

COUNCIL MEMBER NELSON WILL GIVE THE INVOCATION

A G E N D A

City Council Meeting of November 14, 2017

4:00 P. M.

Work Session Agenda Items

- | | | |
|-----------------------|----|--|
| 4:00 p.m. – 4:05 p.m. | 1. | Introduction of Lyn-CAG new President and CEO William Coleman |
| 4:05 p.m. – 4:20 p.m. | 2. | Lynchburg Planning Commission Fiscal Year 2017 Annual Report |
| 4:20 p.m. – 5:20 p.m. | 3. | National Citizens Survey Presentation |
| 5:20 p.m. – 6:25 p.m. | 4. | Future of Rotary Centennial Riverfront Skatepark |
| 6:25 p.m. – 6:30 p.m. | 5. | Roll Call |
| 6:30 p.m. – 7:25 p.m. | 6. | Consideration of a closed meeting for the discussion of plans to protect public safety and the security of City Hall and the safety of persons using City Hall because discussion in an open meeting would jeopardize the safety of such persons or the security of the building, pursuant to Section 2.2-3711(A)(19.) of the Virginia Code. |

7:30 P.M.

City Council Agenda Items

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GENERAL POLICY REGARDING PUBLIC PARTICIPATION AT CITY COUNCIL MEETINGS

Each speaker shall clearly state his or her name and locality of residence.

The City Council agenda is divided into three sections.

CONSENT AGENDA: This section includes routine items. All items may be approved by one vote.

PUBLIC HEARINGS: This section includes all public hearings as required by law or as Council may direct.

Procedure:

- Staff will make a presentation.
- For Zoning petitions, the applicant or his or her representative shall have ten (10) minutes to make a presentation.
- Comments will then be solicited from those in favor.
- Comments will then be solicited from those in opposition.

During the public hearing there shall be a time limit of three (3) minutes for each individual speaker. If the speaker represents a group, there shall be a time limit of five (5) minutes. A speaker representing a group shall identify that group at the beginning of his or her remarks. A group may have only one spokesperson. After public comments have been received, for zoning petitions the applicant or the representative of the applicant, at his or her discretion, may respond with a rebuttal. There shall be a five (5) minute time limit for rebuttal. Upon the conclusion of public comments or the applicant's rebuttal the public hearing will be closed and the matter referred to Council for deliberation.

PUBLIC PRESENTATIONS: Public presentations shall be for the purpose of allowing members of the public to present any matter, which, in their opinion, deserves the attention of the Council. They shall not serve as a forum for debate with the Council. Individuals may speak up to 3 minutes; or group spokesperson up to 5 minutes. Once Council has heard a presentation from a citizen or organization on a particular subject, the citizen or organization may not make another presentation on the same subject within three (3) months of the first presentation, except by a majority vote of the members of Council present and voting.

GENERAL BUSINESS: This section includes items of a general nature to be considered by Council.

City Council may make exceptions to these rules at its discretion. Prior to a meeting, any questions which citizens may have regarding any item on the agenda may be addressed to City Council or the City Administration. The following numbers are provided for the convenience of the citizens:

CITY COUNCIL 455-3995 MAYOR 455-3995 CITY MANAGER 455-3990

A reasonable charge may be made for copying and other activities related to responding to long and involved inquiries.

CITIZENS OFTEN EXPRESS CONFLICTING AND DIVERSE POSITIONS REGARDING SPECIFIC ISSUES UNDER CONSIDERATION. TO ENCOURAGE CITIZEN PARTICIPATION AND TO AVOID INTIMIDATION TO PERSONS WHO MAY EXPRESS SOMETIMES UNPOPULAR OPINIONS, APPLAUSE, CHEERS, OR JEERS FROM THE AUDIENCE ARE NOT PERMITTED. WHEN APPEARING BEFORE CITY COUNCIL CITIZENS MAY NOT ENGAGE IN BEHAVIOR THAT INTIMIDATES OR INSULTS OTHERS, ENGAGE IN DISRUPTIVE BEHAVIOR, USE PROFANITY OR VULGAR LANGUAGE, PROMOTE PRIVATE BUSINESS VENTURES OR CAMPAIGN FOR PUBLIC OFFICE.

*** PREVIOUSLY DISCUSSED AND/OR CONSIDERED BY CITY COUNCIL**

RECOGNITIONS

- > Virginia Parks and Recreation Society Annual Awards
- > Nurse Practitioners Week

CONSENT AGENDA

- #7. Consideration of approving the minutes of the September 26, 2017 meeting.
- *#8. Consideration of adopting Resolution #R-17-093 to amend the FY 2018 Operating and Capital Budgets and appropriating funds to reflect the FY 2018 First Quarter Adjustments.

PUBLIC HEARING

#9. Public hearing regarding petition of William Bohn and Jennifer Woofter to appeal the decision of the Historic Preservation Commission (HPC) to deny a Certificate of Appropriateness (COA) to allow the installation of four (4) twenty-four (24) inch fiber reinforced polymer columns (FRP) on the front porch at 1919 Rivermont Avenue.
(File: Community Development) #R-17-_____

#10. Public hearing regarding the Petition of 712 12th Street, LLC to rezone approximately five hundred eighty-four thousandths (0.584) acres at 712 12th Street from I-2, Light Industrial District to B-4(C), Urban Commercial District (Conditional) to allow the use of the existing building as apartments.
(File: Community Development) #O-17-_____

#11. Public hearing regarding the Consideration of amending Section 35.2-67, Sidewalks and Pedestrian Connectivity to provide alternatives to when sidewalks are required as part of any development subject to site plan review.
(File: Community Development) #O-17-_____

PUBLIC COMMENT

- #12. Hear from a citizen regarding a concern (Gavin Braithwaite).
- #13. Hear from a citizen regarding a concern (Jeff Gray)
- #14. Hear from group representatives regarding a concern (Robert Blevins and Jackie Asbury).
- #15. Hear from a citizen regarding a concern (Katie Basten).

GENERAL BUSINESS

- #16.* Consideration of adopting a Resolution for the proposed sale of surplus City property located at 405 Cabell Street.
(File: City Council) #R-17-_____
- #17. Provide input for 2018 Legislative Agenda.
(File: City Council)

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **November 14, 2017**

AGENDA ITEM #: 2

CONSENT: REGULAR: WORK SESSION: X CLOSED SESSION:
ACTION: INFORMATION: X (Confidential)

ITEM TITLE: Lynchburg Planning Commission Fiscal Year 2017 Annual Report

KEY ELEMENTS:

☐ Economic Development ☒ Excellent Government ☐ Natural and Built Environment ☐ Safe Community ☐ Vibrant Community

RECOMMENDATION: Hear a presentation concerning activities of the Lynchburg Planning Commission for FY 2017.

SUMMARY: § 15.2-2221 of the Code of Virginia requires that the Planning Commission provide to the governing body an annual report concerning the operation of the Commission and the status of planning within its jurisdiction.

The attached annual report covers the activities of the Planning Commission and the implementation of the Comprehensive Plan for the period July 1, 2016 – June 30, 2017 (FY 2017). The report was reviewed by the Planning Commission on September 13, 2017 with a favorable recommendation of forwarding it to City Council for informational purposes.

PRIOR ACTION(S):

September 13, 2017: Planning Commission recommended forwarding the Annual Report to Council.

FISCAL IMPACT: N/A

CONTACT(S):

Dave Perault, Chair, Lynchburg Planning Commission – (434) 544-8370
Tom Martin, City Planner – (434) 455-3900

ATTACHMENT: Planning Commission Fiscal Year 2017 Annual Report

REVIEWED BY: bms

127K

Fiscal Year 2017 Annual Report

Lynchburg Planning Commission

Planning Commissioners:

David Perault, Chair

Robert “Cham”bliss Light, Jr., Vice-Chair

Robert Bowden

Kensie Johnson

Mark Lowe

Nancy Marion

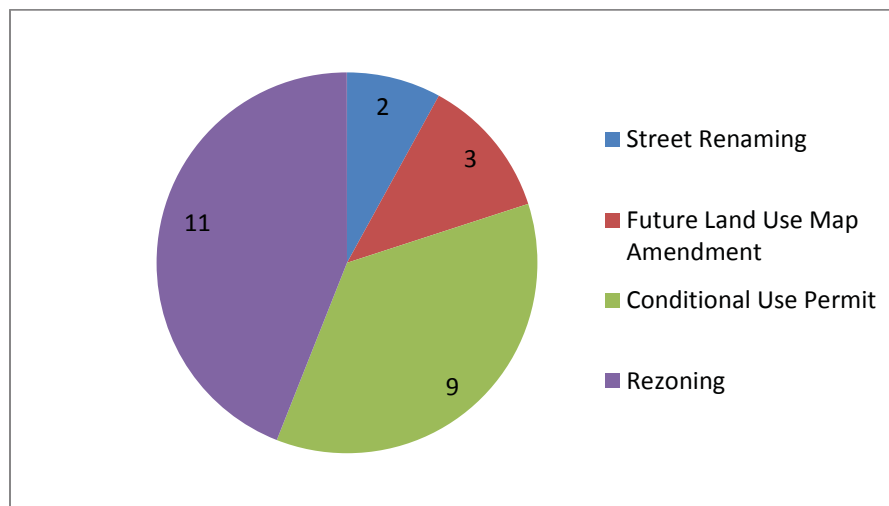
Tom Rogers

Summary

This is the annual report outlining the implementation of the Comprehensive Plan and the activities of the Planning Commission. The report covers July 1, 2016 –June 30, 2017.

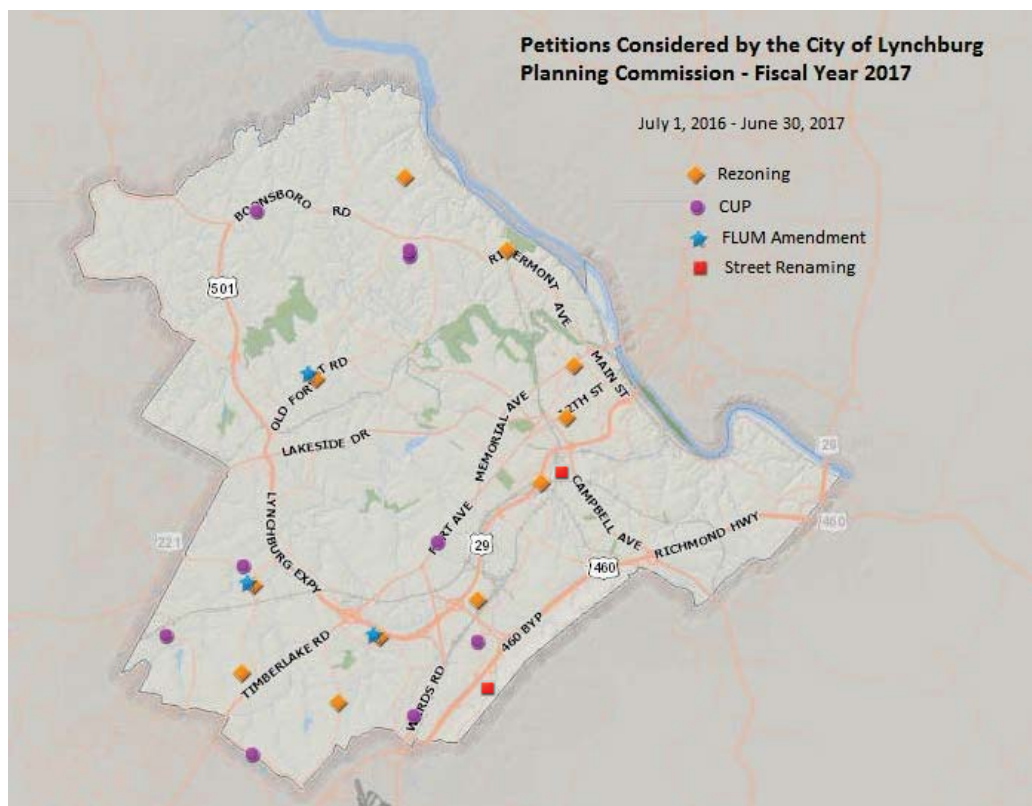
The Planning Commission considered and forwarded to City Council twenty-five (25) petitions from July 1, 2016 through June 30, 2017.

