resource Authority.

SUMMARY

The Environmental Protection Agency's (EPA) Lead and Copper Rule Revisions (LCRR) and Lead and Copper Rule Improvements (LCRI) laid out a series of new actions for all water utilities in the United States. The goal of this initiative is to identify lead sources in a water system, implement and/or optimize corrosion control treatment, and establish a plan to eliminate all sources of lead in the water supply system. As required by the new Lead and Copper Rule Revisions, we developed an initial Lead Service Line (LSL) Inventory and submitted it to the State by the required deadline of October 16, 2024. The LSL Inventory is required to identify all service line materials on both public and the private side. Lynchburg has over 26,000 public and private service lines. After the initial inventory approximately 19,000 service line materials remain unknown most of which are on the private side. Any service line that is an unknown service material is assumed to be lead and must be treated as lead until the material is confirmed. By 2027 all service lines and galvanized lines requiring replacement must be identified and a replacement plan developed, then by 2037 all lead service lines and galvanized service lines requiring replacement must be replaced. The total estimated cost for this effort is over \$30 million.

On November 8, 2024, the Virginia Department of Health (VDH) awarded the City \$10,025,194 in additional funding for continued inventory efforts and replacement of lead service lines and galvanized service lines requiring replacement. This additional funding includes \$3,659,196 as principal forgiveness through the Bipartisan Infrastructure Law (BIL) and \$6,365,998 as a loan with optional 20-year and 30-year terms which will be administered by the Virginia Resources Authority (VRA) and be funded through the Virginia Drinking Water State Revolving Fund. Interest rate will be determined based on market rate in the month before loan closing, subject to the required minimum interest rate of 1.00% per annum for a 20-year loan or a 1.50% per annum for a 30-year loan.

This combination of low interest financing and \$3,659,196 in principal forgiveness, provides the City with the most affordable option to meet the LCRR and LCRI regulations and eliminate lead service lines from our drinking water system.

PRIOR ACTION(S)

None

FISCAL IMPACT

Debt Service associated with \$6,365,998 in Drinking Water State Revolving Loan Funding with either a 20-year or 30-year term as shall be determined by the City, and interest rate to be determined based on market rate in the month before loan closing, subject to the required minimum interest rate of 1.00% per annum for a 20-year loan or 1.50% per annum for a 30-year loan.

CONTACT(S)

Timothy Mitchell, Director of Water Resources

ATTACHMENT(S)

1. LSL Funding BIB presentation
2. 11-8-24 VDH Funding Offer Letter

REVIEWED BY



Timothy Mitchell, Director of Water Resources

Date: February 14, 2025



Gregory Patrick, Deputy City Manager

Date: February 20, 2025



Alicia Finney, Clerk of Council

Date: February 20, 2025

LEAD & COPPER RULE IMPROVEMENTS FUNDING

February 25, 2025



PURPOSE & ACTION

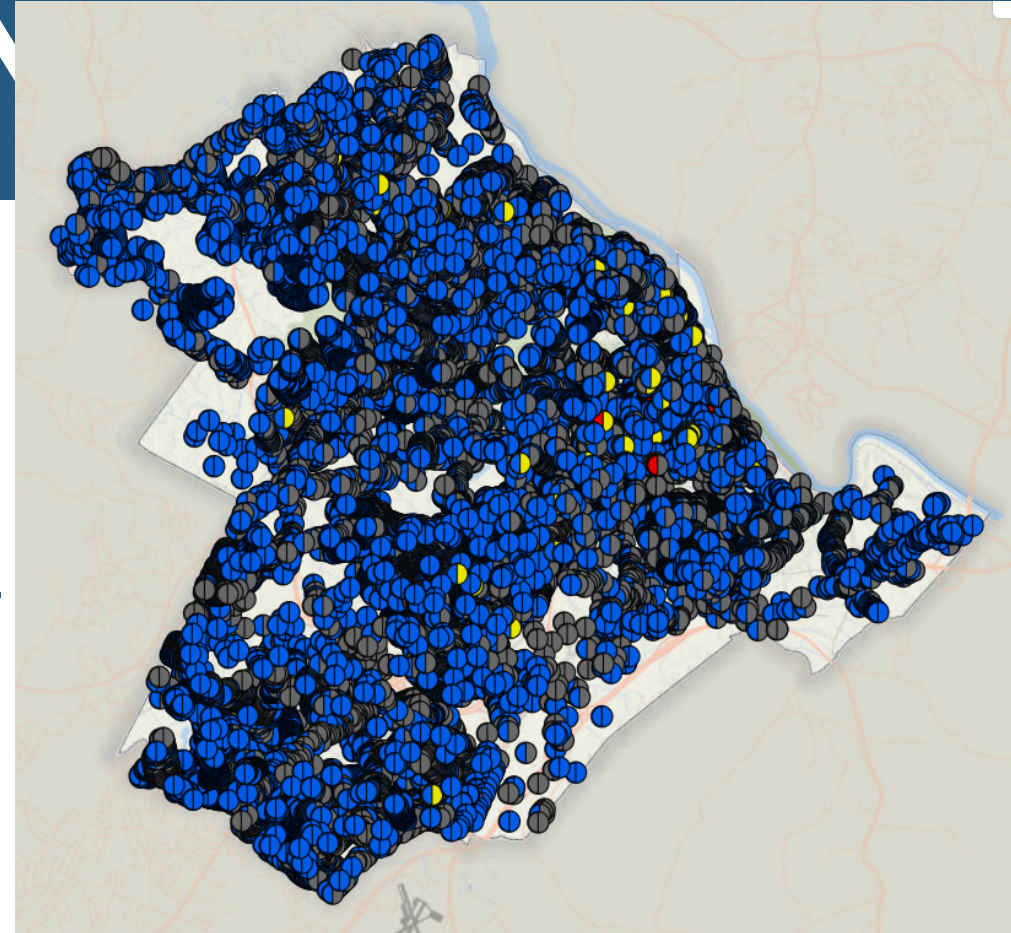
Purpose:

Maintain compliance with EPA's Lead & Copper Rule Revisions (LCRR) and Lead & Copper Rule Improvements (LCRI), including updates to Water Service Line Inventory and replacement of lead service lines while minimizing impacts to rate payers.

Action:

March 11, 2025 City Council Meeting –

- Conduct a Public Hearing for the purpose of appropriating \$10,025,194 to the Water Capital Improvement Fund for the Lead Service Line Inventory and Lead Service Line Replacement Program
- Conduct a Public Hearing for the purpose of accepting associated funding award from the Virginia Department of Health.



ABOUT THE LCRR & LCRI

EPA regulations sets new requirements for all water utilities in the U.S. including the following:

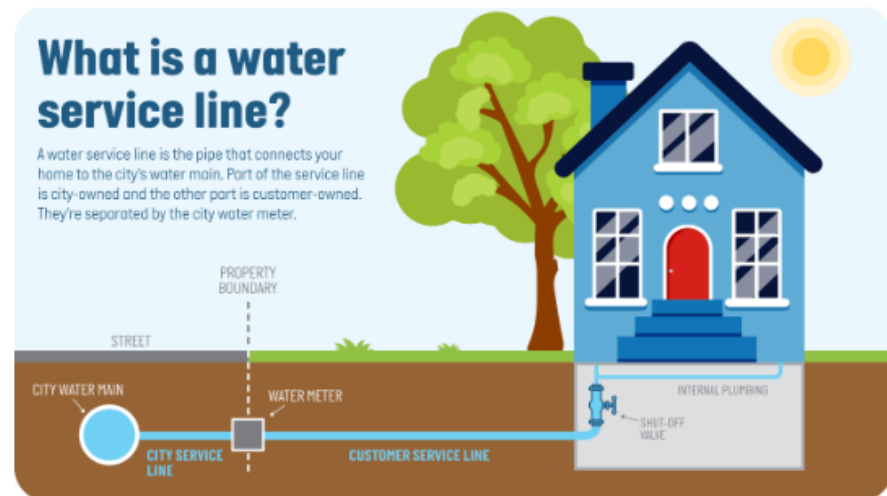
- Creation and publication of initial Lead Service Line Inventory by October 16, 2024.
- Notifications be sent to residents served by lead, galvanized (GRR), unknown lines by November 15, 2024 and every July 1st thereafter.
- Immediate notifications to new tenants or new property owners served by lead, galvanized (GRR), unknown lines.
- Development of a replacement plan by 2027 which would include any remaining unknown lines.
- Elimination of all remaining lead service lines (public & private) in water systems by 2037.
- Sets stricter action level for lead levels detected in drinking water.
- Requires lead testing at all schools and child-care centers.



Service Line Material Self-Reporting Survey

Lynchburg Water Resources (LWR) is asking residents to submit information about their water service line material through this online survey. LWR is working to identify water service line materials to develop a Water Service Line Inventory as required by the U.S. Environmental Protection Agency's Lead & Copper Rule Revisions.

If you have any questions or difficulty filling out this survey, please call our Water Service Line phone number at 434-485-8300.



LYNCHBURG'S WATER & COMPLIANCE

- Lynchburg's water far exceeds all requirements related to water quality and lead levels
- LWR published our initial Water Service Line Inventory in October. Latest numbers:
 - 25,964 total services
 - 70 lead (67 city, 3 customer)
 - 216 GRR (all customer side)
 - 18,740 unknowns (3,331 city, 18,529 customer)
- Continuing field investigations and have opened self-reporting survey for citizens
- Required notifications have been mailed to all residents at homes served



NEXT PHASE: MEETING LCRI REQUIREMENTS

- Identify remaining 18,000+ unknowns through field investigations, self-reporting, predictive modeling.
- All unknowns must be assumed to be lead and any remaining in 2027 must be included in a replacement plan.
- Replacement of lead, GRR lines on both City side and customer side of meter by 2037.
- Start lead sampling at all schools and child care facilities in 2027.
- To meet LCRI requirements, it's important to start now on replacements of known lead and





COMMONWEALTH of VIRGINIA

Karen Shelton, MD
State Health Commissioner

R. Christopher Lindsay
Chief Operating Officer

Department of Health
P O BOX 2448
RICHMOND, VA 23218

TTY 7-1-1 OR
1-800-828-1120

November 8, 2024

Subject: City of Lynchburg
Water -- City of Lynchburg
Water Service Line Investigations & Phase 1 LSL
Replacement
BIL-66L-23

Mr. Timothy Mitchell
City of Lynchburg
525 Taylor Street
Lynchburg, Virginia 24501

Re: Virginia Drinking Water State Revolving Fund
FY 2023 Bipartisan Infrastructure Law (BIL)/Financial Assistance
BIL Initial Offer

Dear Mr. Mitchell:

The Virginia Department of Health (VDH) has completed a preliminary review of your application for drinking water construction funds. The determination of the funding package is shown below; however, this determination and your inclusion in VDH's Intended Use Plan is contingent on the availability of federal and state funding as well as the conditions below.