Petitions Forwarded to City Council in Fiscal Year 2017



FY2017 Petitions Include:

- Centra Health, Inc. at 1343 Oak Ln. and 1512 Fairway Pl. – Conditional Use Permit (CUP) for Group Home – July 13, 2016
- Maddox & Son Construction, Inc. at 1125 Old Graves Mill Rd.– Rezoning and FLUM (Future Land Use Map) Amendment for a high density apartment complex – August 10, 2016
- Westminster Canterbury of Lynchburg at 501 VES Rd. – Rezoning to provide flexibility for future development – August 10, 2016
- James River Day School, Inc. at 5039 Boonsboro Rd. and 110 Bon Ton Cir. – CUP for a building addition – August 10, 2016
- Kristie Lynn Napier at 630, 634, 636 Leesville Rd. – Rezoning to allow reuse of existing building – August 10, 2016
- Carriage Square Ltd. at 240 Beverly Hills Cir. – Rezoning to amend proffers – September 14, 2016
- Jackson III, LLC at 2244 Rivermont Ave. – Rezoning to allow reuse of existing building –October 12, 2016
- Hi-Tech Automotive of Lynchburg, LLC at 4891 and 4897 Fort Ave. and 1102 Tolleys Lane – CUP to allow auto repair use and building addition – October 26, 2016
- Liberty University – Private Street Renaming – November 9, 2016
- Centra Health, Inc. at 1331 Oak Ln. – CUP for a closed door pharmacy – December 14, 2016
- Scott Elliott at 2425 Carroll Ave. – Rezoning to facilitate conforming uses – January 11, 2017
- Liberty Christian Academy at 601 Mountain View Rd.– CUP for a lighted sports complex – February 8, 2017
- Bella Rose Plantation, LLC at 1220 and 1600 Graves Mill Rd. – CUP to amend concept plan for Cluster Commercial Development (CCD) to allow event center – February 22, 2017
- Jamestown Development Group at 1806, 1816, 1836, 1840, and 1842 Wards Ferry Rd. – Rezoning and FLUM Amendment for a high density apartment complex – March 22, 2017
- Corporation for Jefferson's Poplar Forest at 1900, 1950, 1970 Enterprise Dr. and 1901 Laxton Rd. – CUP to fill in the floodplain to allow a new access road to Poplar Forest – April 12, 2017
- Rose T. Properties, LLC at 1223 Fillmore St. – Rezoning for apartment units – April 12, 2017
- Seven Hills Food, LLC. Street Renaming from 17th St. to Abattoir Place – April 12, 2017
- Dharmandra Patel at 1209 Greenview Dr. – CUP to amend design guidelines for Cornerstone Traditional Neighborhood Development (TND) – April 12 & 26, 2017
- John Parr, Lynchburg Jefferson Street, LLC at 509 Harrison St. and 512 Federal St. – Rezoning to allow construction of a parking lot in 5th St. Revitalization Corridor – April 26, 2017
- Hotel Acquisitions 3 TPS, LLC at 4634 Murray Pl. – Rezoning for a mixed use facility with hotel floors and apartment units – June 14, 2017
- Workman Oil at 4012 and 4014 Wards Rd. – CUP to allow fill in the floodplain to facilitate a drive-through lane – June 22, 2017
- Tacoma Inc. at 1000, 1002, 1004 Dandridge Dr. – Rezoning and FLUM Amendment for a fast food restaurant – June 28, 2017



Other administrative items reviewed by the Planning Commission include a Proffers Amendment, the Fiscal Year 2018 Budget, and the Fiscal Year 2018-2022 Capital Improvements Program, all reviewed on March 22, 2017.

Planning Commission Retreat

On October 27, 2016, Planning Commissioners and staff met at Fort Early for an all-day retreat. The meeting objectives were: “For the planning commissioners to learn about each other and City staff, both professionally and personally; to discuss broad transportation, planning, economic development and land use goals and objectives of the City; and to discuss individual planning philosophies for the growth of the City.” Given the large number of existing neighborhood and corridor plans the City has adopted, each Commissioner gave an overview and outlined key points from each plan. The Commission heard presentations from a variety of City staff about their work in Planning, Economic Development, and Engineering. Representatives from Greater Lynchburg Transit Company (GLTC) and Region 2000 Local Government Council also spoke about their roles and objectives for the growth of the City of Lynchburg.

Zoning Ordinance

The previous *Zoning Ordinance* was adopted in 1978 in response to the 1976 annexation of portions of Bedford and Campbell Counties. Recognizing that The City of Lynchburg today and its vision of 2030 were vastly different than when the Ordinance was comprehensively rewritten in 1978, Planning Commission started work on rewriting the *Zoning Ordinance* immediately following the adoption of the *Comprehensive Plan 2013-2030* in January 2014. The overarching goal of the Zoning Ordinance rewrite was to modernize the standards and guidance to best fit the City’s current and future goals as outlined in the *Comprehensive Plan 2013-2030*, while improving readability and accessibility to relevant sections.

In September 2015, Planning Commission recommended approval of the Zoning Ordinance, after four years of providing guidance to City staff and planning consultants, reviewing changes to the document, community outreach, a Zoning Diagnostic, work sessions, and a public hearing. In February 2016, City Council adopted the *Zoning Ordinance*. This transformative document encourages infill, provides flexibility for mixed use development, protects neighborhoods and promotes development connected by multiple modes of transportation.

As the *Zoning Ordinance* has been implemented and making a positive impact over the previous year, corrections were prepared where the ordinance either needed to be clarified or amended to reflect what was intended during the update process. Planning Commission initiated the process of correcting and clarifying sections of the ordinance staff had found to be unclear in July 2016. The amendments were recommended for approval to City Council in October 2016, and the changes were adopted on February 14, 2017. Future adjustments may be implemented to provide a clear and cohesive explanation to the reader.

History & Adoption of the Comprehensive Plan

The *Comprehensive Plan 2013-2030* was adopted by Council on January 14, 2014. The plan, an update to the 2002-2020 plan, establishes a clear vision for the future of Lynchburg, identifies goals towards achieving that vision, creates policy guidance for public and private decision-makers, and identifies tasks that need to be pursued to make the Plan’s vision and goals a reality.

Comprehensive Plan Implementation Matrix

Chapter 4 of the *Comprehensive Plan* includes an implementation matrix with the direction that it be revised and completed following adoption of the plan. This implementation program identifies tools (codes, ordinances, regulations and policies) to implement action items, sets a general time frame, assigns responsibility and correlates implementation measures with specific plan policies. The following matrix outlines the program’s status and milestones completed throughout FY2017 (July 1, 2016 through June 30, 2017).

Strategy from Implementation Matrix	Specific Areas	Milestones Completed in FY 2017:	Milestones Projected for FY 2018:
		July 1, 2016 – June 30, 2017	July 1, 2017 – June 30, 2018
Revise zoning ordinance and implement		Continued implementation; minor clarifications/revisions	Continued implementation; minor clarifications/revisions
Implement Neighborhood Plans & Corridor Studies	Atlanta Avenue Corridor Study		TAP (Transportation Alternatives Program) grant application (10/17)
	Downtown & Riverfront Master Plan	Creekside Trail, Upstream of Hollins Mill Park to Shirley Road., completed (12/16) Point of Honor Trail - Creek Bank Remediation Project, completed (6/17) Community Market Parking Deck Bid under construction	Downtown Utility & Streetscape Phase 1 - complete construction (9/17) Downtown Utility & Streetscape Phase 2 - begin design (10/17) Community Market Parking Deck Renovation, completed (8/17) New Downtown 2040 Master Plan adoption (draft 12/17)
	Tinbridge Hill Neighborhood Plan	Tinbridge Hill water line project (construction Spring '17) LRHA (Lynchburg Redevelopment and Housing Authority) rehabilitation of 2 homes	Bikeway Bridge to Linkhorne Renovation final design (6/18)
	Tyeeanna Master Plan		VDOT 460 Access Management project Phase II (complete 11/17) Tyreeanna Master Plan update (begin 1/18) Coordination with Downtown 2040 Master Plan (draft 12/17)
	Fifth Street Master Plan	Retail development opening at 5th & Federal Streets (9/16) Apartments opening at 5th & Court Streets (9/16) Restaurant opening at 5th & Federal Streets (11/16) Centra Wellness Center at 5th & Federal Streets Groundbreaking (9/16)	Begin Phase III (Fall/Winter '17) Clay Street Reservoir Adaptive Reuse Plan, Preliminary Planning Phase, (6/18)
	Midtown Master Plan	Midtown Connector complete, Project close-out in progress	
	Wards Road Pedestrian & Bicycle Study		
	Odd Fellows Road/Campbell Avenue Master Plan	Oddfellows B1 utility reloaction; Oddfellows B2 in design,	Oddfellows B2 bid and under construction
	Wards Ferry Road Corridor Study	Wards Ferry Road and Logans Lane bid, awarded and under construction	Wards Ferry Road and Logans Lane under construction
	221 Corridor Study		
Develop specific area and corridor plans	12th Street		

Strategy from Implementation Matrix	Specific Areas	Milestones Completed in FY 2017: July 1, 2016 – June 30, 2017		Milestones Projected for FY 2018: July 1, 2017 – June 30, 2018	
Economic Development Strategic Plan		Participation in the 2016 Arts & Economic Prosperity survey Pacific Life Insurance Company (8/16) Convergys Corporation (1/17) Adoption of Development Principles Local Brownfields project assessment CEDS (Comprehensive Economic Development Strategy) update New sidewalks at Ivy Creek Innovation Center Parking improvements on 5th Street Lynchburg Regional Connectivity Study Launched in Lynchburg (8/16) Create Lynchburg conference (1/17) Economic Development merged with Tourism (4/17)		Continued implementation of existing programs	
Water Quality Improvement Plan	City wide	Approval of Bacteria Total Maximum Daily Load (TMDL) Action Plan for current permit term; Construction completed on three (3) Water Quality Implementation Projects (Sheffield Elementary, LAUREL Regional School, Blackwater Creek Stream Restoration); Design of Rock Castle Stream Restoration Water Quality Project started; Awarded Stormwater Local Assistance Fund (SLAF) for another Water Quality Improvement Project from Department of Environmental Quality (DEQ); Began partnership with the Green Infrastructure Center to evaluate benefits and improvements to tree canopy and connection to Water Quality improvement;		Construction of Walkable Watersheds project in Fairview Heights Neighborhood; Completion of Greenwood Constructed Wetland Water Quality Improvement Project; Completion of design and start of construction for the Rock Castle Stream Restoration Water Quality Improvement Project; ongoing Stormwater Master Planning efforts;	
Water/Sewer Plans and Policies	MS4 Program Plan (City wide)	Continued implementation of Municipal Separate Storm System (MS4) Program Plan; Received a favorable compliance review from DEQ; Field work on stormwater system mapping and condition assessment completed; ongoing Stormwater Master Planning efforts;		Prioritization of stormwater system condition assessment findings for Capital Improvement needs; Develop cctv priority needs for storm pipe system; Preparation of new MS4 permit 5-year term to begin July 1, 2018 (current permit term expires June 30, 2018);	
	CSO Long-Term Control Plan	CSO (Combined Sewer Overflow) WWTP (Wastewater Treatment Plant) Preliminary Engineering Report - complete 10/16		CSO 61 - complete construction (9/17) CSO 125 - begin construction (10/17) CSO WWTP - begin construction (11/17)	
	Burton Creek Interceptor	Began construction - 11/16			
	Central Business District Waterline Replacement			Downtown Utility & Streetscape Phase 1 - complete construction (9/17) Downtown Utility & Streetscape Phase 2 - begin design (10/17)	

Strategy from Implementation Matrix	Specific Areas	Milestones Completed in FY 2017: July 1, 2016 – June 30, 2017	Milestones Projected for FY 2018: July 1, 2017 – June 30, 2018
Water/Sewer Plans and Policies (continued)	SSes (Sanitary Sewer Evaluation Study)	Completed 95% sewer easement clearing for Priority Areas 1 & 3. Completed 90% of the sewer easement clearing in Area 17. Completed 52% of all CCTV (closed circuit television) work within Priority Area 1, Completed 35% of all CCTV work within Priority Area 2, Completed 62% of all CCTV work within Priority Area 3, Completed 92% of all CCTV work within Priority 8, Completed 90% of all CCTV work within Priority Area 17.	Complete all SSES work in Areas 1,2,3,8, & 17. Complete all clearing work within Priority Areas 7 & 10. Complete all sewer easement clearing work on Norfolk-Southern properties Start work within Priority Areas 7 & 10 Set up a herbicide treatment schedule to upkeep all cleared easements
	Water/sewer line replacement	Tinbridge Hill Water Lines - began construction (4/17) Denver Avenue/Yancey Street Water/Sewer - design completed (6/17) Beverly Hills Water - completed construction (12/16)	Tinbridge Hill Water Lines - complete construction (1/18) Denver Avenue/Yancey Street Water/Sewer - begin construction (2/18) Blue Ridge Farms Water/Sewer Phase 3 - begin construction (9/16)
College Lake Dam		In conceptual design	Conceptual design continues, determine course of action
Police Headquarters			Begin design
City building & site preservation		Group Home completion (8/16)	
Parks & Facilities upgrades	Blackwater Creek Natural Area Master Plan	Bikeway Trail Resurfacing	
	Miller Park Master Plan	Miller Park Basketball Court Lighting Project, Completed (9/16)	Miller Park Aviary Parking Lot/Lighting Improvements (6/18) Miller Park/Fort Avenue Retaining Wall Restoration Project, Design and Bid Selection (6/18)
	Riverside Park Master Plan		Riverside Park Overlook Restoration (Preliminary design 6/18)
	Perrymont Park Master Plan	Riverside Park Parking Lot & Park Access Project, Completed (1/17)	
	City Stadium Improvements	City Stadium, Completed (6/17)	
	Other Park Improvements	Peaks View Park Disc Golf Renovation, Completed Peaks View Park Athletic Field Renovations, Completed	Peaks View Park Batting Cage, 6/18) Peaks View Park Field No. 10 Multi-Use Renovation (6/18) Sandusky Park 18 Hole Disc Golf Course and Amenity Installation (12/17) Daniel's Hill Neighborhood Center Renovation Project, CDBG Funding (6/18) College Hill Neighborhood Center Renovation
	College Park Master Plan		
Transportation	Timberlake Road/Logans Lane Interchange	Wards Ferry Road and Logans Lane bid, awarded and under construction	Under construction
	Midtown Connector	Awaiting final closeout documentation	
	Better Streets Policy		Sidewalk ordinance revisions and clarifications

Strategy from Implementation Matrix	Specific Areas	Milestones Completed in FY 2017:		Milestones Projected for FY 2018:	
		July 1, 2016 – June 30, 2017		July 1, 2017 – June 30, 2018	
Education	Heritage High School	New Building open (8/16) for the 2016-17 school year. Phase 3 old building demo complete (12/16)		Phase 3. All remaining work to be complete (10/17)	
	Major Building Repairs	Heritage Elementary - electrical service and switch gear replacement - complete (8/16)			
		Dearington Elementary - ceiling replacement and lighting upgrade - complete (8/16)			
		Bass Elementary roof replacement design & bid (3/17)		Project complete (8/17)	
		Dunbar Middle School east side window replacement design complete and bid (2/17)		Project complete (8/17)	
		Paul Munro Elementary Chiller replacement complete (8/16)			
		Bass Elementary Boiler replacement complete (4/17)			

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **November 14, 2017**

AGENDA ITEM #: **3**

CONSENT:
ACTION:

REGULAR:
INFORMATION: X

WORK SESSION: **X**

CLOSED SESSION:
(Confidential)

ITEM TITLE: 2017 Citizens' Survey Results - Presentation from the National Research Center, Inc.