Based on the information provided, VDH determined the total funding package for your project is estimated to be \$10,025,194. The funding package consists of \$3,659,196 as principal forgiveness and \$6,365,998 as a loan with your choice of terms – either 20 years or 30 years (or the design life of the project, whichever is less). The interest rate on the 20-year loan will be set 1.0% below the 20-year market rate in the month before loan closing, and the interest rate shall not be less than 1.0%. Recently, the 20-year market rate less 1.0% program subsidy has varied between 2.35% and 3.15%. The interest rate on the 30-year loan will be set 0.50% below the 30-year market rate in the month before loan closing, and the interest rate shall not be less than 1.5%. Recently, the 30-year market rate less 0.5% program subsidy has varied between 3.30% and 3.95%.

These interest rates will be reduced by 0.25% under our Expedited Closing Program, not to drop below 1.0% for a 20-year term and 1.5% for the 30-year term. To qualify for the Expedited Closing Program, VDH requires your loan closing be completed within 12 months of our original award letter. If this funding offer is accepted,



FUNDING REQUEST

- Over \$30 million in funding needs between now and 2037 with a significant effort needed between now and 2027.
- Limited funding opportunities.
- \$10,025,194 in total funding consisting of:
 - \$6,365,998 in low interest loan from VRA
 - \$3,659,196 in principal forgiveness
- Provides an opportunity to remove public and private lead and galvanized services.
- Not obligated to spend the funds if regulatory burden is reduced.
- Most cost effective way to fund a regulatory mandated program.



THE CITY OF
LYNCHBURG



COMMONWEALTH of VIRGINIA

Karen Shelton, MD
State Health Commissioner

Department of Health
P O BOX 2448
RICHMOND, VA 23218

TTY 7-1-1 OR
1-800-828-1120

R. Christopher Lindsay
Chief Operating Officer

November 8, 2024

Subject: City of Lynchburg
Water – City of Lynchburg
Water Service Line Investigations & Phase 1 LSL
Replacement
BIL-66L-23

Mr. Timothy Mitchell
City of Lynchburg
525 Taylor Street
Lynchburg, Virginia 24501

Re: Virginia Drinking Water State Revolving Fund
FY 2023 Bipartisan Infrastructure Law (BIL)/Financial Assistance
BIL Initial Offer

Dear Mr. Mitchell:

The Virginia Department of Health (VDH) has completed a preliminary review of your application for drinking water construction funds. The determination of the funding package is shown below; however, this determination and your inclusion in VDH's Intended Use Plan is contingent on the availability of federal and state funding as well as the conditions below.

Based on the information provided, VDH determined the total funding package for your project is estimated to be \$10,025,194. The funding package consists of **\$3,659,196 as principal forgiveness and \$6,365,998 as a loan with your choice of terms – either 20 years or 30 years (or the design life of the project, whichever is less).** The interest rate on the 20-year loan will be set 1.0% below the 20-year market rate in the month before loan closing, and the interest rate shall not be less than 1.0%. Recently, the 20-year market rate less 1.0% program subsidy has varied between 2.35% and 3.15%. The interest rate on the 30-year loan will be set 0.50% below the 30-year market rate in the month before loan closing, and the interest rate shall not be less than 1.5%. Recently, the 30-year market rate less 0.5% program subsidy has varied between 3.30% and 3.95%.

These interest rates will be reduced by **0.25%** under our Expedited Closing Program, not to drop below 1.0% for a 20-year term and 1.5% for the 30-year term. To qualify for the Expedited Closing Program, VDH requires your loan closing be completed within 12 months of our original award letter. If this funding offer is accepted,

Mr. Timothy Mitchell
November 8, 2024
Page 2

then you will receive an award letter after this. If you will participate in this special program, please indicate your plans for complying in your response letter.

VDH recommends waterworks owners implement a revenue growth model that includes automatic annual rate adjustments that exceed inflation. Having adequate financial resources is crucial to maintaining a successful and sustainable waterworks. VDH recommends waterworks self-evaluate their financial positions using the attached ***Building Financial Sustainability/Financial Health Indicators*** to ensure they are able to provide for financial sustainability. **You should begin to prepare your latest audited financial statement (fiscal year 2023) to avoid any delays in credit review and loan closing.**

VDH recommends all waterworks maintain updated Waterworks Business Operation Plans (WBOP), Asset Management Plans (AMP), and/or Capital Improvement Plans. VDH may be able to make funding available for developing or updating an AMP or WBOP if they were not included in the original budget. Please coordinate with Capacity Development if you would like additional information regarding these plans. These questions can be directed to Jeanean Francis, Capacity Development Sustainability Coordinator, at (804) 292-5681 or by email at Jeanean.Bustamante@vdh.virginia.gov. Mr. Barry Matthews, CPG, TCDO Division Director, is also available to answer questions on the TMF review and he can be reached at (804) 477-5171 or by email at Barry.Matthews@vdh.virginia.gov.

Currently, the federal Drinking Water State Revolving Fund (DWSRF) appropriation and final requirements have not yet been finalized. However, all recipients should expect to comply with American Iron and Steel (AIS) requirements or Build America/Buy America Act (which includes AIS requirements), Davis Bacon Prevailing Wage, and other provisions as required.

The funding package and loan closing are conditioned on and are subject to change based on (but not limited to) the following:

- (1) The availability of federal and state match funds to support the DWSRF Program,
- (2) New restrictions/conditions that the EPA or VDH may require for participation in the Program or in the use of the SRF funds,
- (3) Changes to the purpose, benefit, or scope of the project from the Preliminary Engineering Report (PER) or the DWSRF Application; or if the VDH-ODW Field Office does not concur with the project purpose, benefit, or scope,
- (4) Owner complying with the DWSRF Program requirements, and owner's progress to a timely closing according to a pre-negotiated schedule, or delays/changes in project readiness to proceed,
- (5) Owner's history of activities with the ODW/DWSRF Program (i.e., late or non-payments or non-compliance),
- (6) Owner obtaining user agreements from future water users in the project area, (if applicable)
- (7) The financial estimates provided in your loan application changing,
- (8) Owner's ability to secure the loan. All loan offers will require an acceptable credit review by the Virginia Resources Authority,
- (9) Owner soliciting other lenders for parity on this new debt,

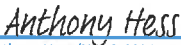
Mr. Timothy Mitchell
November 8, 2024
Page 3

- (10) Owner being debarred or suspended from applying for state or federal funds,
- (11) Waterworks maintaining compliance with the Virginia *Waterworks Regulations* and other applicable state/federal laws, regulations, policies, and procedures, and
- (12) EPA mandates that all program assistance recipients demonstrate full technical, financial, and managerial capacity in order to receive funds. VDH may place special requirements on recipients in order to ensure capacity requirements are met prior to loan closing.

An acceptance of this funding offer reflects a commitment on your part to these requirements. VDH reserves the right to by-pass any project that has not executed financial agreements within 12 months from the date of VDH's original award letter.

Please notify me in writing as soon as possible but no later than December 9, 2024, at the address above of your acceptance of this initial funding package offer or any concerns and additional factors that should be considered. Failure to notify me can be deemed as your withdrawal from this program. Please use the above referenced project number and name on all correspondence. If necessary, I can be contacted at (540) 463-0419 or by email at Anthony.Hess@vdh.virginia.gov.

Sincerely,


Anthony Hess (Nov 8, 2024 13:46 EST)

Anthony Hess, Director
Division of Financial, Construction & Assistance Programs

cc: Barry Matthews, CPG, Division Director – Training, Capacity Development and Outreach
Keith Kornegay, P.E., FCAP Project Team Leader, Lexington Field Office
Ray Weiland, P.E., ODW Field Director, Danville Field Office
Joe Bergeron, VRA, Director of Financial Services and Investments



AGENDA ITEM SUMMARY

MEETING DATE

February 25, 2025

PRESENTED BY

Donna Witt, Chief Financial Officer

AGENDA ITEM # IV.7

Review and Approve the City Council's Finance Committee Guidelines

RECOMMENDATION

Full City Council vote is required on the Finance Committee's recommended revisions to the Finance Committee guidelines.

SUMMARY

This item will appear for City Council vote on the February 25, 2025, General Business Agenda. At the February 6, 2025 special called Finance Committee meeting, the attached Guidelines were approved for recommendation by a 2-1 vote.

PRIOR ACTION(S)

January 28, 2025: Finance Committee
February 6, 2025: Finance Committee

FISCAL IMPACT

None.

CONTACT(S)

Donna Witt, Chief Financial Officer

ATTACHMENT(S)

1. 1 - Finance Committee Memo
2. 2 - Current Finance Committee Guidelines
3. Finance Committee Guidelines - Draft by MMisjuns- REVISED IN FC

REVIEWED BY

Donna Witt, Chief Financial Officer

Date: February 20, 2025



Gregory Patrick, Deputy City Manager

Date: February 20, 2025



Alicia Finney, Clerk of Council

Date: February 20, 2025

THE CITY OF LYNCHBURG MEMORANDUM



To: City Council
From: Greg Patrick, Deputy City Manager
Date: February 20, 2025
About: Finance Committee Update

This memorandum is in response to questions received from Council Member Reed regarding the February 6th Finance Committee meeting:

On Friday January 31st, Councilman Misjuns and Vice Mayor Diemer called a special meeting of the Finance Committee for Thursday, February 6th at 3:30PM. The purpose of the meeting was to complete unfinished agenda items from the January 28th Finance Committee meeting and to propose a new time for the committee to meet. The agenda included the following items:

- Reaffirm the City Council's Finance Committee Guidelines
- Review City Financial Policies
- Review Updated Federal Grant Guidelines
- Propose New Time for Finance Committee Meetings

During the meeting, the Finance Committee adopted recommended changes to its guidelines and to the City's Financial Policies, and it moved its standard meeting time from 3:00 p.m. to 11:00 a.m. on the fourth Tuesday of the month. Final adoption of the changes to the Guidelines and the Financial Policies requires the support of the full City Council. Staff will provide a Business Item Briefing at the work session on February 25, 2025 before the items come before City Council for vote during General Business that evening.

This memorandum provides an overview of the Committee's actions and a summary of the feedback provided by City Staff on each of the proposed changes. The current Guidelines and the Financial Policies are attached.

Finance Committee Guidelines

The Finance Committee agenda is divided into two sections: General Business and Other information. The Finance Committee Guidelines provide a sample of the items that may be included in each of the sections. On February 6th the Committee voted to add four items to the list of topics to be considered as General Business. Those items are detailed below along with the context provided by the Committee Chair and feedback provided by city staff.

Item One: Propose accountability measures as the fiscal agent for Lynchburg City Schools and recommend changes to the LCS operating budget by category. [Approved 2-1]

Context Provided by Committee Chair:

"As you know, City Council serves as the fiscal agent of Lynchburg City Schools. I believe there should be greater collaboration on fiscal matters between the city and the school division. A structured process for reviewing and

THE CITY OF LYNCHBURG MEMORANDUM



deliberating school budget considerations before making recommendations to the full council would improve transparency and accountability.

During my first budget process, I presented a proposal that led to increased accountability for the school division by prioritizing funds for instruction, resulting in the largest salary increases for frontline educators in a decade. We need to continue supporting our teachers and the finance committee can be a key mechanism to ensure taxpayer dollars are allocated in ways that align with community priorities."

City Staff Comments:

City staff commented that the role of City Council is to appropriate funding to schools and the School Board is responsible for how the funding is deployed. City Council can appropriate funds in a lump sum or by category. Lynchburg has appropriated funds by category for the last two fiscal years. Proposing accountability measures for schools would likely be considered a City Council overreach into the School Board's responsibilities.

Item Two: Quarterly Review of managed vacancies. [Approved 2-1]

Context Provided by Committee Chair:

"Managed vacancies should result in a decrease in operating expenditures for a department. Tracking these vacancies is important, as they directly impact our fund balance. If vacancies in a department remain unfilled for an extended period, we should evaluate whether the position is still necessary or whether recruitment strategies need adjustment. The finance committee is the appropriate place to examine these details."

City Staff Comments:

Staff will provide Finance Committee with a quarterly report of vacancies. Staff will and has provided vacancy information on an ad hoc basis whenever a Council Member has requested it. Evaluating long-term vacancies and/or recruiting strategies is the role of the City Manager rather than City Council.

Item Three: Review of non-profit funding and/or assistance. [Approved 2-1]

Context Provided by Committee Chair:

It is critical to scrutinize every tax dollar allocated to nonprofits and non-governmental organizations (NGOs). Public funds should not support advocacy groups or organizations engaged in political activities. Additionally, funding one nonprofit with an executive director while not supporting others creates an imbalance. Tax dollars should not be used to pick winners and losers among nonprofits.

City Staff Comments:

The city provides funding to many non-profit organizations in many different ways. For example:

THE CITY OF LYNCHBURG MEMORANDUM



- Non-profit agencies may be funded through a grant process, as with the city's Community Development Block Grant (CDBG) program,
- Many non-profit agencies provide contractual services to the city as is the case with the Blue Ridge Regional Jail and the Lynchburg Humane Society, among others.
- The city provides general operating support to a small number of non-profit agencies in the discretionary service providers section of the budget. This funding requires a super majority vote of City Council.

It is important that the Finance Committee provides clarity around which type of non-profit agencies the committee wants to review.

The Chair specifically mentioned the Downtown Lynchburg Association (DLA) and the Lynchburg Regional Business Alliance (LRBA) as two organizations for review.

The DLA was founded at the direction of the City as part of the state's Virginia Main Street program to provide what are typically municipal functions to downtown stakeholders. The city has an MOU with the DLA that details the services that are to be provided and has funded the salary of the organization's executive director since its inception.

The city is a member of the LRBA and pays per-capita member dues. In return, the city receives economic development and other services from the LRBA as outlined in an MOU.

Item Four: Policy proposals for the use of public funds, compliance, revenue recovery and/or efficiency. [Approved 2-1]

Context Provided by Committee Chair:

"Proposing policies for the use of public funds is a broad topic, but a few key considerations include:

- *How can we legally prioritize public funds for local and regional businesses whenever possible?*
- *How can we stay ahead of changing federal grant guidelines and eligibility requirements?*
- *How can we develop a structured process for fund balance allocations to avoid past mistakes while ensuring we have resources for critical needs, such as school building repairs?*
- *How do we hold recipients of public funds accountable to ensure they are using them as intended?*
- *How can we create a process that allows city employees to present cost saving or revenue-generating proposals to the finance committee-without raising taxes? Setting up a program like this would create 360-degree accountability for professional leadership while promoting stewardship at all levels of government. By rewarding and incentivizing innovative ideas, we can encourage efficiency."*

City Staff Comments:



THE CITY OF LYNCHBURG MEMORANDUM

The areas outlined in this item are the responsibility of the City Manager. The administration has implemented an employee gain-sharing program to solicit innovative, cost saving ideas from city employees in the recent past and we would certainly consider doing so again.

City Financial Policy

The city's Financial Policies guide high level financial policy making, primarily in the areas of budget and debt. Importantly they also serve as part of the city's financial commitment to the three credit rating agencies [Standard & Poors, Moody's, and Fitch] and ultimately the city's bond holders. City staff frequently reviews the city's financial policies with our financial advisor, Davenport & Co. Recommended changes to the policies are typically only recommended by staff when needed to align with updated or changing expectations of the rating agencies. The Finance Committee voted to add the following item to the Budget Policies section of the City's Financial Policies:

- City Council shall establish tax and fee rates to set revenue levels prior to the City Manager's proposal of expenditures.

City staff recommended against the change based on two primary concerns:

- Any changes to the financial policies should only be considered after consultation with our financial advisor, and
- Having City Council set tax rates and fees prior to receiving a proposed budget from the City Manager does not align with best budget practices and may not align with City code which names the City Manager as "Budget Commissioner."

The City's CFO, Donna Witt, mentioned that we would be the only city in the state that has such a practice. In response, Vice Mayor Diemer asked for confirmation of that claim. As a result, staff reached out to our Davenport & Co. for their thoughts on the impact of implementing such a policy and to understand which localities in the state, if any, have such a practice. Their response is attached to this email.

Finance Committee Guidelines
(Revised: January 24, 2023)

General Purpose Statement

To guide the City in the execution of Council-adopted financial policies; to review and serve as a filter in determining specific budget/financial actions to be considered by City Council; and, to review financial reports on a quarterly basis to determine if any revenue or expenditure adjustments are necessary during the fiscal year.

To better facilitate the Finance Committee meetings, the agenda format is divided into two sections: General Business and Other Information. Following is a sample of items that may be included in each of these sections:

I. Items considered as General Business

1. A review of the status of the General Fund Reserve for Contingencies
2. Any item requesting an appropriation from:
 - Reserve for Contingencies-All Funds
 - Fund Balance-All Funds
3. Review of grant applications:
Prior to submitting grant applications, the grant application or concept will be reviewed by the Finance Committee if local funding is required during or following the end of the grant period. Departments applying for grants must include a strategy for consideration by the Committee outlining what action will occur when the grant funding expires.
4. Discuss quarterly financial reports for the General, Water, Sewer, Stormwater, Airport, Juvenile Detention Home, Children's Services Act (CSA) Funds, and Greater Lynchburg Transit Company (GLTC).
5. Proposed Amendments to Fiscal Management Policies.
6. Other items deemed appropriate by the City Manager.

II. Items Considered as Other Information

1. Items that do not require immediate Council action but are to advise Council on future items, issues, or simply information sharing. Examples include: reports from bond rating agencies, changes in Virginia Retirement System costs, changes in accounting identified by the Governmental Accounting Standards Board (GASB), grants that are fully reimbursable, requiring no current or local funding.

III. Financial items to be considered by the full City Council

1. Input into the planning and approach for the annual Capital Improvement Program and Operating Budget.
2. Review and deliberations regarding the Proposed Capital Improvement Program and Operating Budget.
3. Requests for funding by outside agencies.
4. First Quarter Adjustments
5. Third Quarter Adjustments
6. Use of Contingency
7. The structure and timing of proposed bond sales.
8. New programs or changes in programs creating a current or future budget impact, to include both revenue and expenditure impact.

IV. Roll Call Items

Finance Committee Guidelines

(Revised: January 24, 2023)

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4. Discuss quarterly financial reports for the General, Water, Sewer, Stormwater, Airport, Juvenile Detention Home, Children's Services Act (CSA) Funds, and Greater Lynchburg Transit Company (GLTC).

5. Proposed Amendments to Fiscal Management Policies.

6. Propose accountability measures as the fiscal agent for Lynchburg City Schools.

7. Review of managed vacancies, and deviations of from departmental appropriations that exceed a threshold of +/- 3%.

8. Review of all non-profit funding and/or assistance.

9. Propose policy for the use of public funds.

10. Other items deemed appropriate by the City Manager.

II. Items Considered as Other Information

- 1. Items that do not require immediate Council action but are to advise Council on future items, issues, or simply information sharing. Examples include: reports from bond rating agencies, changes in Virginia Retirement System costs, changes in accounting identified by the Governmental Accounting Standards Board (GASB), grants that are fully reimbursable, requiring no current or local funding.

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7. The structure and timing of proposed bond sales.
8. New programs or changes in programs creating a current or future budget impact, to include both revenue and expenditure impact.

IV. Roll Call Items

AGENDA ITEM SUMMARY**MEETING DATE**

February 25, 2025

PRESENTED BY

Donna Witt, Chief Financial Officer

AGENDA ITEM # IV.8

Finance Committee Revision of Policy III: Budget of Financial Management Policies

RECOMMENDATION

City Council take action on the recommendation by the Finance Committee.

SUMMARY

This item will appear for City Council vote on the February 25, 2025, General Business Agenda. At the February 6, 2025 special called Finance Committee meeting, by a 2-1 vote, Policy III: Budget of the City of Lynchburg's Financial Management Policies was recommended to be amended to include this statement, with the caveat that it meets legal guidelines:

"City Council shall establish tax and fee rates to set revenue levels prior to the City Manager's proposal of expenditures."