KEY ELEMENTS:

Economic Development X Excellent Government X Natural and Built Environment X Safe Community X Vibrant Community

RECOMMENDATION: Hear a presentation by staff from the National Research Center, Inc.

SUMMARY: The City of Lynchburg utilizes the National Research Center to conduct the National Citizens' Survey every other year. The survey has been conducted in 2004, 2006, 2008, 2013, 2015, and 2017. The information from this survey of City of Lynchburg residents has historically provided guidance to both City Council and staff regarding community strategic planning and overall service delivery. Dr. Tom Miller, President and Chief Executive Officer (CEO), of the National Research Center, Inc. will present the 2017 survey results to City Council.

PRIOR ACTION(S): N/A

FISCAL IMPACT: N/A

CONTACT(S): Charles Hartgrove, Deputy City Manager, 455-3990
Joann Martin, Communications and Marketing Director, 455-3800

ATTACHMENT(S): NCS Trends over Time
NCS Community Livability Report
NCS Dashboard
NCS Demographic Crosstabs
NCS Geographic Crosstabs
NCS Open-end Report
NCS Technical Appendices

REVIEWED BY: bms

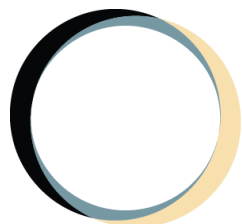
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THE NCSTM
The National Citizen SurveyTM

Lynchburg, VA

Trends over Time

2017



NRC

National Research Center Inc

2955 Valmont Road Suite 300
Boulder, Colorado 80301
n-r-c.com • 303-444-7863

ICMA

Leaders at the Core of Better Communities

777 North Capitol Street NE Suite 500
Washington, DC 20002
icma.org • 800-745-8780

Summary

The National Citizen Survey™ (The NCS™) is a collaborative effort between National Research Center, Inc. (NRC) and the International City/County Management Association (ICMA). The survey and its administration are standardized to assure high quality research methods and directly comparable results across The NCS communities. The NCS captures residents' opinions within the three pillars of a community (Community Characteristics, Governance and Participation) across eight central facets of community (Safety, Mobility, Natural Environment, Built Environment, Economy, Recreation and Wellness, Education and Enrichment and Community Engagement). This report discusses trends over time, comparing the 2017 ratings for the City of Lynchburg to its previous survey results in 2004, 2006, 2008, 2013 and 2015. Additional reports and technical appendices are available under separate cover.

Trend data for Lynchburg represent important comparison data and should be examined for improvements or declines. Deviations from stable trends over time, especially, represent opportunities for understanding how local policies, programs or public information may have affected residents' opinions.

Meaningful differences between survey years have been noted within the following tables as being “higher” or “lower” if the differences are greater than six percentage points between the 2015 and 2017 surveys, otherwise the comparison between 2015 and 2017 are noted as being “similar.” Additionally, benchmark comparisons for all survey years are presented for reference. Changes in the benchmark comparison over time can be impacted by various trends, including varying survey cycles for the individual communities that comprise the benchmarks, regional and national economic or other events, as well as emerging survey methodologies.

Overall, ratings in Lynchburg for 2017 generally remained stable. Of the 133 items for which comparisons were available, 94 items were rated similarly in 2015 and 2017, 10 items showed a decrease in ratings and 29 showed an increase in ratings. Notable trends over time included the following:

- Within the pillar of Community Characteristics, 10 aspects increased and five decreased in rating since 2015. Four of the increases were related to Community Engagement, including opportunities to participate in community matters, volunteer, and attend social events and activities, as well as how open and accepting the community is toward people of diverse backgrounds.
- Ratings for services and amenities provided by Lynchburg largely remained stable over time with 12 increases and five decreases in 2017, though residents were more pleased with services related to Recreation and Wellness (City parks, recreation centers and programs), Education and Enrichment (public libraries and special events) and Community Engagement (public information, overall direction of the community and the government welcoming citizen involvement) in 2017 than in 2015. Decreases were concentrated in the areas of Safety and Mobility.
- In 2017, more residents reported carpooling or using public transportation instead of driving, and reported more frequently visiting City parks, attending a City-sponsored event, volunteering, and voting in local elections than in 2015. Respondents also reported a greater sense of community in 2017.

The National Citizen Survey™

Table 1: Community Characteristics General

	Percent rating positively (e.g., excellent/good)						2017 rating compared to 2015	Comparison to benchmark					
	2004	2006	2008	2013	2015	2017		2004	2006	2008	2013	2015	2017
Overall quality of life	70%	74%	73%	75%	76%	74%	Similar	Lower	Lower	Similar	Lower	Similar	Similar
Overall image	NA	65%	64%	62%	59%	63%	Similar	NA	Similar	Similar	Lower	Similar	Similar
Place to live	78%	76%	79%	79%	81%	81%	Similar	Similar	Similar	Similar	Much lower	Similar	Similar
Neighborhood	73%	76%	74%	79%	77%	79%	Similar	Similar	Similar	Similar	Lower	Similar	Similar
Place to raise children	75%	75%	79%	81%	80%	78%	Similar	Similar	Similar	Higher	Similar	Similar	Similar
Place to retire	69%	64%	75%	67%	70%	67%	Similar	Higher	Similar	Much higher	Similar	Similar	Similar
Overall appearance	60%	65%	61%	58%	65%	68%	Similar	Similar	Similar	Similar	Lower	Similar	Similar

Table 2: Community Characteristics by Facet

		Percent rating positively (e.g., excellent/good, very/somewhat safe)						2017 rating compared to 2015	Comparison to benchmark					
		2004	2006	2008	2013	2015	2017		2004	2006	2008	2013	2015	2017
Safety	Overall feeling of safety	NA	NA	NA	NA	80%	74%	Similar	NA	NA	NA	NA	Similar	Similar
	Safe in neighborhood	94%	91%	93%	92%	89%	93%	Similar	Similar	Similar	Similar	Similar	Similar	Similar
	Safe downtown/commercial area	77%	79%	74%	77%	82%	82%	Similar	Lower	Much lower	Much lower	Much lower	Similar	Similar
Mobility	Overall ease of travel	NA	NA	NA	NA	65%	60%	Similar	NA	NA	NA	NA	Similar	Lower
	Paths and walking trails	NA	NA	60%	67%	63%	70%	Higher	NA	NA	Higher	Higher	Similar	Similar
	Ease of walking	NA	49%	51%	50%	48%	50%	Similar	NA	Much lower	Lower	Much lower	Lower	Similar
	Travel by bicycle	NA	35%	30%	36%	30%	33%	Similar	NA	Much lower	Much lower	Much lower	Lower	Lower
	Travel by public transportation	NA	NA	22%	NA	45%	32%	Lower	NA	NA	Much lower	NA	Similar	Similar
	Travel by car	60%	57%	57%	59%	57%	61%	Similar	Similar	Higher	Similar	Similar	Similar	Similar
	Public parking	NA	NA	NA	NA	40%	33%	Lower	NA	NA	NA	NA	Similar	Lower
	Traffic flow	46%	43%	41%	36%	44%	39%	Similar	NA	NA	Similar	Much lower	Similar	Similar
	Overall natural environment	NA	NA	72%	72%	79%	82%	Similar	NA	NA	Similar	Similar	Similar	Similar
Natural Environment	Cleanliness	NA	NA	57%	63%	66%	69%	Similar	NA	NA	Much lower	Much lower	Similar	Similar
	Air quality	NA	73%	71%	74%	80%	82%	Similar	NA	Similar	Higher	Similar	Similar	Similar
Built Environment	Overall built environment	NA	NA	NA	NA	50%	53%	Similar	NA	NA	NA	NA	Similar	Similar
	New development in Lynchburg	NA	59%	54%	61%	52%	60%	Higher	NA	Similar	Similar	Similar	Similar	Similar
	Affordable quality housing	49%	54%	47%	44%	54%	50%	Similar	Similar	Higher	Much higher	Similar	Similar	Similar
	Housing options	NA	NA	61%	60%	58%	55%	Similar	NA	NA	Higher	Similar	Similar	Similar
	Public places	NA	NA	NA	NA	52%	63%	Higher	NA	NA	NA	NA	Similar	Similar
Economy	Overall economic health	NA	NA	NA	NA	54%	53%	Similar	NA	NA	NA	NA	Similar	Similar
	Vibrant downtown/commercial area	NA	NA	NA	NA	38%	53%	Higher	NA	NA	NA	NA	Similar	Similar

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		Percent rating positively (e.g., excellent/good, very/somewhat safe)						2017 rating compared to 2015	Comparison to benchmark					
		2004	2006	2008	2013	2015	2017		2004	2006	2008	2013	2015	2017
	Business and services	NA	NA	67%	62%	65%	62%	Similar	NA	NA	Higher	Lower	Similar	Similar
	Cost of living	NA	NA	NA	NA	60%	64%	Similar	NA	NA	NA	NA	Higher	Higher
	Shopping opportunities	46%	56%	58%	44%	46%	40%	Lower	Lower	Similar	Higher	Much lower	Similar	Lower
	Employment opportunities	19%	28%	36%	31%	38%	37%	Similar	Much lower	Similar	Higher	Similar	Similar	Similar
	Place to visit	NA	NA	NA	NA	56%	54%	Similar	NA	NA	NA	NA	Similar	Similar
	Place to work	NA	50%	52%	54%	52%	55%	Similar	NA	Similar	Similar	Lower	Similar	Similar
Recreation and Wellness	Health and wellness	NA	NA	NA	NA	67%	69%	Similar	NA	NA	NA	NA	Similar	Similar
	Mental health care	NA	NA	NA	NA	55%	42%	Lower	NA	NA	NA	NA	Similar	Similar
	Preventive health services	NA	NA	50%	59%	66%	63%	Similar	NA	NA	Similar	Similar	Similar	Similar
	Health care	NA	55%	51%	55%	62%	59%	Similar	NA	Much higher	Similar	Similar	Similar	Similar
	Food	NA	NA	61%	62%	71%	69%	Similar	NA	NA	Similar	Similar	Similar	Similar
	Recreational opportunities	39%	51%	46%	46%	58%	70%	Higher	Much lower	Much lower	Much lower	Much lower	Similar	Similar
	Fitness opportunities	NA	NA	NA	NA	72%	76%	Similar	NA	NA	NA	NA	Similar	Similar
	Religious or spiritual events and activities	NA	NA	81%	84%	83%	85%	Similar	NA	NA	Much higher	Higher	Similar	Similar
	Cultural/arts/music activities	46%	43%	40%	37%	48%	60%	Higher	Lower	Much lower	Much lower	Much lower	Similar	Similar
	Adult education	NA	NA	NA	NA	63%	61%	Similar	NA	NA	NA	NA	Similar	Similar
Education and Enrichment	K-12 education	60%	65%	68%	61%	67%	61%	Similar	Similar	Higher	Similar	Lower	Similar	Similar
	Child care/preschool	41%	47%	42%	45%	54%	47%	Lower	Lower	Similar	Higher	Similar	Similar	Similar
	Social events and activities	NA	NA	57%	49%	55%	61%	Higher	NA	NA	Similar	Much lower	Similar	Similar
	Neighborhoodliness	NA	NA	NA	NA	57%	59%	Similar	NA	NA	NA	NA	Similar	Similar
	Openness and acceptance	45%	39%	46%	46%	41%	49%	Higher	Lower	Much lower	Much lower	Much lower	Lower	Similar
Community Engagement	Opportunities to participate in community matters	NA	NA	62%	56%	61%	67%	Higher	NA	NA	Similar	Lower	Similar	Similar
	Opportunities to volunteer	NA	NA	79%	77%	72%	78%	Higher	NA	NA	Much higher	Similar	Similar	Similar