The additional proposed revisions to the policy were not voted on during this meeting.

PRIOR ACTION(S)

January 28, 2025: Finance Committee

February 6, 2025: Finance Committee

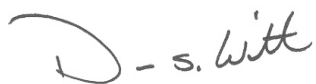
FISCAL IMPACT**CONTACT(S)**

Donna Witt, Chief Financial Officer

ATTACHMENT(S)

1. 4 - Davenport Memo - Potential Implications of a Proposed New Financial Policy Guideline
2. Financial Management Policies 01.24.2023 FINAL

REVIEWED BY



Donna Witt, Chief Financial Officer

Date: February 20, 2025



Gregory Patrick, Deputy City Manager

Date: February 20, 2025



Alicia Finney, Clerk of Council

Date: February 20, 2025

MEMORANDUM

To Mr. Wynter Benda, City Manager, *City of Lynchburg, Virginia*

From David Rose, Senior Vice President & Manager of Public Finance, *Davenport & Company LLC*
Courtney Rogers, Senior Vice President, *Davenport & Company LLC*

CC: City Council, *City of Lynchburg, Virginia*
Ms. Donna Witt, Chief Financial Officer, *City of Lynchburg, Virginia*
Stephen Geisz, Associate Vice President, *Davenport & Company LLC*
Allie Baxter, Administrative Assistant, *Davenport & Company LLC*

Date February 14, 2025

Subject Potential Financial Implications of a Proposed New Financial Policy Guideline

Background

Davenport & Company LLC (“Davenport”), in our capacity as Financial Advisor to the City of Lynchburg (the “City”), has been asked to provide our input on a proposed new Financial Policy Guideline which is as follows:

“City Council shall establish tax and fee rates to set revenue levels prior to the City Manager’s proposal of expenditures.”

Davenport Observations

The City of Lynchburg enjoys an excellent financial reputation in the Credit Markets. This is evidenced by your very strong Credit Ratings from all of the National Credit Rating Agencies. These Ratings are a result of continued adherence to “Best Practices” as well as meeting several self-imposed Financial Policy Guidelines. Among these, are historic demonstration of producing structurally balanced budgets. This is to say that the City has historically been able to balance its budgets using recurring annual revenues to meet all recurring annual expenses, including but not limited to, payroll, and other operational needs, debt service, VRS and other liability requirements, and selected pay-go capital funding. We believe, the proposed policy would be negatively received by the Credit Markets, including historic and future investors in the City’s debt portfolio. Typically, Best Practices suggest that a local government develop its annual Budget(s) starting from the perspective of “expenditures”. Meaning, those categories listed above, including debt service. Then, once all of the necessary expenditures have been tallied by City Staff, the leadership provides City Council with the expected recurring revenue(s) so as to determine what, if any, revenue adjustments are needed to meet these critical/necessary expenditures.

To the extent City Council implements this proposed policy, there is a concern on the part of Davenport, as a proxy for the Credit Markets and investors, that the revenue level set by City Council will not allow for the Best Practice of having recurring revenues meet recurring expenditures.

The potential consequences of this proposed policy, however unintended, could mean the City would use one-time revenues such as existing Fund Balances to balance a future Budget(s). This in turn could lead to a credit rating downgrade(s), which in turn would cost the City additional expenditures in the future in the form of higher interest rates on future debt. Also, use of Fund Balances would lower interest earnings that the City currently

receives and goes towards reducing the burden on the General Fund. As such, this would only exacerbate the City's challenges in the future related to recurring revenue(s).

Davenport has the good fortune of serving a majority of Virginia's cities, counties and towns. To the best of our knowledge, we know of no other municipality that has this proposed policy formally or in practice.

In closing, we would respectfully suggest that the City would not establish this proposed policy, but rather follow Best Practices and instead ask the City Manager and Staff to provide initial detailed operating/recurring expenditure(s) for the upcoming Budget so that the City Council can have the full knowledge of the level of revenue(s) needed.

To the extent City Council would like Davenport to elaborate on our Memorandum herein, we welcome the opportunity to do so in a future Finance Committee and/or City Council meeting.

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Municipal Advisor Disclaimer

The enclosed information relates to an existing or potential municipal advisor engagement.

The U.S. Securities and Exchange Commission (the "SEC") has clarified that a broker, dealer or municipal securities dealer engaging in municipal advisory activities outside the scope of underwriting a particular issuance of municipal securities should be subject to municipal advisor registration. Davenport & Company LLC ("Davenport") has registered as a municipal advisor with the SEC. As a registered municipal advisor Davenport may provide advice to a municipal entity or obligated person. An obligated person is an entity other than a municipal entity, such as a not for profit corporation, that has commenced an application or negotiation with an entity to issue municipal securities on its behalf and for which it will provide support. If and when an issuer engages Davenport to provide financial advisory or consultant services with respect to the issuance of municipal securities, Davenport is obligated to evidence such a financial advisory relationship with a written agreement.

When acting as a registered municipal advisor Davenport is a fiduciary required by federal law to act in the best interest of a municipal entity without regard to its own financial or other interests. Davenport is not a fiduciary when it acts as a registered investment advisor, when advising an obligated person, or when acting as an underwriter, though it is required to deal fairly with such persons,

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The value of and income from investments and the cost of borrowing may vary because of changes in interest rates, foreign exchange rates, default rates, prepayment rates, securities/instruments prices, market indexes, operational or financial conditions or companies or other factors. There may be time limitations on the exercise of options or other rights in securities/instruments transactions. Past performance is not necessarily a guide to future performance and estimates of future performance are based on assumptions that may not be realized. Actual events may differ from those assumed and changes to any assumptions may have a material impact on any projections or estimates. Other events not taken into account may occur and may significantly affect the projections or estimates. Certain assumptions may have been made for modeling purposes or to simplify the presentation and/or calculation of any projections or estimates, and Davenport does not represent that any such assumptions will reflect actual future events. Accordingly, there can be no assurance that estimated returns or projections will be realized or that actual returns or performance results will not materially differ from those estimated herein. This material may not be sold or redistributed without the prior written consent of Davenport.

01.01.25 BT/AA/SG/CR/DR



CITY OF LYNCHBURG
FINANCIAL MANAGEMENT POLICIES

<i>Policy I</i>	<i>Fund Balance</i>	Adopted August 10, 1999 Reaffirmed November 14, 2000 Revised October 29, 2002 Reaffirmed September 28, 2004 Reaffirmed December 12, 2006 Reaffirmed December 9, 2008 Reaffirmed November 23, 2010 Revised May 10, 2011 Revised February 26, 2013 Revised March 22, 2016 Reaffirmed March 27, 2018 Revised December 10, 2019	Reaffirmed January 24, 2023
<i>Policy II</i>	<i>Debt Management</i>	Adopted August 10, 1999 Reaffirmed November 14, 2000 Revised October 29, 2002 Reaffirmed September 28, 2004 Revised December 12, 2006 Revised December 9, 2008 Revised November 23, 2010 Revised February 26, 2013 Revised March 22, 2016 Reaffirmed March 27, 2018 Revised December 10, 2019	Reaffirmed January 24, 2023
<i>Policy III</i>	<i>Budget</i>	Adopted November 14, 2000 Revised October 29, 2002 Reaffirmed September 28, 2004 Revised December 12, 2006 Revised December 9, 2008 Reaffirmed November 23, 2010 Revised February 26, 2013 Revised March 22, 2016 Reaffirmed March 27, 2018 Reaffirmed December 10, 2019	Reaffirmed January 24, 2023
<i>Policy IV</i>	<i>Investment</i>	Adopted September 25, 2001 Revised October 29, 2002 Reaffirmed September 28, 2004 Revised December 12, 2006 Revised December 9, 2008 Reaffirmed November 23, 2010 Revised February 26, 2013 Reaffirmed March 22, 2016 Reaffirmed March 27, 2018 Reaffirmed December 10, 2019	Revised January 24, 2023



BASIS FOR SOUND FINANCIAL MANAGEMENT POLICIES

The primary objective of sound financial management policies is for the City Council to create a framework within which financial decisions can be made. These policies are a statement of the guidelines and goals that influence and guide the financial management practices of the City of Lynchburg. Financial management policies that are adopted, adhered to, and regularly reviewed are recognized as the cornerstone of sound financial management. Sound financial management policies:

- Contribute significantly to the City's ability to insulate itself from fiscal crisis and economic disruption.
- Enhance short-term and long-term financial credit ability by helping to achieve the highest credit and bond ratings possible.
- Promote long-term financial stability by establishing clear and consistent guidelines.
- Direct attention to the total financial picture of the City rather than single-issue areas.
- Promote the view of linking long-term financial planning with day-to-day operations.
- Provide the City Council and citizens a framework for measuring the fiscal impact of government services against established fiscal parameters and guidelines.
- Ensure that the organization has sufficient resources to perform mandated responsibilities.
- Provide a foundation for evaluating financial analysis and condition.

FINANCIAL MANAGEMENT POLICIES

The City intends to adhere to these policies. If there is any anticipated or unplanned variance from these policies, staff will advise City Council and establish a plan for recovery within three years.

Policy I - Fund Balance

General Fund

Unassigned Fund Balance

- The City of Lynchburg's Unassigned General Fund Balance will be maintained at a level to provide the City with sufficient working capital and a comfortable margin of safety to address emergencies and unexpected declines in revenue without borrowing.
- The City shall not use the Unassigned General Fund Balance to finance recurring operating expenditures.
- The City will maintain an Unassigned General Fund Balance (UGFB) equal to a minimum of 10% of General Fund revenues with a goal of 15% as the City strives to grow incrementally each year subject to revenues available. In the event the UGFB is used to provide for temporary funding of unforeseen emergency needs, the City shall restore the Unassigned General Fund Balance to the previous level within three years.
- The City will balance moving towards the 15% targeted fund balance with its annual "Pay as you go" capital improvement requirements.

Committed Fund Balance

- Committed fund balance includes amounts that can only be used for specific purposes pursuant to constraints imposed by formal action of City Council. These committed fund balance amounts cannot be used for any other purpose unless City Council removes or changes the specified use by taking the same type of action (ordinance or resolution) it employed to previously commit those amounts. Committed fund balance also includes contractual obligations to the extent that existing resources in the fund have been specifically committed for use in satisfying those contractual requirements.

Assigned Fund Balance

- Assigned fund balance includes amounts that are constrained by the government's intent to be used for specific purposes but are neither restricted nor committed. Fund Balance may be assigned either through the encumbrance process as a result of normal purchasing activity (which includes the issuance of a purchase order), or by the City Manager or designee, in accordance with Council adopted fund balance policy.



Restricted Fund Balance

- Restricted fund balance includes amounts that have constraints placed on their use by external sources such as creditors, grantors, contributors, laws or regulations of other governments or imposed by law through constitutional provisions or enabling legislation.

Non-Spendable Fund Balance

- Non-spendable Fund Balance includes amounts that cannot be spent because they are either not in spendable form such as inventories and prepaids or they are legally or contractually required to be maintained intact.

Policy on the order of spending resources

- The City considers restricted fund balance to be spent when an expenditure is incurred for purposes for which restricted and unrestricted fund balance are available unless prohibited by legal documents or contracts. When an expenditure is incurred for purposes for which committed, assigned or unassigned amounts are available, the City considers committed fund balance to be spent first, then assigned fund balance, and lastly unassigned fund balance.

Enterprise Funds

Water Fund

- Minimum ending fund balance shall not be less than 25% of total fund appropriations with a target balance of 40% of total fund appropriations. In the event the ending fund balance falls below the minimum of 25% of total fund appropriations, the City shall restore the fund balance to the minimum of 25% within three years. Funds in excess of the annual requirements may be considered for “pay-as-you-go” capital outlay expenditures, other non-recurring expenditures or funding of necessary reserves. Total appropriations include operating expenses, debt service and transfers.
- A rate review will be conducted at least every two years.

Sewer Fund

- In accordance with the Virginia Department of Environmental Quality Special Order, the City shall annually adjust sewer system reserve funds to no more than 40% of the subsequent fiscal years’ budgeted operating expenses and debt service.
- Minimum ending fund balance shall not be less than 25% of total fund appropriations. In the event the ending fund balance falls below the minimum of 25% of total fund appropriations, the City shall restore the fund balance to the minimum of 25% within three years. Total appropriations include operating expenses, debt service and transfers.
- Ending fund balance in excess of 40% will be reallocated to “pay-as-you-go” capital outlay expenditures.
- A rate review will be conducted at least every two years.

Stormwater Fund

- Minimum ending fund balance shall not be less than 15% of total fund appropriations with a target balance of 20% of total fund appropriations. In the event the ending fund balance falls below the minimum of 15% of total fund appropriations, the City shall restore the fund balance to the minimum of 15% within three years. Total appropriations include operating expenses, debt service and transfers.
- Funds in excess of the annual requirements may be considered for “pay-as-you-go” capital outlay expenditures, other non-recurring expenditures or funding of necessary reserves.
- A rate review will be conducted at least every two years.

Policy II - Debt Management

Tax-Supported Debt

Tax-supported obligations are those that are expected to be repaid from the General Fund tax revenue of the City of Lynchburg. These include general obligation bonds (except self-supporting bonds) and capital leases. General obligation bonds issued for self-supporting enterprise funds are not included in calculations of tax-supported bonds.



- The City will not use long-term debt to fund current operations.
- The City will not use short-term borrowing to fund current operations.
- Whenever the City finds it necessary to issue tax-supported bonds, the following policy will be adhered to:
 1. The City will never borrow more than it has the capacity to repay.
 2. The term of any bond issue will not exceed the useful life of the capital project/facility or equipment for which the borrowing is intended.
 3. Annual debt service expenditures for tax-supported debt should not exceed 10% of total General Fund Expenditures plus School Component Unit Expenditures minus the General Fund Transfer to Schools.
 4. Total tax-supported debt will not exceed 4.50% of the net assessed valuation of taxable property in the City of Lynchburg.
 5. The 10-Year Principal Payout Ratio shall not be less than 60% at the end of each adopted five-year Capital Improvement Program for Tax-Supported General Obligation Indebtedness.

Revenue-Supported Debt

The Water, Sewer and Stormwater Funds may issue General Obligation or Revenue-Supported Debt.

Revenue-supported obligations are those for which the debt service is payable solely from the revenue generated from the operation of the project being financed or a category of facilities (i.e. water, sewer). These are not considered tax-supported debt of the City. Whenever the City finds it necessary to issue revenue-supported bonds, the following guidelines will be adhered to:

1. The term of any revenue-supported or general obligation bond issue will not exceed the useful life of the capital project/facility or equipment for which borrowing is intended.
2. Revenue-supported and general obligation bonds will be structured to allow equal or declining annual debt service payments over a term not to exceed the life of the project being financed. For those revenue-supported bonds issued through the Virginia Revolving Loan Fund, annual debt service payments shall not exceed thirty years.
3. The Water, Sewer and Stormwater Funds, net revenues available for debt service shall not be less than 1.2 times annual debt service for each fiscal year. For the Sewer Fund, in accordance with the Virginia Department of Environmental Quality Special Order, net revenues shall not exceed 1.5 times annual debt service computed on a three-year rolling average. Net revenues available for debt service will be calculated as operating income, plus depreciation and amortization, plus interest income, plus governmental grants, plus miscellaneous income, plus capital contributions of others who jointly share in ownership of an infrastructure or facility, and plus any capitalized costs. Debt service will include all debt service paid by the respective fund; however, the principal portion of any bond anticipation notes or other short-term financing should be excluded.
4. In the event net revenues available for debt service falls below 1.2 times annual debt service of any fiscal year, the City shall restore the net revenues available for debt service to the minimum of 1.2 within three years.

Refinancing of Debt

- The City shall issue refunding bonds to achieve debt service savings, eliminate onerous covenants or provisions in outstanding bond documents, or to respond to a financial emergency.
- The City shall continually monitor its outstanding debt to identify instances where the City may achieve savings through an advance refunding or current refunding transaction.
- The City shall receive a written refunding analysis indicating the amount of net present value savings from its financial advisor prior to selling bonds to refund any outstanding bonds.



- A refunding transaction to achieve debt service savings should only be undertaken when the net present value of the savings, net of issuance costs, will be at least 3% of the principal amount of the refunded bonds. Refunding transactions for revenue bonds can be structured so that savings are realized over the life of the refunding bonds or up-front, depending on the results of a cost-benefit analysis.

General Debt Policies

- The City will maintain communication with bond rating agencies to keep them abreast of its financial condition and will provide them with information on a timely basis including the City's *Annual Comprehensive Financial Report*, *Annual Adopted Budget* and *Capital Improvement Program*.
- The City shall comply with all of its undertakings in accordance with Securities and Exchange Commission Rule 15c2-12 and will follow the Government Finance Officers' Association and Securities and Exchange Commission requirements for continuing disclosure.
- The City may use the Virginia Public School Authority (VPSA) or State Literary Fund loans to finance school capital projects. City bonds sold to the VPSA and Literary Fund loans constitute general obligation debt of the City. City Council shall approve any application to the VPSA or the Department of Education for a Literary Fund loan. City Council shall approve the issuance of the bonds as required by the Public Finance Act. The School Board shall recommend such financings before a proposed financing is brought to City Council for approval.

Policy III - Budget

Principles

- Public participation in the budgetary process will be encouraged.
- The City will avoid dedicating revenue to a specific project or program because of the constraint this may place on flexibility in resource allocation except in instances where programs are expected to be self-sufficient or where revenue is dedicated to a program for statutory or policy reasons.
- The budget process will be coordinated in a way that major policy issues are identified for City Council several months prior to consideration of budget approval. This will allow adequate time for appropriate decisions and analysis of financial impacts.

Policies

- City Council shall adopt a balanced budget in accordance with all legal requirements.
- A structured budget preparation and formulation process shall be used for all departments and agencies receiving funding from the City.
- Departmental budgets shall be managed within the total appropriated budget for each fiscal year.
- All operating budget appropriations shall lapse at the end of the fiscal year to the extent that they are not expended or encumbered.
- The budget shall be adopted by the favorable vote of a majority of members of City Council.
- The Vision and priorities established by City Council as well as the *Comprehensive Plan* will serve as the framework for the budget proposed by the City Manager.
- The fiscal year for the City is July 1 through June 30 as defined by the *City Code*, Section 18-1.
- One-time revenues shall be used for one-time expenditures only.
- A General Fund Reserve for Contingencies of \$1.2 million shall be used as a source of funding for unanticipated expenditures during the budget year. The Reserve for Contingencies is limited to one-time expenditures and shall not be considered a source for recurring financing.



Process

- The City Manager shall annually prepare a *Proposed Budget* for City Council review. The *Proposed Budget* shall serve as a financial plan for the upcoming fiscal year and shall contain the following information:
 1. A budget message that outlines the proposed revenue and expenditures for the upcoming fiscal year together with an explanation of any major changes from the previous fiscal year. The budget message should also include any proposals for major changes in financial policy.
 2. Charts indicating the major revenues and expenditures in each major fund (General, Water, Sewer, Stormwater, Airport) as well as changes in fund balance for all funds.
 3. Summaries of proposed expenditures by function, department and activity for all funds proposed to be expended in a fiscal year.
 4. A schedule of estimated requirements for the principal and interest of each bond issue.
 5. A three-year history of revenues and expenditures to include the prior year actual, current year adopted, revised and proposed budgets for each major fund.
 6. The proposed budget appropriation resolution, including the tax levy.
- The City Council shall hold a public hearing on the budget submitted by the City Manager and all interested citizens shall be given an opportunity to be heard on issues related to the proposed budget, including the *Capital Improvement Program*.
- Following the public hearing on the *Proposed Budget*, City Council may make adjustments. In instances where City Council increases the total proposed expenditures, it shall also identify a source of funding at least equal to the proposed expenditures.

Capital Improvement Program

- A five-year *Capital Improvement Program (CIP)* that serves as the basis for annual capital appropriations and debt financing requirements shall be prepared and updated annually.
- The *CIP* shall include descriptions, timeline, cost estimates, and a schedule of expected expenditures for each project.
- Debt service requirements and funding needs for schools and City government shall be determined based on the *Adopted CIP*.
- Long-term borrowing shall be confined to major capital improvements and equipment purchases.
- Short-term borrowing shall be limited to bond anticipation notes and equipment leasing, where feasible, with a life of less than 8 years.
- Capital project appropriations shall lapse upon project completion, allowing for an adequate warranty period. Lapsed appropriations shall remain in the Capital Fund for reallocation to other projects.
- Incremental operating costs associated with capital projects shall be funded in the operating budget after being identified and approved in the Capital Improvement Program.
- Pay-as-you-go funding, including State Highway Maintenance Funds, State Revenue Sharing Funds, State and federal grants, and other cash sources, shall not be less than 10%, with a goal of 15%, of the City's 5-Year CIP.