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Table 3: Governance General

	Percent rating positively (e.g., excellent/good)						2017 rating compared to 2015	Comparison to benchmark					
	2004	2006	2008	2013	2015	2017		2004	2006	2008	2013	2015	2017
Services provided by Lynchburg	62%	65%	61%	70%	68%	68%	Similar	Lower	Lower	Lower	Similar	Similar	Similar
Customer service	76%	74%	76%	82%	70%	67%	Similar	Similar	Similar	Similar	Higher	Similar	Similar
Value of services for taxes paid	NA	46%	46%	41%	47%	47%	Similar	NA	Lower	Much lower	Much lower	Similar	Similar
Overall direction	53%	55%	50%	49%	56%	63%	Higher	Similar	Similar	Much lower	Similar	Similar	Similar
Welcoming citizen involvement	56%	50%	45%	49%	45%	55%	Higher	Similar	Lower	Much lower	Similar	Similar	Similar
Confidence in City government	NA	NA	NA	NA	46%	51%	Similar	NA	NA	NA	NA	Similar	Similar
Acting in the best interest of Lynchburg	NA	NA	NA	NA	54%	54%	Similar	NA	NA	NA	NA	Similar	Similar
Being honest	NA	NA	NA	NA	49%	52%	Similar	NA	NA	NA	NA	Similar	Similar
Treating all residents fairly	NA	NA	NA	NA	46%	49%	Similar	NA	NA	NA	NA	Similar	Similar
Services provided by the Federal Government	52%	47%	40%	38%	43%	39%	Similar	Similar	Similar	Similar	Lower	Similar	Similar

Table 4: Governance by Facet

		Percent rating positively (e.g., excellent/good)						2017 rating compared to 2015	Comparison to benchmark					
		2004	2006	2008	2013	2015	2017		2004	2006	2008	2013	2015	2017
Safety	Police	73%	75%	75%	77%	75%	77%	Similar	Similar	Similar	Similar	Similar	Similar	Similar
	Fire	92%	93%	91%	89%	94%	88%	Lower	Similar	Higher	Similar	Similar	Similar	Similar
	Ambulance/EMS	89%	84%	89%	81%	87%	85%	Similar	Similar	Similar	Similar	Lower	Similar	Similar
	Crime prevention	NA	60%	53%	61%	66%	61%	Similar	NA	Similar	Lower	Lower	Similar	Similar
	Fire prevention	NA	73%	80%	67%	78%	71%	Lower	NA	Similar	Similar	Lower	Similar	Similar
	Animal control	52%	53%	54%	56%	56%	61%	Similar	Lower	Lower	Lower	Lower	Similar	Similar
	Emergency preparedness	NA	NA	55%	48%	58%	60%	Similar	NA	NA	Lower	Much lower	Similar	Similar
	Traffic enforcement	60%	64%	58%	59%	59%	58%	Similar	Similar	Similar	Similar	Lower	Similar	Similar
	Street repair	35%	42%	39%	28%	29%	37%	Higher	Much lower	Similar	Lower	Much lower	Lower	Similar
	Street cleaning	NA	47%	45%	44%	45%	51%	Similar	NA	Much lower	Much lower	Much lower	Lower	Similar
Mobility	Street lighting	51%	57%	56%	52%	58%	57%	Similar	Lower	Similar	Similar	Lower	Similar	Similar
	Snow removal	52%	57%	58%	56%	45%	49%	Similar	Much lower	Lower	Similar	Lower	Lower	Lower
	Sidewalk maintenance	44%	49%	43%	47%	46%	46%	Similar	Lower	Similar	Lower	Lower	Similar	Similar
	Traffic signal timing	NA	49%	50%	50%	47%	40%	Lower	NA	Similar	Similar	Similar	Similar	Similar
	Bus or transit services	49%	60%	60%	56%	60%	45%	Lower	Lower	Higher	Similar	Similar	Similar	Similar
	Garbage collection	77%	77%	75%	80%	79%	79%	Similar	Similar	Similar	Lower	Similar	Similar	Similar
	Recycling	59%	59%	54%	55%	56%	45%	Lower	Much lower	Much lower	Much lower	Much lower	Lower	Much lower

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		Percent rating positively (e.g., excellent/good)						2017 rating compared to 2015	Comparison to benchmark					
		2004	2006	2008	2013	2015	2017		2004	2006	2008	2013	2015	2017
	Yard waste pick-up	63%	60%	62%	64%	61%	56%	Similar	Lower	Much lower	Lower	Lower	Similar	Lower
	Drinking water	61%	58%	60%	60%	68%	73%	Similar	Similar	Similar	Similar	Lower	Similar	Similar
	Natural areas preservation	NA	NA	45%	54%	55%	61%	Higher	NA	NA	Lower	Similar	Similar	Similar
	Open space	NA	NA	NA	NA	55%	55%	Similar	NA	NA	NA	NA	Similar	Similar
	Storm drainage	NA	60%	62%	66%	68%	66%	Similar	NA	Higher	Higher	Similar	Similar	Similar
	Sewer services	64%	63%	65%	67%	72%	76%	Similar	Lower	Lower	Similar	Lower	Similar	Similar
	Water utility billing	NA	NA	NA	NA	60%	60%	Similar	NA	NA	NA	NA	Similar	Similar
	Land use, planning and zoning	31%	31%	33%	41%	39%	46%	Higher	Lower	Much lower	Similar	Similar	Similar	Similar
	Code enforcement	27%	29%	27%	37%	35%	36%	Similar	Much lower	Much lower	Much lower	Lower	Lower	Similar
	Cable television	25%	37%	46%	39%	37%	42%	Similar	Much lower	Much lower	Lower	Much lower	Lower	Similar
	Economic development	36%	48%	43%	42%	46%	52%	Higher	Lower	Similar	Lower	Similar	Similar	Similar
	City parks	NA	67%	68%	76%	68%	80%	Higher	NA	Lower	Lower	Lower	Similar	Similar
	Recreation programs	NA	62%	60%	69%	65%	72%	Higher	NA	Lower	Lower	Lower	Similar	Similar
	Recreation centers	47%	58%	55%	56%	61%	70%	Higher	Much lower	Much lower	Lower	Much lower	Similar	Similar
	Health services	NA	64%	64%	64%	60%	64%	Similar	NA	Similar	Higher	Similar	Similar	Similar
	Special events	NA	NA	NA	NA	52%	64%	Higher	NA	NA	NA	NA	Similar	Similar
Education and Enrichment	Public libraries	82%	74%	82%	76%	70%	80%	Higher	Similar	Similar	Similar	Much lower	Lower	Similar
Community Engagement	Public information	61%	64%	71%	66%	56%	69%	Higher	Similar	Higher	Higher	Similar	Similar	Similar

Table 5: Participation General

	Percent rating positively (e.g., always/sometimes, more than once a month, yes)						2017 rating compared to 2015	Comparison to benchmark					
	2004	2006	2008	2013	2015	2017		2004	2006	2008	2013	2015	2017
Sense of community	56%	52%	55%	57%	50%	58%	Higher	Similar	Lower	Similar	Lower	Similar	Similar
Recommend Lynchburg	NA	NA	83%	81%	79%	78%	Similar	NA	NA	Similar	Much lower	Similar	Similar
Remain in Lynchburg	NA	NA	79%	73%	76%	80%	Similar	NA	NA	Similar	Much lower	Similar	Similar
Contacted Lynchburg employees	70%	63%	62%	49%	53%	51%	Similar	NA	NA	Higher	Similar	Similar	Similar

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Table 6: Participation by Facet

		Percent rating positively (e.g., always/sometimes, more than once a month, yes)						2017 rating compared to 2015	Comparison to benchmark					
		2004	2006	2008	2013	2015	2017		2004	2006	2008	2013	2015	2017
Safety	Stocked supplies for an emergency	NA	NA	NA	NA	43%	41%	Similar	NA	NA	NA	NA	Similar	Similar
	Did NOT report a crime	NA	NA	NA	NA	77%	80%	Similar	NA	NA	NA	NA	Similar	Similar
	Was NOT the victim of a crime	87%	88%	90%	11%	86%	89%	Similar	NA	NA	Higher	Similar	Similar	Similar
Mobility	Used public transportation instead of driving	NA	NA	NA	NA	13%	20%	Higher	NA	NA	NA	NA	Lower	Similar
	Carpooled instead of driving alone	NA	NA	NA	NA	37%	44%	Higher	NA	NA	NA	NA	Similar	Similar
	Walked or biked instead of driving	NA	NA	NA	NA	39%	37%	Similar	NA	NA	NA	NA	Lower	Much lower
Natural Environment	Conserved water	NA	NA	NA	NA	76%	74%	Similar	NA	NA	NA	NA	Similar	Similar
	Made home more energy efficient	NA	NA	NA	NA	70%	73%	Similar	NA	NA	NA	NA	Similar	Similar
	Recycled at home	70%	69%	69%	72%	65%	68%	Similar	NA	NA	Much lower	Much lower	Much lower	Lower
Built Environment	Did NOT observe a code violation	NA	NA	NA	NA	49%	45%	Similar	NA	NA	NA	NA	Similar	Similar
	NOT under housing cost stress	NA	NA	NA	30%	66%	72%	Similar	NA	NA	NA	Lower	Similar	Similar
Economy	Purchased goods or services in Lynchburg	NA	NA	NA	NA	97%	97%	Similar	NA	NA	NA	NA	Similar	Similar
	Economy will have positive impact on income	27%	23%	17%	15%	30%	29%	Similar	NA	NA	Lower	Similar	Similar	Similar
	Work in Lynchburg	NA	NA	NA	NA	61%	62%	Similar	NA	NA	NA	NA	Higher	Much higher
Recreation and Wellness	Used Lynchburg recreation centers	47%	47%	50%	56%	47%	50%	Similar	NA	NA	Lower	Similar	Similar	Similar
	Visited a City park	82%	83%	79%	86%	74%	81%	Higher	NA	NA	Much lower	Similar	Similar	Similar
	Ate 5 portions of fruits and vegetables	NA	NA	NA	NA	76%	81%	Similar	NA	NA	NA	NA	Similar	Similar
	Participated in moderate or vigorous physical activity	NA	NA	NA	NA	80%	81%	Similar	NA	NA	NA	NA	Similar	Similar
	In very good to excellent health	NA	NA	NA	NA	60%	56%	Similar	NA	NA	NA	NA	Similar	Similar
	Used Lynchburg public libraries	71%	72%	70%	62%	49%	52%	Similar	NA	NA	Similar	Much lower	Lower	Lower
Education and Enrichment	Participated in religious or spiritual activities	NA	NA	76%	72%	67%	63%	Similar	NA	NA	Much higher	Much higher	Higher	Higher
	Attended a City-sponsored event	NA	NA	NA	NA	50%	59%	Higher	NA	NA	NA	NA	Similar	Similar

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		Percent rating positively (e.g., always/sometimes, more than once a month, yes)						2017 rating compared to 2015	Comparison to benchmark					
		2004	2006	2008	2013	2015	2017		2004	2006	2008	2013	2015	2017
Community Engagement	Campaigned for an issue, cause or candidate	NA	NA	NA	NA	27%	30%	Similar	NA	NA	NA	NA	Similar	Similar
	Contacted Lynchburg elected officials	NA	NA	NA	NA	16%	18%	Similar	NA	NA	NA	NA	Similar	Similar
	Volunteered	53%	55%	56%	56%	47%	56%	Higher	NA	NA	Much higher	Much higher	Similar	Higher
	Participated in a club	NA	NA	38%	36%	30%	31%	Similar	NA	NA	Much higher	Much higher	Similar	Similar
	Talked to or visited with neighbors	NA	NA	NA	NA	86%	87%	Similar	NA	NA	NA	NA	Similar	Similar
	Done a favor for a neighbor	NA	NA	NA	NA	79%	76%	Similar	NA	NA	NA	NA	Similar	Similar
	Attended a local public meeting	29%	28%	27%	26%	19%	19%	Similar	NA	NA	Similar	Similar	Similar	Similar
	Watched a local public meeting	64%	60%	52%	48%	32%	34%	Similar	NA	NA	Higher	Much higher	Similar	Similar
	Read or watched local news	NA	NA	NA	NA	86%	81%	Similar	NA	NA	NA	NA	Similar	Similar
	Voted in local elections	64%	66%	NA	77%	77%	86%	Higher	NA	NA	NA	Higher	Similar	Similar



Lynchburg, VA

Community Livability Report

2017



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NRC is a charter member of the AAPOR Transparency Initiative, providing clear disclosure of our sound and ethical survey research practices.