Quarterly Financial Reporting

The City Manager will present to the City Council's Finance Committee (with copies to the remainder of Council) quarterly financial reports identifying meaningful trends in revenues and expenditures for the General, Water, Sewer, Stormwater, Airport, Children's Services Act, Juvenile Detention, and Greater Lynchburg Transit Company Funds.

Third Quarter Review

In March, Budget staff will evaluate all expenditures and revenues as compared to budget and make recommendations to City Council regarding possible budget adjustments. Section 15.2-2507 of the *Code of Virginia* requires that a public hearing be held prior to City Council action when a proposed amendment of the budget exceeds one percent of the total expenditures shown in the currently adopted budget.



First Quarter Review

In September, Budget staff will evaluate requests for the carry forward of funds remaining from prior year appropriations and other possible budget adjustments. Section 15.2-2507 of the Code of Virginia requires that a public hearing be held prior to City Council action when a proposed budget amendment exceeds one percent of the total expenditures shown in the currently adopted budget.

Policy IV - Investment

I. Policy Statement

It is the policy of The City of Lynchburg, Virginia ("the City") that the investment and administration of its funds be made in accordance with the Code of Virginia Investment of Public Funds Act, the applicable provisions of any outstanding bond indebtedness, and this policy. The City shall be in complete compliance with all applicable federal, state and local laws, and other regulations and statutes governing the investment of public funds. Within those parameters, the goal of this policy is to achieve the highest rate of return that is reasonable. The City will establish an Investment Committee consisting of the City Manager, Deputy City Manager, and Director of Financial Services. This Committee will provide broad policy oversight over investments. This policy will be reviewed on an annual basis. Any changes must be approved by the Investment Committee and be reaffirmed by City Council. See Appendix 1 for a Glossary of Investment Terms.

II. Scope

This policy applies to the investment of all the financial assets and funds held by the City. Specific requirements or limitations imposed upon the investment of Bond Proceeds, Debt Service Funds and Debt Service Reserve Funds are located in Section X of this Policy. These Funds are accounted for in the City of Lynchburg's *Annual Comprehensive Financial Report* and include the General, Special Revenue, Capital Projects, and Proprietary Funds.

III. Objectives

Funds shall be invested in only those investments permitted by Federal, State and local law as it relates to public funds, as well as any contractual agreements entered into by the City.

All of the City's funds, regardless of term, shall be invested with the following objectives listed in the order of priority:

1. *Safety* - Investments shall be undertaken in a manner that seeks to ensure the preservation of capital in the portfolio. Specifically, the City will:
 - a. seek to avoid realizing any loss through the sale or disposal of an investment; and
 - b. seek to mitigate the risk of unrealized losses due to a decline in value of investments held in the portfolio.
2. *Liquidity* - The investment portfolio shall remain sufficiently liquid to meet all cash requirements that may be reasonably anticipated. This shall be accomplished by structuring the portfolio in the following manner:
 - a. The City will purchase investments scheduled to mature in accordance with its anticipated cash needs, in order to minimize the need to sell investments prior to maturity;
 - b. A portion of City Funds will be maintained in cash equivalents, including money market funds, investment pools and overnight securities, which may be easily liquidated without a loss of principal should an unexpected need for cash arise; and
 - c. The portfolio will consist largely of investments with active secondary markets.
3. *Yield* - The City's investment portfolio shall be designed with the objective of maximizing a fair rate of return consistent with the investment risk constraints and cash flow characteristics of the portfolio. The Investment Committee shall establish suitable benchmarks for the measurement of the portfolio's return.



IV. Delegation of Authority

Under the guidance of the Investment Committee, the City's Director of Financial Services is the official charged with collecting, safeguarding and disbursing City funds. In this capacity, and with consensus from the Investment Committee, the Director of Financial Services is responsible for establishing staff roles and responsibilities, considering the quality and capability of staff, selecting investment advisors and consultants involved in investment management, and developing and maintaining appropriate administrative procedures for the operation of the investment program. Examples of key staff roles and responsibilities include, but are not limited to, solicitation of investment offerings, placement of purchase and sell orders, confirmation of trades, and preparation of reports and other activities as required for the daily operations of the investment area. The Director of Financial Services is also charged with developing written standard Investment procedures and an asset allocation plan consistent with this policy. Such procedures shall be reviewed and approved by the Investment Committee. Subject to the approval of the Investment Committee and City Council, the Director of Financial Services may employ financial consultants on a contractual basis to assist in the development and implementation of investment procedures and policies, to monitor the effectiveness and continued compliance with such policies and procedures, and to provide guidance in investment matters.

V. Standards of Care

The standard of prudence to be used by investment personnel shall be the "prudent person" standard and shall be applied in the context of managing an overall portfolio. The "prudent person" standard states:

"Investments shall be made with judgment and care – under circumstances then prevailing – which persons of prudence, discretion and intelligence exercise in the management of their own affairs, not for speculation, but for investment, considering the probable safety of their capital as well as the probable income to be derived."

The Director of Financial Services, and those delegated investment authority under this Policy, when acting in accordance with written procedures and this Investment Policy and exercising due diligence, shall be relieved of personal responsibility for an individual security's credit risk or market price changes, provided deviations from expectations are reported in a timely manner and appropriate action is taken to control adverse developments.

VI. Ethics and Conflicts of Interest

Officers and employees of the City involved in the investment process shall refrain from personal business activities that could conflict with the proper execution and management of the investment program, or that could impair their ability to make impartial decisions. Employees and investment officials shall disclose to the Office of the Clerk of Council any material interests in financial institutions with which they conduct business and any personal investment positions that could be related to the performance of the investment portfolio. Employees and officers shall refrain from undertaking personal investment transactions with the same individual with whom business is conducted on behalf of the City. Officers and employees are required to abide by the provisions of the Virginia Conflict of Interests Act. The Act prohibits City officers and employees from seeking or accepting money or any other thing of value for the performance of their duties, using confidential information for their own benefit and having a personal interest in a company with which the City is doing business. "Officer" means any person appointed or elected to the City's government whether or not he/she receives compensation or other emolument of office. "Employee" means all persons employed by the City.

VII. Collateral and Safekeeping Arrangements

The City's investments shall be held in safekeeping by a third party and evidenced by safekeeping receipts. As required by Virginia Code, all security holdings with maturities over 30 days may not be held in safekeeping with the "counterparty" to the investment transaction. The Code refers to counterparty as the issuer or seller of the security and any repurchase agreement provider. All securities purchased or sold will be transferred when possible only under "delivery vs. payment method" to ensure that funds or securities are not released until all criteria relating to the specific transaction are met.



VIII. Competitive Selection of Investment Instruments

It is desirable to select investments on a competitive basis when possible to ensure that the City receives the best price available on a particular investment and avoids paying excessive fees, mark-ups or other compensation to the provider. A list will be maintained of approved financial institutions and security broker/dealers selected by creditworthiness (*e.g.*, a minimum capital requirement of \$10,000,000 and at least five years of operations). These may include “primary” dealers or regional dealers that qualify under Securities and Exchange Commission (SEC) Rule 15C3-1 (uniform net capital rule).

All financial institutions and broker/dealers who desire to become qualified for investment transactions will supply the following as appropriate:

- Audited financial statements
- Proof of National Association of Securities Dealers (NASD) certification
- Proof of state registration
- Certification of having read and understood and agreeing to comply with the City of Lynchburg Investment Policy

Under the guidance and oversight of the Investment Committee, the Director of Financial Services shall adhere to the following procedures, with assistance from the City’s Investment Advisor where appropriate, when funds become available for investment to the extent practical:

1. The Director of Financial Services shall determine the class of investment and maturity range most appropriate for investment of the funds available, based upon the anticipated expenditure schedule of the City, the desired asset allocation of the City’s portfolio and the City’s Investment Plan.
2. Offers will be solicited for the selected investment from the list of pre-approved providers as noted above.
3. The Director of Financial Services will accept the offer (or bid, if the City is selling an investment) which provides the highest rate of return or which is otherwise deemed most suitable while complying with this Policy and any other criteria specified in the solicitation of offers.

The City shall retain a record of the offers received, the instruments chosen, and the rationale for making the decision.

From time to time, certain investment dealers may present the City with offers that are attractive for investment. Although the City should endeavor to verify (and document) that the price is “fair,” it may occasionally purchase such a security without a competitive process if the investment is for \$500,000 or less.

Additionally, a competitive process shall not be required for the investment of funds in money market funds, investment pools and overnight securities. However, it shall be the responsibility of the Director of Financial Services to be aware of the yields being offered by various highly liquid investments, and to invest the City’s overnight funds in the vehicle(s) which provide a competitive return to the City while complying with this policy and any other criteria established by the Investment Committee or City Council.

IX. Suitable and Authorized Investments – Without Exception, Only the Following Investments Are Suitable and Authorized

1. Treasury Securities

Bonds, Notes and Bills issued by the United States Treasury or certificates representing ownership of treasury bond principal or coupons.

2. Agency Securities (FHLB, FNMA, FFCB, FHLMC, GNMA)

Obligations issued and guaranteed as to principal and interest by the Federal Home Loan Bank, the Federal National Mortgage Association, the Federal Farm Credit Bank, Federal Home Loan Mortgage Corporation, or the Government National Mortgage Association, maturing within five years of the date of purchase.



3. Prime Commercial Paper

Commercial Paper maturing within 270 days of the day of purchase rated P-1 or higher by Moody's and A-1 or higher by Standard & Poor's, provided that the issuing domestic corporation has a net worth of \$50 million and its long-term debt is rated A or better by Moody's and Standard & Poor's.

4. Corporate Bonds/Notes

Corporate obligations rated AA or higher by Standard & Poor's and Aa by Moody's that were issued by a domestic corporation with a net worth of at least \$50 million maturing within five years of the date of purchase.

5. Certificates of Deposit

Certificates of Deposit maturing within one year and issued by domestic banks rated P-1 by Moody's and A-1 by Standard & Poor's.