About

The National Citizen Survey™ (The NCS) report is about the “livability” of Lynchburg. The phrase “livable community” is used here to evoke a place that is not simply habitable, but that is desirable. It is not only where people do live, but where they want to live.

Great communities are partnerships of the government, private sector, community-based organizations and residents, all geographically connected. The NCS captures residents’ opinions within the three pillars of a community (Community Characteristics, Governance and Participation) across eight central facets of community (Safety, Mobility, Natural Environment, Built Environment, Economy, Recreation and Wellness, Education and Enrichment and Community Engagement).

The Community Livability Report provides the opinions of a representative sample of 963 residents of the City of Lynchburg. The margin of error around any reported percentage is 3% for all respondents. The full description of methods used to garner these opinions can be found in the *Technical Appendices* provided under separate cover.



Quality of Life in Lynchburg

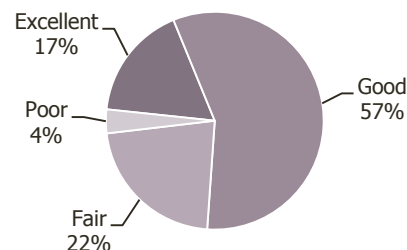
About three-quarters of residents rated the quality of life in Lynchburg as excellent or good. This rating was similar in comparison to national and peer benchmarks (see Appendix B of the *Technical Appendices* provided under separate cover).

Shown below are the eight facets of community. The color of each community facet summarizes how residents rated it across the three sections of the survey that represent the pillars of a community – Community Characteristics, Governance and Participation. When most ratings across the three pillars were higher than the benchmark, the color for that facet is the darkest shade; when most ratings were lower than the benchmark, the color is the lightest shade. A mix of ratings (higher and lower than the benchmark) results in a color between the extremes.

In addition to a summary of ratings, the image below includes one or more stars to indicate which community facets were the most important focus areas for the community. As in 2015, residents identified Economy and Safety as priorities for the Lynchburg community in the coming two years. Ratings for all facets were positive and similar to other communities. This overview of the key aspects of community quality provides a quick summary of where residents see exceptionally strong performance and where performance offers the greatest opportunity for improvement. Linking quality to importance offers community members and leaders a view into the characteristics of the community that matter most and that seem to be working best.

Details that support these findings are contained in the remainder of this Livability Report, starting with the ratings for Community Characteristics, Governance and Participation and ending with results for Lynchburg's unique questions.

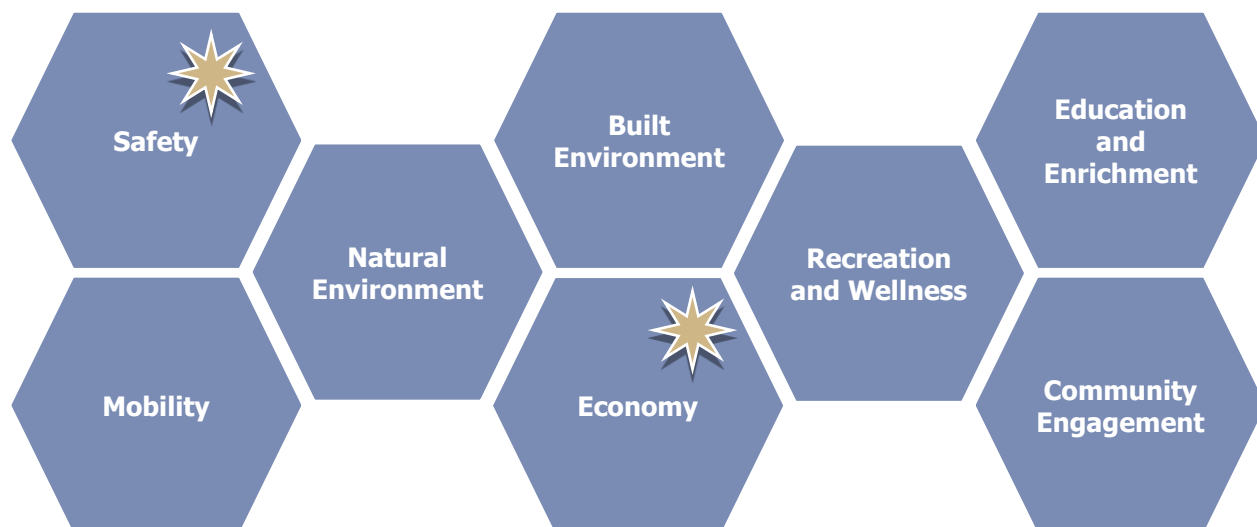
Overall Quality of Life



Legend

- Higher than national benchmark
- Similar to national benchmark
- Lower than national benchmark

- Most important



Community Characteristics

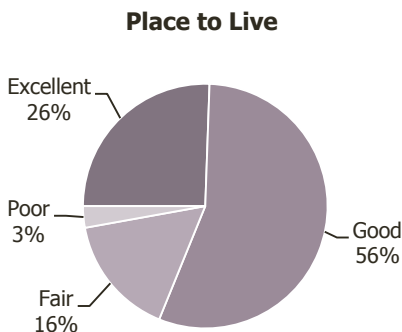
What makes a community livable, attractive and a place where people want to be?

Overall quality of community life represents the natural ambience, services and amenities that make for an attractive community. How residents rate their overall quality of life is an indicator of the overall health of a community. In the case of Lynchburg, 8 in 10 rated the City as an excellent or good place to live. Respondents' ratings of Lynchburg as a place to live were similar to ratings in other communities across the nation and in similarly sized peer communities.

In addition to rating the City as a place to live, respondents rated several aspects of community quality including Lynchburg as a place to raise children and to retire, their neighborhood as a place to live, the overall image or reputation of Lynchburg and its overall appearance. Overall, at least 6 in 10 residents felt favorably about each of these aspects of the community, providing ratings similar to those of other communities across the U.S.

Delving deeper into Community Characteristics, survey respondents rated over 40 features of the community within the eight facets of Community Livability. Overall, at least half of respondents positively scored most aspects of Community Characteristics, by tending to yield ratings similar to the national and peer community benchmarks.

Evaluations of Safety were similar to comparison communities with about 9 in 10 residents indicating they felt safe in their neighborhood and 8 in 10 felt safe in the downtown/commercial area. Within Mobility, residents' ratings were a mix of average and below average; scores for overall ease of travel, ease of travel by bicycle and public parking (which decreased over time; see *Trend over Time* report for more details) were lower than comparison communities, while respondents were generally pleased with other modes of transportation (travel by public transportation and car) as well as traffic flow, providing ratings similar to national and peer averages.

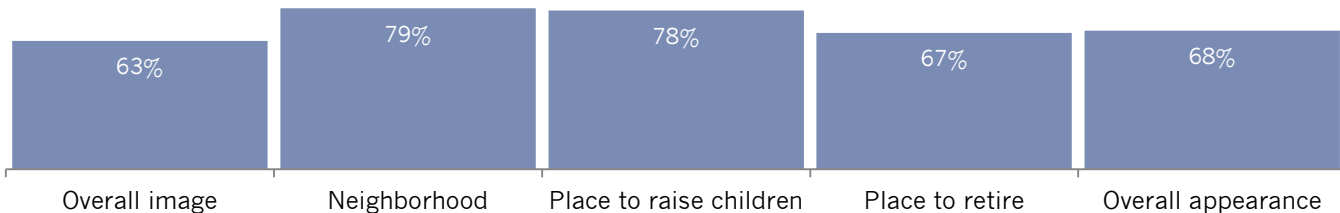


The cost of living was seen as a highlight in Lynchburg, with about three-quarters evaluating it as excellent or good and higher than the national benchmark.

Percent rating positively (e.g., excellent/good)

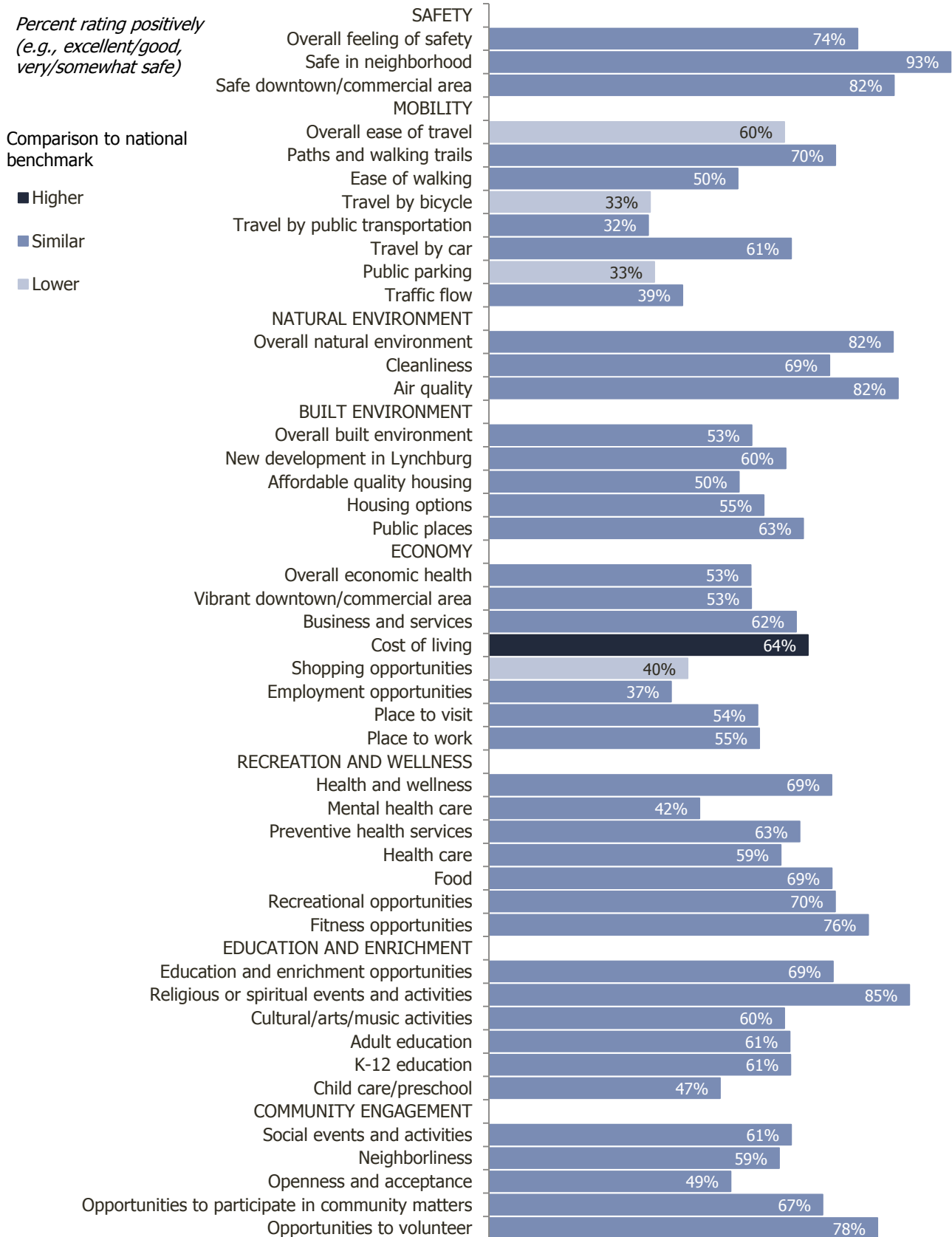
Comparison to national benchmark

■ Higher ■ Similar ■ Lower



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Figure 1: Aspects of Community Characteristics



Governance

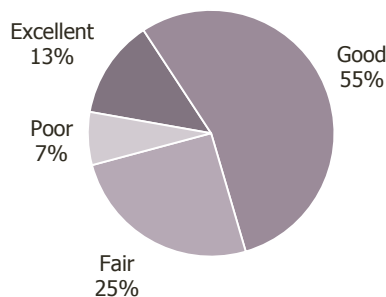
How well does the government of Lynchburg meet the needs and expectations of its residents?

The overall quality of the services provided by Lynchburg as well as the manner in which these services are provided is a key component of how residents rate their quality of life. About two-thirds of survey respondents gave excellent or good ratings to the overall services provided by the City. Marks for City services as well as services provided by the Federal Government were similar to national averages.

Survey respondents also rated various aspects of Lynchburg's leadership and governance. About half or more of residents rated each aspect positively, similar to those in other communities nationwide. Reviews for the overall direction and the City welcoming citizen involvement were higher in 2017. About three-quarters of respondents scored the customer service provided by City employees as excellent or good.

Respondents evaluated over 30 individual services and amenities available in Lynchburg. Broadly, residents gave ratings to all but three government services that were similar to than communities across the U.S. The services that lagged behind national averages were snow removal, recycling and yard waste pick-up and each was positively evaluated by around half of residents. Reviews for recycling were also lower in 2017 than in 2015. Within Safety, all services were similar to the benchmark; residents gave a lower rating to fire in 2017 than in 2015. Ratings for all services within Build Environment, Economy, Recreation and Wellness, Education and Enrichment and Community Engagement were similar to the national average. Participants' scores for City parks and public libraries, in addition to recreation centers and programs and special events, among others, increased in 2017.