6. Banker's Acceptances

Banker's Acceptances maturing within 180 days rated P-1 or higher by Moody's and A-1 or higher by Standard & Poor's, provided the issuer is a major domestic bank or the domestic office of an international bank rated AA category or higher by Moody's and Standard & Poor's.

7. Commonwealth of Virginia and Virginia Local Government Obligations

General Obligations, Insured Obligations or Revenue Bonds secured by Debt Service Reserve Funds not subject to annual appropriation rated AA category or higher by Moody's or Standard & Poor's.

8. Pre-Refunded Obligations of the Commonwealth of Virginia and Virginia Local Government Obligations

Obligations of the Commonwealth of Virginia and Virginia Local Governments that have been legally and economically defeased and are secured by an escrow account funded with cash or securities issued or unconditionally guaranteed by the United States Treasury.

9. Repurchase Agreements

Repurchase Agreements collateralized by securities approved for investment herein, provided that the counterparty is rate A or better by Moody's and Standard & Poor's and the collateral is held by an independent third party. All Repurchase Agreements are purchased with a Master Repurchase Agreement in place with a third-party custodian.

10. Open-End Investment Funds

Open-end Investment Funds registered under the Securities Act of the Commonwealth or the Federal Investment Company Act of 1940, provided that they invest only in securities approved for investment herein.

11. Virginia Local Government Investment Pool

Any portfolio established by the Virginia Department of the Treasury.

12. Virginia State Non-Arbitrage Program or Other Authorized Arbitrage Investment Management Programs

X. Suitable and Authorized Investments – Restricted Funds

Funds defined as sinking funds under the Virginia Code may be invested in items listed in Section IX.1 and IX.6 above, repurchase agreements collateralized by those investments, and in the Virginia State Non-Arbitrage Program or other authorized Arbitrage Investment Management programs.

XI. Internal Controls

Under the guidance of the Investment Committee, the Director of Financial Services will establish and maintain an internal control structure designed to ensure that the assets of the City are protected from loss, theft or misuse. The internal control structure will be designed to provide reasonable assurance that these objectives are met. The concept of reasonable assurance recognizes that (1) the cost of a control should not exceed the benefits likely to be derived and (2) the valuation of costs and benefits requires estimates and judgments by management. The Internal Audit Department shall add this Policy and related Procedures to their Audit Universe for audit consideration. The internal control structure will address the following points:

- Control of collusion
- Separation of transaction authority from accounting and record keeping



- Custodial safekeeping
- Avoidance of physical delivery of securities
- Clear delegation of authority to subordinate staff members
- Written confirmation of transactions for investments and wire transfers
- Development of a wire transfer agreement with the lead bank and third-party custodian

XII. Reporting

Under the guidance of the Investment Committee, the Director of Financial Services will ensure that a Management Report will be prepared on a quarterly basis. The information from this Report may be derived from the Investment Advisor and/or the Safekeeping Agent, or both, where appropriate. This Report will include information that provides an analysis of the status of the current investment portfolio and whether investment activities during the reporting period have conformed to the investment policy herein. The Report will be presented to City Council for information and comment. To the extent practical, the report detail may include such items as the following:

- Listing of securities held at the end of the reporting period
- Realized and unrealized gains or losses resulting from appreciation or depreciation
- Average weighted yield to maturity of portfolio on investments compared to benchmarks
- Listing of investment by maturity type
- Percentage of the total portfolio which each type of investment represents

XIII. Diversification

The City will endeavor to diversify its investment portfolio to avoid incurring unreasonable risks regarding (i) security type, (ii) individual financial institution or issuing entity, and (iii) maturity. Target asset allocation strategies shall be developed by the Investment Committee to provide guidance as to appropriate levels of diversification. With the exception of U. S. Treasury securities and authorized pools, no more than 50% of the City's total investment will be the obligations of a single financial institution.

XIV. Maximum Maturities

To the extent possible, the City will attempt to match its investments with anticipated cash flow requirements. Unless matched to a specific cash flow, the City will not directly invest in securities maturing more than one year from the date of purchase.

**Appendix 1: Glossary of Investment Terms**

Accrued Interest – The accumulated interest due on a bond as of the last interest payment made by the issuer.

Agency – A debt security issued by a federal or federally sponsored agency. Federal agencies are backed by the full faith and credit of the U.S. Government. Federally sponsored agencies (FSA's) are backed by each particular agency with a market perception that there is an implicit government guarantee. An example of a federal agency is the Government National Mortgage Association (GOMA). An example of a FSA is the Federal National Mortgage Association (FNMA).

Amortization – The systematic reduction of the amount owed on a debt issue through periodic payments of principal.

Average Life – The average length of time that an issue of serial bonds and/or term bonds with a mandatory sinking fund feature is expected to be outstanding.

Basis Point – A unit of measurement used in the valuation of fixed-income securities equal to 1/100 of 1 percent of yield, e.g., “one-quarter” of 1 percent is equal to 25 basis points.

Bid – The indicated price at which a buyer is willing to purchase a security or commodity.

Book Value – The value at which a security is carried on the inventory lists or other financial records of an investor. The book value may differ significantly from the security's current value in the market.

Call Price – The price at which an issuer may redeem a bond prior to maturity. The price is usually at a slight premium to the bond's original issue price to compensate the holder for loss of income and ownership.

Call Risk – The risk to a bondholder that a bond may be redeemed prior to maturity.

Callable Bond – A bond issue in which all or part of its outstanding principal amount may be redeemed before maturity by the issuer under specified conditions.

Cash Sale/Purchase – A transaction which calls for delivery and payment of securities on the same day that the transaction is initiated.

Collateralization – Process by which a borrower pledges securities, property, or other deposits for the purpose of securing the repayment of a loan and/or security.

Commercial Paper – An unsecured short-term promissory note issued by corporations, with maturities ranging from 2 to 270 days.

Convexity – A measure of a bond's price sensitivity to changing interest rates. A high convexity indicates greater sensitivity of a bond's price to interest rate changes.

Corporate Bond – A promissory note issued by corporations with maturities ranging from 0 to 5 years.

Coupon Rate – The annual rate of interest received by an investor from the issuer of certain types of fixed-income securities. Also known as the “interest rate.”

Credit Quality – The measurement of the financial strength of a bond issuer to help an investor to understand an issuer's ability to make timely interest payments and repay the loan principal upon maturity. Generally, the higher the credit quality of a bond issuer, the lower the interest rate paid by the issuer because the risk of default is lower. Credit quality ratings are provided by nationally recognized rating agencies.

Credit Risk – The risk to an investor that an issuer will default in the payment of interest and/or principal on a security.

Current Yield (Current Return) – A yield calculation determined by dividing the annual interest received on a security by the current market price of that security.

Delivery Versus Payment (DVP) – A type of securities transaction in which the purchaser pays for the securities when they are delivered either to the purchaser or his/her custodian.

Discount – The amount by which the par value of a security exceeds the price paid for the security.



Diversification – A process of investing assets among a range of security types by sector, maturity, and quality rating.

Duration – A measure of the timing of the cash flows, such as the interest payments and the principal repayment, to be received from a given fixed-income security. This calculation is based on three variables: term to maturity, coupon rate, and yield to maturity. The duration of a security is a useful indicator of its price volatility for given changes in interest rates.

Fair Value – The amount at which an investment could be exchanged in a current transaction between willing parties, other than in a forced or liquidation sale.

Federal Funds (Fed Funds) – Funds placed in Federal Reserve banks by depository institutions in excess of current reserve requirements. These depository institutions may lend fed funds to each other overnight or on a longer basis. They may also transfer funds among each other on a same-day basis through the Federal Reserve banking system. Fed funds are considered to be immediately available funds.

Federal Funds Rate – Interest rate charged by one institution lending federal funds to the other.

Government Securities – An obligation of the U.S. government, backed by the full faith and credit of the government. These securities are regarded as the highest quality of investment securities available in the U.S. securities market See “Treasury Bills, Notes, and Bonds.”

Interest Rate – See “Coupon Rate.”

Interest Rate Risk – The risk associated with declines or rises in interest rates which cause an investment in a fixed-income security to increase or decrease in value.

Internal Controls – An internal control structure designed to ensure that the assets of the entity are protected from loss, theft, or misuse. The internal control structure is designed to provide reasonable assurance that these objectives are met. The concept of reasonable assurance recognizes that 1) the cost of a control should not exceed the benefits likely to be derived and 2) the valuation of costs and benefits requires estimates and judgments by management. Internal controls should address the following points:

1. Control of collusion - Collusion is a situation where two or more employees are working in conjunction to defraud their employer.
2. Separation of transaction authority from accounting and record keeping - By separating the person who authorizes or performs the transaction from the people who record or otherwise account for the transaction, a separation of duties is achieved.
3. Custodial safekeeping - Securities purchased from any bank or dealer including appropriate collateral (as defined by state law) shall be placed with an independent third party for custodial safekeeping.
4. Avoidance of physical delivery securities - Book-entry securities are much easier to transfer and account for since actual delivery of a document never takes place. Delivered securities must be properly safeguarded against loss or destruction. The potential for fraud and loss increases with physically delivered securities.
5. Clear delegation of authority to subordinate staff members - Subordinate staff members must have a clear understanding of their authority and responsibilities to avoid improper actions. Clear delegation of authority also preserves the internal control structure that is contingent on the various staff positions and their respective responsibilities.
6. Written confirmation of transactions for investments and wire transfers -Due to the potential for error and improprieties arising from telephone and electronic transactions, all transactions should be supported by written communications and approved by the appropriate person written communications may be via fax if on letterhead and if the safekeeping institution has a list of authorized signatures.
7. Development of a wire transfer agreement with the lead bank and third-party custodian – The designated official should ensure that an agreement will be entered into and will address the following points: controls, security provisions, and responsibilities of each party making and receiving wire transfers.

Inverted Yield Curve – A chart formation that illustrates long-term securities having lower yields than short-term securities. This configuration usually occurs during periods of high inflation coupled with low levels of confidence in the economy and a restrictive monetary policy.



Investment Company Act of 1940 – Federal legislation which sets the standards by which investment such as mutual funds, are regulated in the areas of advertising, promotion, performance reporting requirements, and securities valuations.

Investment Policy – A concise and clear statement of the objectives and parameters formulated by an investor or investment manager for a portfolio of investment securities.