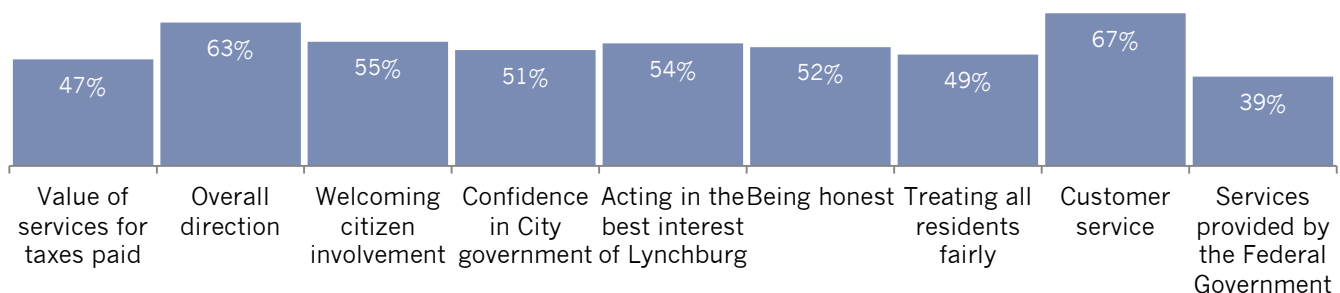
Overall Quality of City Services



Percent rating positively (e.g., excellent/good)

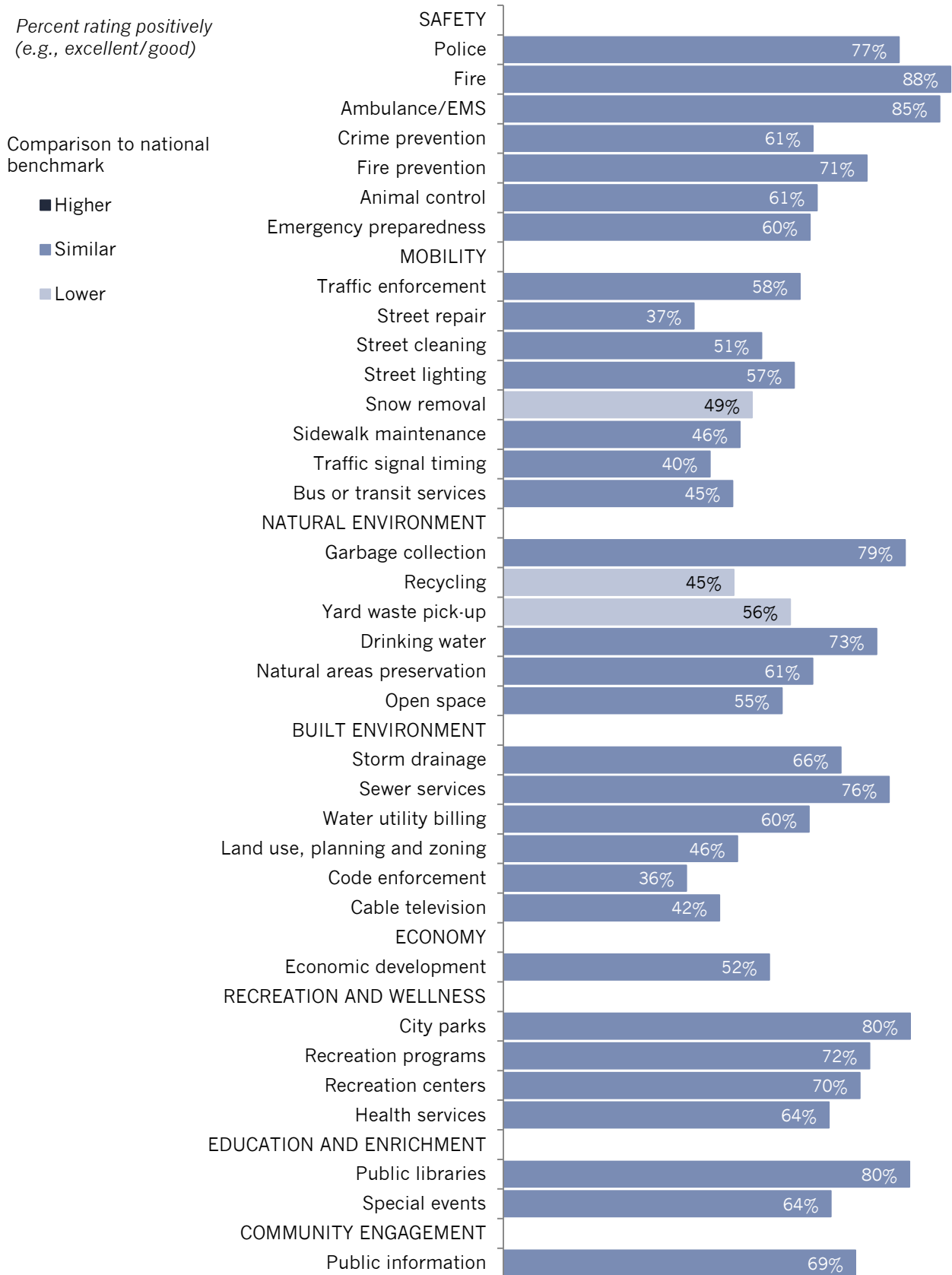
Comparison to national benchmark

■ Higher ■ Similar ■ Lower



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Figure 2: Aspects of Governance



Participation

Are the residents of Lynchburg connected to the community and each other?

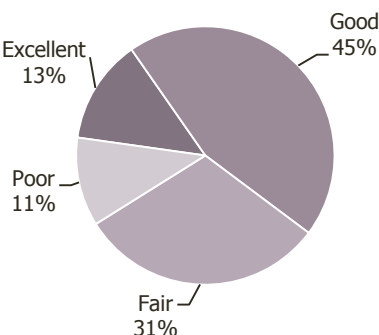
An engaged community harnesses its most valuable resource, its residents. The connections and trust among residents, government, businesses and other organizations help to create a sense of community, a shared sense of membership, belonging and history. Similar to other communities in the U.S., at least half of respondents gave excellent or good marks to the sense of community in Lynchburg. This rating increased from 2015 to 2017.

About 8 in 10 survey respondents indicated they would recommend living in Lynchburg to someone who asked and planned to remain in the community for the next five years and about half of residents reported they had contacted Lynchburg employees. These ratings were similar to those reported across the nation.

The survey included over 30 activities and behaviors for which respondents indicated how often they participated in or performed each, if at all. Participation rates within Lynchburg tended to be on par with national and regional averages. Residents engaged in three activities at a rate higher than in other parts of the country: working in Lynchburg, participating in religious/spiritual activities and volunteering (which increased in 2017).

At least 8 in 10 participants were engaged in Recreation and Wellness activities, such as visiting a City park (a level higher than in 2015), and reported high levels engagement within their community, including neighborliness, reading or watching local news and voting behaviors. Survey participants reported below average participation rates for walking or biking instead of driving, recycling and using Lynchburg public libraries.

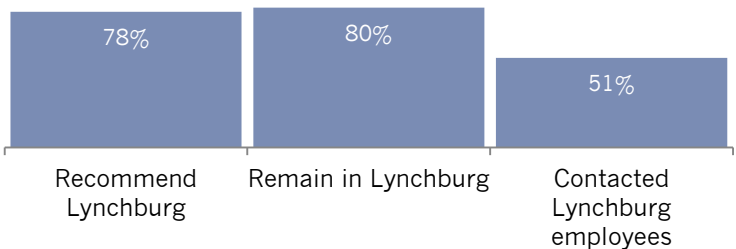
Sense of Community



Percent rating positively
(e.g., very/somewhat likely,
yes)

Comparison to national
benchmark

■ Higher ■ Similar ■ Lower



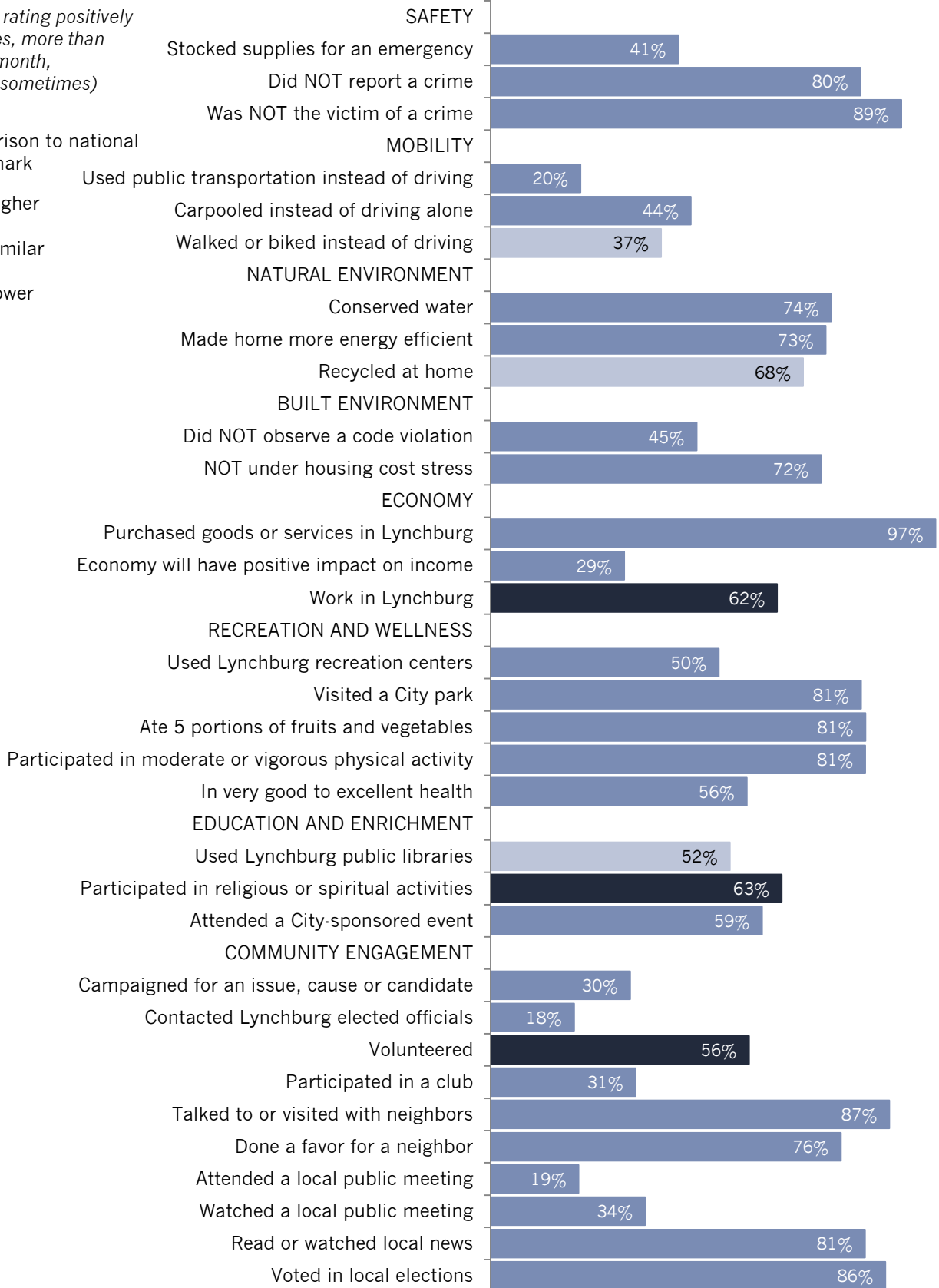
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Figure 3: Aspects of Participation

Percent rating positively
(e.g., yes, more than
once a month,
always/sometimes)

Comparison to national
benchmark

- Higher
- Similar
- Lower



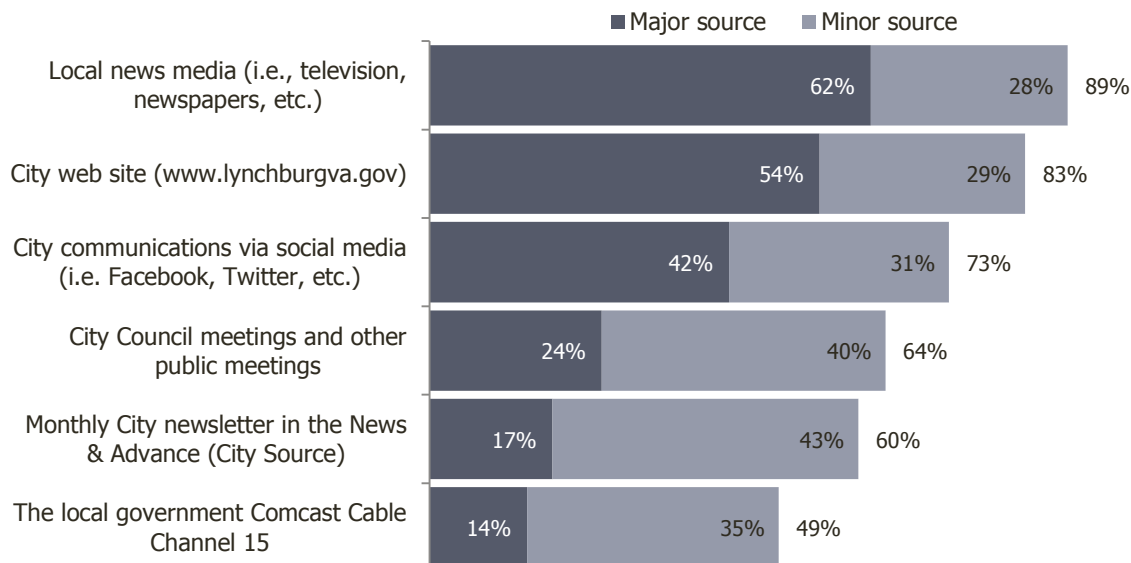
Special Topics

The City of Lynchburg included several questions of special interest on The NCS. City leaders sought feedback from residents regarding sources of information about the City, additional bill paying locations, priorities for the future and progress made on those priorities in the last two years. The survey also included an open-ended question that asked residents to write in their own words an issue or concern that they felt was not addressed on the survey (see the Open-end Report under a separate cover for a complete set of responses).

Lynchburg residents indicated their level of reliance on sources of information about the City by rating how much of a source each of the six listed items was to them. At least 8 in 10 participants reported using local media outlets and the City website as minor or major sources of information and about three-quarters relied on City communications via social media. While just 14% indicated the local government cable channel 15 as a major source, it was still utilized as a minor source by about one-third of respondents.

Figure 4: Sources of Information

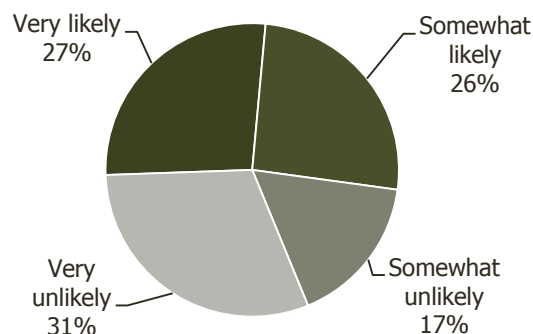
Please indicate how much of a source, if at all, you consider each of the following to be for obtaining information about the City government and its activities, events and services?



The second question asked respondents about how likely they would be to use locations other than City hall to pay their bills. About half of residents reported they would be very likely or somewhat to use other locations, while around one-third indicated they would be very unlikely to use this service.

Figure 5: Likelihood of Utilizing Additional Bill Payment Locations

Some cities provide citizens with locations other than City Hall (convenience/neighborhood stores, etc.) to pay for water, real estate and other bills and services. If the City of Lynchburg provided this option, how likely or unlikely would you be to use this service?

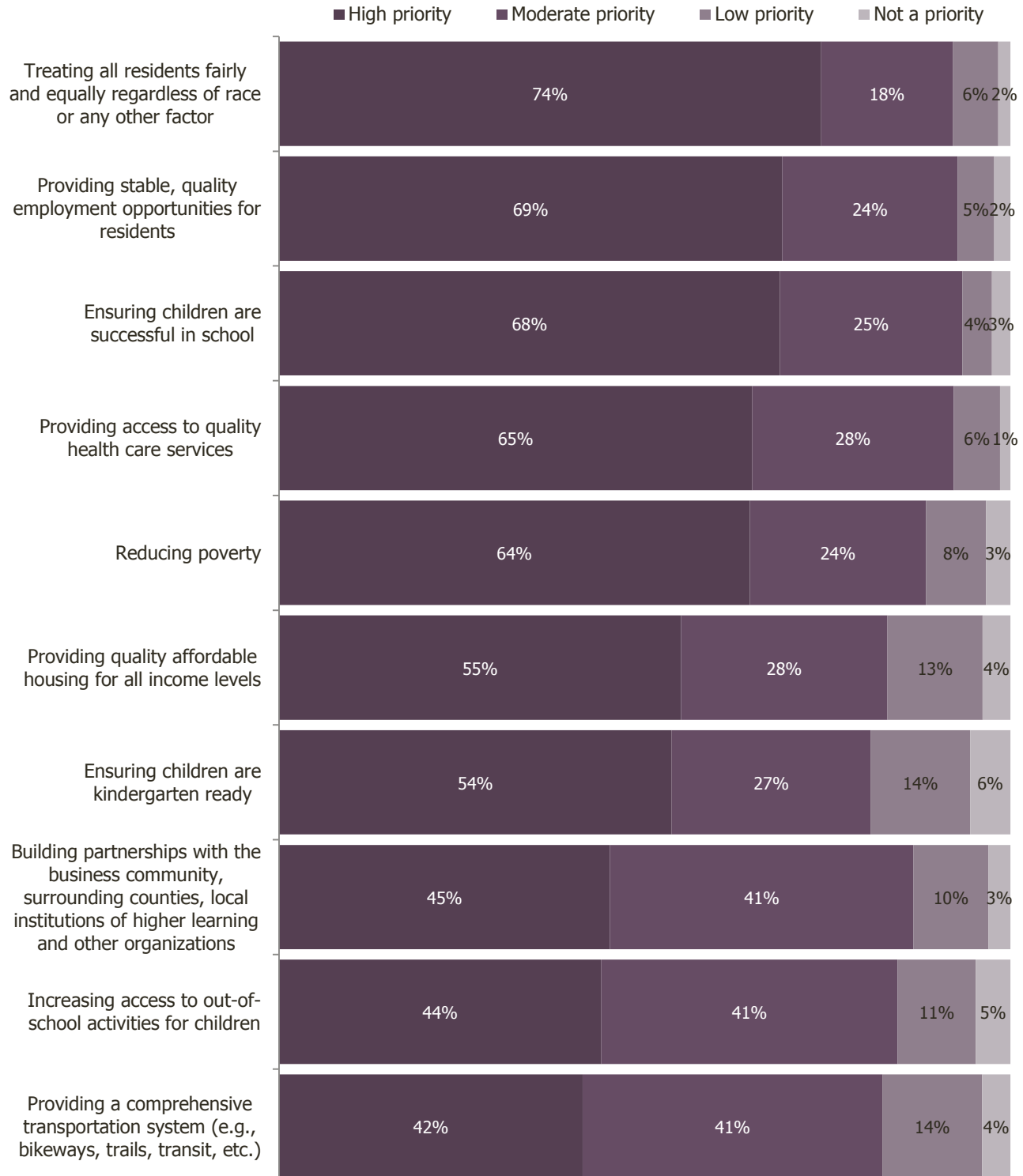


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The survey asked residents to prioritize and rate the progress of a variety of projects and issues for the City to address (see Figure 7 on the following page). Overall, at least two in five rated each project as a high priority; treating all residents fairly and equally regardless of race or any other factor was the top priority with about 9 in 10 participants identifying this issue as a high or moderate priority and 13% indicating that significant progress had been made in the last two years.

Figure 6: Resident Priorities

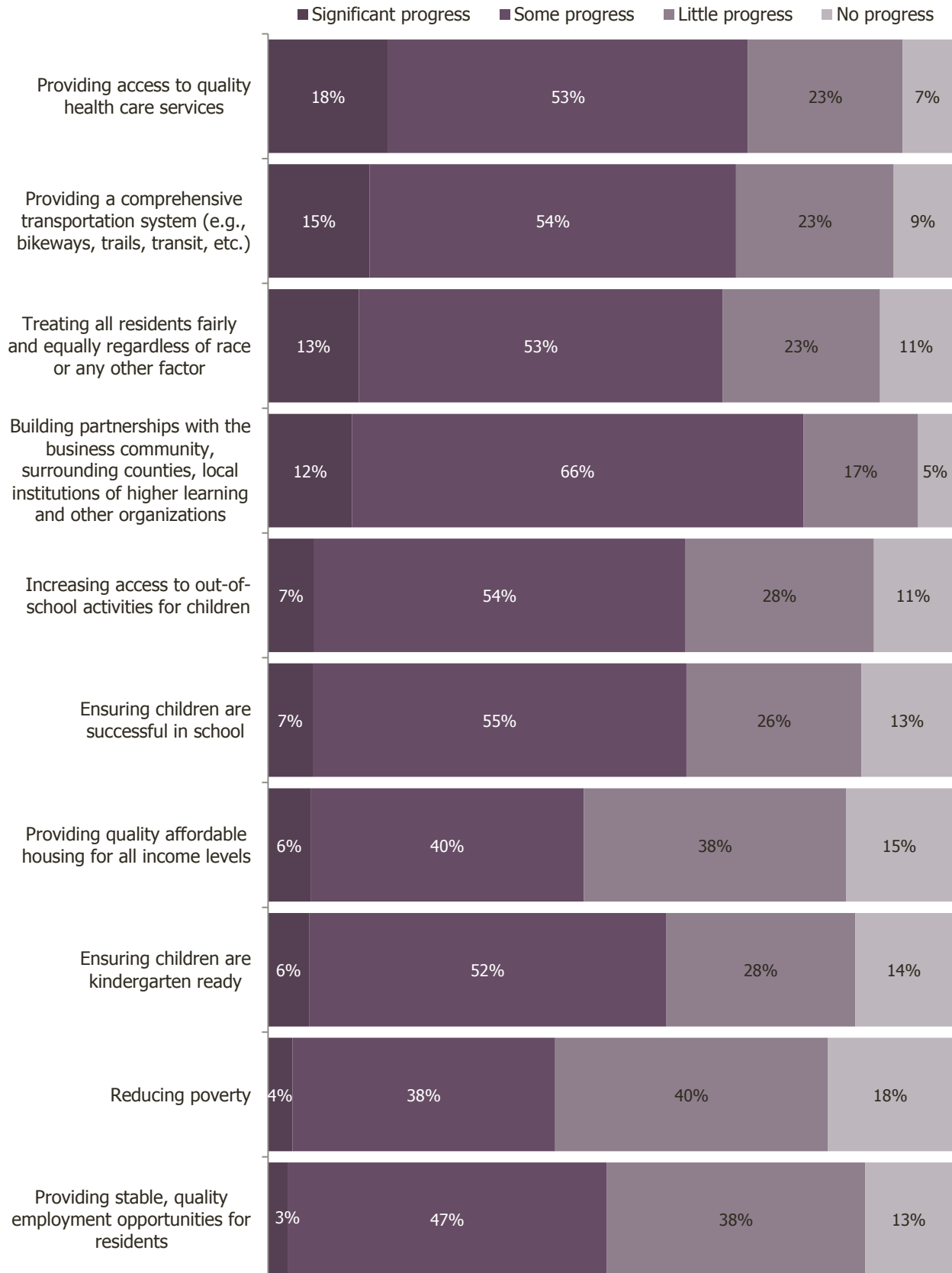
Please indicate how much of a priority, if at all, each of the following areas should be to the City and its community partners (businesses, academic institutions, non-profits, etc.):



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Figure 7: City Progress on Priorities

Please rate to what extent progress has been made in each area in the last two years:

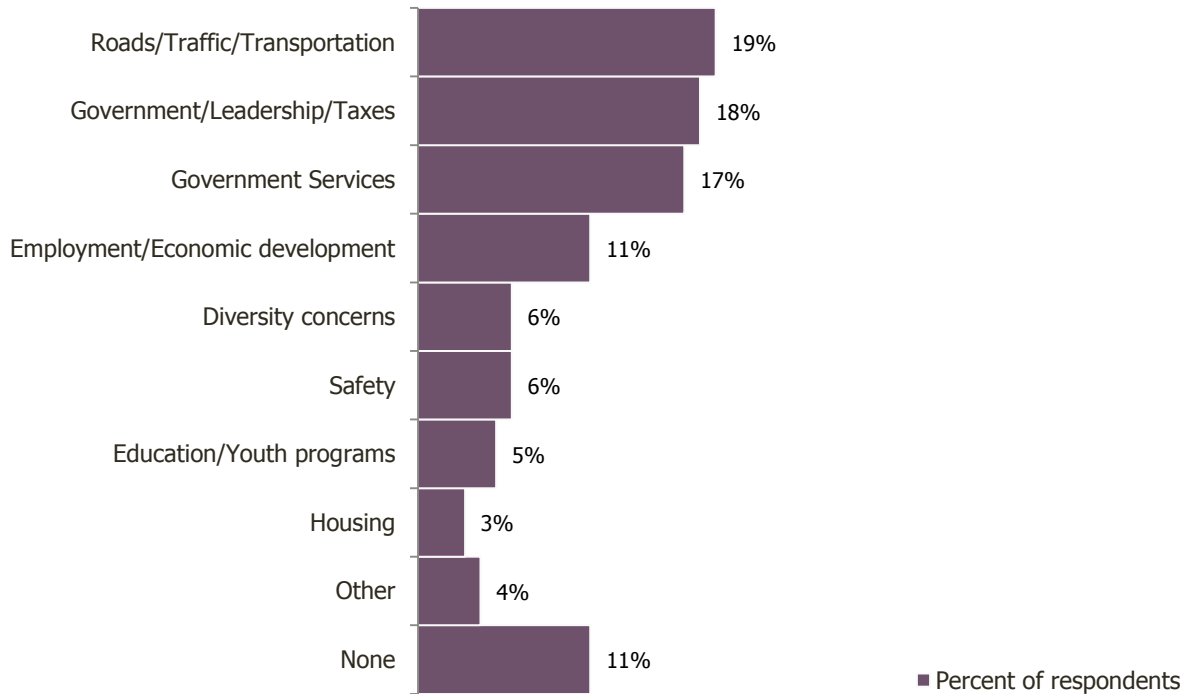


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The City also asked residents to identify in their own words an issue or concern that was not addressed in the survey. Of the 963 completed surveys, there were 196 responses to this question. Of the 20% of respondents who wrote in a response, about 2 in 10 identified a concern or issue related to roads, traffic or transportation; City government, leadership or taxes; or improvements or suggestions for services provided by Lynchburg. Additionally, around 1 in 10 said they would like to see an increase in employment opportunities and economic development (see the *Open-Ended Report* under a separate cover for the complete responses).