Liquidity – An asset that can be converted easily and quickly into cash.

Local Government Investment Pool (LGIP) – An investment by local governments in which their money is pooled as a method for managing local funds.

Mark-to-Market – The process whereby the book value or collateral value of a security is adjusted to reflect its current market value.

Market Risk – The risk that the value of a security will rise or decline as a result of changes in market conditions.

Market Value – Current market price of a security.

Maturity – The date on which payment of a financial obligation is due. The final stated maturity is the date on which the issuer must retire a bond and pay the face value to the bondholder. See “Weighted Average Maturity.”

Money Market Mutual Fund – Mutual funds that invest, solely in money market instruments (short-term debt instruments, such as Treasury bills, commercial paper, bankers’ acceptances, repos and federal funds).

Mutual Fund – An investment company that pools money and can invest in a variety of securities, including fixed-income securities and money market instruments. Mutual funds are regulated by the Investment Company Act of 1940 and must abide by the following Securities and Exchange Commission (SEC) disclosure guidelines:

1. Report standardized performance calculations.
2. Disseminate timely and accurate information regarding the fund’s holdings, performance, management and general investment policy.
3. Have the fund’s investment policies and activities supervised by a board of trustees, which are independent of the adviser, administrator or other vendor of the fund.
4. Maintain the daily liquidity of the fund’s shares.
5. Value their portfolios on a daily basis.
6. Have all individuals who sell SEC-registered products licensed with a self-regulating organization (SRO) such as the National Association of Securities Dealers (NASD).
7. Have an investment policy governed by a prospectus which is updated and filed by the SEC annually.

Mutual Fund Statistical Services – Companies that track and rate mutual funds, e.g., IBC/Donoghue, Lipper Analytical Services, and Morningstar.

National Association of Securities Dealers (NASD) – A self-regulatory organization (SRO) of brokers and dealers in the over-the-counter securities business. Its regulatory mandate includes authority over firms that distribute mutual fund shares as well as other securities.

Net Asset Value – The market value of one share of an investment company, such as a mutual fund. This figure is calculated by totaling a fund’s assets which includes securities, cash, and any accrued earnings, subtracting this from the fund’s liabilities and dividing this total by the number of shares outstanding. This is calculated once a day based on the closing price for each security in the fund’s portfolio.
$$\frac{[(\text{Total assets}) - (\text{Liabilities})]}{(\text{Number of shares outstanding})}$$

No Load Fund – A mutual fund which does not levy a sales charge on the purchase of its shares.

Nominal Yield – The stated rate of interest that a bond pays its current owner, based on par value of the security. It is also known as the “coupon,” “coupon rate,” or “interest rate.”



Offer – An indicated price at which market participants are willing to sell a security or commodity. Also referred to as the “Ask price.”

Par – Face value or principal value of a bond, typically \$1,000 per bond.

Positive Yield Curve – A chart formation that illustrates short-term securities having lower yields than long-term securities.

Premium – The amount by which the price paid for a security exceeds the security’s par value.

Prime Rate – A preferred interest rate charged by commercial banks to their most creditworthy customers. Many interest rates are keyed to this rate.

Principal – The face value or par value of a debt instrument. Also may refer to the amount of capital invested in a given security.

Prospectus – A legal document that must be provided to any prospective purchaser of a new securities offering registered with the SEC. This can include information on the issuer, the issuer’s business, the proposed use of proceeds, the experience of the issuer’s management, and certain certified financial statements.

Prudent Person Rule – An investment standard outlining the fiduciary responsibilities of public funds investors relating to investment practices.

Regular Way Delivery – Securities settlement that calls for delivery and payment on the third business day following the trade date (T+3); payment on a T+1 basis is currently under consideration. Mutual funds are settled on a same day basis; government securities are settled on the next business day.

Reinvestment Risk – The risk that a fixed-income investor will be unable to reinvest income proceeds from a security holding at the same rate of return currently generated by that holding.

Repurchase Agreement (repo or RP) – An agreement of one party to sell securities at a specified price to a second party and a simultaneous agreement of the first party to repurchase the securities at a specified price or at a specified later date.

Reverse Repurchase Agreement (Reverse Repo) – An agreement of one party to purchase securities at a specified price from a second party and a simultaneous agreement by the first party to resell the securities at a specified price to the second party on demand or at a specified date.

Rule 2a-7 of the Investment Company Act – Applies to all money market mutual funds and mandates such funds to maintain certain standards, including a 13-month maturity limit and a 90-day average maturity on investments, to help maintain a constant net asset value of one dollar (\$1.00).

Safekeeping – Holding of assets (e.g., securities) by a financial institution.

Serial Bond – A bond issue, usually of a municipality, with various maturity dates scheduled at regular intervals until the entire issue is retired.

Sinking Fund – Money accumulated on a regular basis in a separate custodial account that is used to redeem debt securities or preferred stock issues.

Swap – Trading one asset for another.

Term Bond – Bonds comprising a large part or all of a particular issue which come due in a single maturity. The issuer usually agrees to make periodic payments into a sinking fund for mandatory redemption of term bonds before maturity.

Total Return – The sum of all investment income plus changes in the capital value of the portfolio. For mutual funds, return on an investment is composed of share price appreciation plus any realized dividends or capital gains. This is calculated by taking the following components during a certain time period. (Price Appreciation) + (Dividends paid) + (Capital gains) = Total Return.

Treasury Bills – Short-term U.S. government non-interest bearing debt securities with maturities of no longer than one year and issued in minimum denominations of \$10,000. Auctions of three- and six-month bills are weekly, while auctions of one-year bills are monthly. The yields on these bills are monitored closely in the money markets for signs of interest rate trends.



Treasury Bonds – Long-term U.S. government debt securities with maturities of ten years or longer and issued in minimum denominations of \$1,000. Currently, the longest outstanding maturity for such securities is 30 years.

Treasury Notes – Intermediate U.S. government debt securities with maturities of one to 10 years and issued in denominations ranging from \$1,000 to \$1 million or more.

Uniform Net Capital Rule – SEC Rule 15C3-1 outlining capital requirements for broker/dealers.

Volatility – A degree of fluctuation in the price and valuation of securities.

“Volatility Risk” Rating – A rating system to clearly indicate the level of volatility and other non-credit risks associated with securities and certain bonds funds. The ratings for bond funds range from those that have extremely low sensitivity to changing market conditions and offer the greatest stability of the returns (“AAA” by S&P; “V- 1” by Fitch) to those that are highly sensitive with currently identifiable market volatility risk (“CCC”- S&P, “V-10” by Fitch).

Weighted Average Maturity (WAM) – The average maturity of all the securities that comprise a portfolio. According to SEC rule 2a-7, the WAM for SEC registered money market mutual funds may not exceed 90 days and no one security may have a maturity that exceeds 397 days.

When Issued (WI) – A conditional transaction in which an authorized new security has not been issued. All “when issued” transactions are settled when the actual security is issued.

Yield – The current rate of return on an investment security generally expressed as a percentage of the security’s current price.

Yield Curve – A graphic representation that depicts the relationship at a given point in time between yields and maturity for bonds that are identical in every way except maturity. A normal yield curve may be alternatively referred to as a positive yield curve.

Yield-to-Call (YTC) – The rate of return an investor earns on a bond assuming the bond is redeemed (called) prior to its nominal maturity date.

Yield-to-Maturity – The rate of return yielded by a debt security held to maturity when both interest payments and the investor’s potential capital gain or loss are included in the calculation of return.

Zero-Coupon Securities – Security that is issued at a discount and makes no periodic interest payments. The rate of return consists of a gradual accretion of the principal of the security and is payable at par upon maturity.

AGENDA ITEM SUMMARY**MEETING DATE**

February 25, 2025

PRESENTED BY

Alicia Finney, Clerk of Council

AGENDA ITEM # IV.9

Boards and Commissions Quarterly Reporting (Q1)

RECOMMENDATION

Review outstanding vacancies to Council-appointed boards and commissions.

SUMMARY

The following volunteer opportunities either currently exist or are upcoming:

- Economic Development Authority
- Lynchburg Redevelopment & Housing Authority
- Planning Commission

Interested candidates are encouraged to apply by completing our online application at <https://lynchburg.seamlessdocs.com/f/boardsandcommissions>. Applications will be taken through Monday, March 10, 2025, and will be kept on file for one year for any future Council consideration unless advised otherwise by the applicant.

City Council is scheduled to discuss appointments to these boards and commissions during a closed session on March 25, 2025.

PRIOR ACTION(S)

N/A

FISCAL IMPACT

N/A

CONTACT(S)

Alicia Finney, Clerk of Council

ATTACHMENT(S)

1. Boards and Commssions_BIB_Q1_2025

REVIEWED BY

Alicia L. Finney

Alicia Finney, Clerk of Council

Date: February 20, 2025

BOARDS AND COMMISSIONS QUARTERLY REPORTING

February 25, 2025



VOLUNTEER OPPORTUNITIES

1. Economic Development Authority
One (1) current vacancy
2. Lynchburg Redevelopment and Housing Authority
One (1) current vacancy
3. Planning Commission
Four (4) upcoming vacancies

ECONOMIC DEVELOPMENT AUTHORITY

- Meets the 3rd Thursday of each month at 8:30am in City Hall, Economic Development office
- Assists in promoting industry and developing trade in the area through financial assistance to new and existing industries.
- Can serve up to three (3) consecutive 4-year terms
- Opportunities:
 - One (1) current vacancy



LYNCHBURG REDEVELOPMENT AND HOUSING AUTHORITY

- Meets the 3rd Thursday monthly, 9:30a.m., at LRHA, 1948 Thomson Drive
- Administers housing assistance programs as a political subdivision of the Commonwealth; conducts programs of urban renewal and housing rehabilitation in designated neighborhoods.
- Can serve up to three (3) consecutive 4-year terms
- Opportunities:
 - One (1) current vacancy



PLANNING COMMISSION

- Meets the second and fourth Wednesday of each month at 4:00pm at City Hall, Council Chamber
- Acts in an advisory capacity to City Council in planning the development of the City (subdivisions, rezoning, parks, etc.).
- Can serve up to three (3) consecutive 3-year terms
- Opportunities:
 - Four (4) upcoming vacancies



NEXT STEPS

Closed Session Scheduled – March 25, 2025

Collecting applications and resumes through Monday, March 10, 2025



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