Figure 8: Resident Concerns or Issues to Address

Is there a community issue or concern to you that is not addressed in this survey? Please explain.



Conclusions

Economy ratings are on the rise, reflecting successes and challenges.

Lynchburg residents identified Economy as one of the top two community focus areas for the coming two years. Ratings of aspects of Economy tended to be average when compared to national and peer communities. In 2017, respondents gave higher marks to the vibrancy of the downtown/commercial area and to economic development than in 2015. Additionally, residents were especially pleased with the cost of living and more respondents indicated working in the City; both of these aspects of Economy were higher than in communities across the country. On the other hand, survey participants felt less positively about shopping opportunities, with about 4 in 10 awarding positive evaluations, which decreased from 2015 to 2017 and lagged behind national and peer community averages. When asked about priorities for the City and its community partners to address, at least two-thirds of respondents reported that providing stable, quality employment opportunities was a high priority, while only about half of residents felt that significant or some progress had been made in that area.

There is room for improvement in Mobility, but it may not be a priority for residents.

Aspects of Mobility received ratings from residents that were mostly similar ratings to national and peer comparisons. Respondents viewed the availability of paths and walking trails and street repair efforts more positively in 2017 than in 2015. Additionally, more residents reported they had carpooled and used public transportation than in 2015. On the other hand, survey participants' ratings for travel by public transportation, public parking, traffic signal timing and bus or transit services decreased over time. Overall ease of travel, travel by bicycle, public parking and snow removal also lagged in Lynchburg compared to other communities and residents also reported lower rates of walking or biking instead of driving. While 8 in 10 survey participants identified as a high or medium priority for the community to provide a comprehensive transportation system, this priority ranked last in the list of 10 potential priorities. Of the 20% of respondents who wrote in a topic they felt was unaddressed by the survey, about 2 in 10 described an issue related to roads, traffic and transportation.

Residents are more engaged in their community.

Survey respondents gave more favorable reviews to opportunities to participate in community matters and volunteer. Residents were also more pleased with social events and activities and the openness and acceptance of the community toward people of diverse backgrounds as well as the overall direction of the City and the government welcoming citizen involvement. Lynchburg respondents felt more connected to their community and reported higher rates of voting and volunteerism (a level higher than communities across the U.S.) in 2017. Additionally, participants awarded higher marks to public information services, which may have contributed to the increase in residents' reliance on City communications via social media from 2015 to 2017.



Lynchburg, VA

Dashboard Summary of Findings

2017



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Summary

The National Citizen Survey™ (The NCS™) is a collaborative effort between National Research Center, Inc. (NRC) and the International City/County Management Association (ICMA). The survey and its administration are standardized to assure high quality research methods and directly comparable results across The NCS communities. The NCS captures residents' opinions within the three pillars of a community (Community Characteristics, Governance and Participation) across eight central facets of community (Safety, Mobility, Natural Environment, Built Environment, Economy, Recreation and Wellness, Education and Enrichment and Community Engagement). This report summarizes Lynchburg's performance in the eight facets of community livability with the "General" rating as a summary of results from the overarching questions not shown within any of the eight facets. The "Overall" represents the community pillar in its entirety (the eight facets and general).

By summarizing resident ratings across the eight facets and three pillars of a livable community, a picture of Lynchburg's community livability emerges. Below, the color of each community facet summarizes how residents rated each of the pillars that support it – Community Characteristics, Governance and Participation. When most ratings were higher than the benchmark, the color is the darkest shade; when most ratings were lower than the benchmark, the color is the lightest shade. A mix of ratings (higher and lower than the benchmark) results in a color between the extremes.

Overall, ratings for dimensions of livability were similar to other communities across the nation. This information can be helpful in identifying the areas that merit more attention.

Figure 1: Dashboard Summary

	Community Characteristics			Governance			Participation		
	Higher	Similar	Lower	Higher	Similar	Lower	Higher	Similar	Lower
Overall	1	47	4	0	42	3	3	30	3
General	0	7	0	0	3	0	0	3	0
Safety	0	3	0	0	7	0	0	3	0
Mobility	0	5	3	0	7	1	0	2	1
Natural Environment	0	3	0	0	4	2	0	2	1
Built Environment	0	5	0	0	6	0	0	2	0
Economy	1	6	1	0	1	0	1	2	0
Recreation and Wellness	0	7	0	0	4	0	0	5	0
Education and Enrichment	0	6	0	0	2	0	1	1	1
Community Engagement	0	5	0	0	8	0	1	10	0

Legend	
	Higher
	Similar
	Lower

The National Citizen Survey™

Figure 2: Detailed Dashboard

	Community Characteristics	Trend	Benchmark	Percent positive	Governance	Trend	Benchmark	Percent positive	Participation	Trend	Benchmark	Percent positive
General	Overall appearance	↔	↔	68%	Customer service	↔	↔	67%	Recommend Lynchburg	↔	↔	78%
	Overall quality of life	↔	↔	74%	Services provided by Lynchburg	↔	↔	68%	Remain in Lynchburg	↔	↔	80%
	Place to retire	↔	↔	67%	Services provided by the Federal Government	↔	↔	39%	Contacted Lynchburg employees	↔	↔	51%
	Place to raise children	↔	↔	78%								
	Place to live	↔	↔	81%								
	Neighborhood	↔	↔	79%								
	Overall image	↔	↔	63%								
Safety	Overall feeling of safety	↔	↔	74%	Police	↔	↔	77%	Was NOT the victim of a crime	↔	↔	89%
	Safe in neighborhood	↔	↔	93%	Crime prevention	↔	↔	61%	Did NOT report a crime	↔	↔	80%
	Safe downtown/commercial area	↔	↔	82%	Fire	↓	↔	88%	Stocked supplies for an emergency	↔	↔	41%
					Fire prevention	↓	↔	71%				
					Ambulance/EMS	↔	↔	85%				
					Emergency preparedness	↔	↔	60%				
					Animal control	↔	↔	61%				
Mobility	Traffic flow	↔	↔	39%	Traffic enforcement	↔	↔	58%	Carpooled instead of driving alone	↑	↔	44%
	Travel by car	↔	↔	61%	Street repair	↑	↔	37%	Walked or biked instead of driving	↔	↓↓	37%
	Travel by bicycle	↔	↓	33%	Street cleaning	↔	↔	51%	Used public transportation instead of driving	↑	↔	20%
	Ease of walking	↔	↔	50%	Street lighting	↔	↔	57%				
	Travel by public transportation	↓	↔	32%	Snow removal	↔	↓	49%				
	Overall ease travel	↔	↓	60%	Sidewalk maintenance	↔	↔	46%				
	Public parking	↓	↓	33%	Traffic signal timing	↓	↔	40%				
Natural Environment	Paths and walking trails	↑	↔	70%	Bus or transit services	↓	↔	45%				
	Overall natural environment	↔	↔	82%	Garbage collection	↔	↔	79%	Recycled at home	↔	↓	68%
	Air quality	↔	↔	82%	Recycling	↓	↓↓	45%	Conserved water	↔	↔	74%
	Cleanliness	↔	↔	69%	Yard waste pick-up	↔	↓	56%	Made home more energy efficient	↔	↔	73%
					Drinking water	↔	↔	73%				
					Open space	↔	↔	55%				
					Natural areas preservation	↑	↔	61%				
Built Environment	New development in Lynchburg	↑	↔	60%	Sewer services	↔	↔	76%	NOT experiencing housing cost stress	↔	↔	72%
	Affordable quality housing	↔	↔	50%	Storm drainage	↔	↔	66%	Did NOT observe a code violation	↔	↔	45%
	Housing options	↔	↔	55%	Water utility billing	↔	↔	60%				
	Overall built environment	↔	↔	53%	Land use, planning and zoning	↑	↔	46%				
	Public places	↑	↔	63%	Code enforcement	↔	↔	36%				
					Cable television	↔	↔	42%				

Legend

↑↑ Much higher ↑ Higher ↔ Similar ↓ Lower ↓↓ Much lower * Not available

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	Community Characteristics	Trend	Benchmark	Percent positive	Governance	Trend	Benchmark	Percent positive	Participation	Trend	Benchmark	Percent positive
Economy	Overall economic health	↔	↔	53%	Economic development	↑	↔	52%	Economy will have positive impact on income	↔	↔	29%
	Shopping opportunities	↓	↓	40%					Purchased goods or services in Lynchburg	↔	↔	97%
	Employment opportunities	↔	↔	37%					Work in Lynchburg	↔	↑↑	62%
	Place to visit	↔	↔	54%								
	Cost of living	↔	↑	64%								
	Vibrant downtown/commercial area	↑	↔	53%								
	Place to work	↔	↔	55%								
Recreation and Wellness	Business and services	↔	↔	62%								
	Fitness opportunities	↔	↔	76%	City parks	↑	↔	80%	In very good to excellent health	↔	↔	56%
	Recreational opportunities	↑	↔	70%	Recreation centers	↑	↔	70%	Used Lynchburg recreation centers	↔	↔	50%
	Health care	↔	↔	59%	Recreation programs	↑	↔	72%	Visited a City park	↑	↔	81%
	Food	↔	↔	69%	Health services	↔	↔	64%	Ate 5 portions of fruits and vegetables	↔	↔	81%
	Mental health care	↓	↔	42%					Participated in moderate or vigorous physical activity	↔	↔	81%
	Health and wellness	↔	↔	69%								
Education and Enrichment	Preventive health services	↔	↔	63%								
	K-12 education	↔	↔	61%	Public libraries	↑	↔	80%	Used Lynchburg public libraries	↔	↓	52%
	Cultural/arts/music activities	↑	↔	60%	Special events	↑	↔	64%	Participated in religious or spiritual activities	↔	↑	63%
	Child care/preschool	↓	↔	47%					Attended a City-sponsored event	↑	↔	59%
	Religious or spiritual events and activities	↔	↔	85%								
	Adult education	↔	↔	61%								
	Overall education and enrichment	↔	↔	69%								
Community Engagement	Opportunities to participate in community matters	↑	↔	67%	Public information	↑	↔	69%	Sense of community	↑	↔	58%
	Opportunities to volunteer	↑	↔	78%	Overall direction	↑	↔	63%	Voted in local elections	↑	↔	86%
	Openness and acceptance	↑	↔	49%	Value of services for taxes paid	↔	↔	47%	Talked to or visited with neighbors	↔	↔	87%
	Social events and activities	↑	↔	61%	Welcoming citizen involvement	↑	↔	55%	Attended a local public meeting	↔	↔	19%
	Neighborhoodliness	↔	↔	59%	Confidence in City government	↔	↔	51%	Watched a local public meeting	↔	↔	34%
					Acting in the best interest of Lynchburg	↔	↔	54%	Volunteered	↑	↑	56%
					Being honest	↔	↔	52%	Participated in a club	↔	↔	31%
					Treating all residents fairly	↔	↔	49%	Campaigned for an issue, cause or candidate	↔	↔	30%
									Contacted Lynchburg elected officials	↔	↔	18%
									Read or watched local news	↔	↔	81%
									Done a favor for a neighbor	↔	↔	76%

Legend

↑↑ Much higher ↑ Higher ↔ Similar ↓ Lower ↓↓ Much lower * Not available

THE NCSTM
The National Citizen SurveyTM

Lynchburg, VA

Comparisons by Demographic Subgroups

2017



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Summary

The National Citizen Survey™ (The NCS™) is a collaborative effort between National Research Center, Inc. (NRC) and the International City/County Management Association (ICMA). The survey and its administration are standardized to assure high quality research methods and directly comparable results across The NCS communities. This report discusses differences in opinion of survey respondents by age, gender, race/ethnicity, housing tenure (rent or own) and housing unit type (attached or detached).

Responses in the following tables show only the proportion of respondents giving a certain answer; for example, the percent of respondents who rated the quality of life as “excellent” or “good,” or the percent of respondents who attended a public meeting more than once a month. ANOVA and chi-square tests of significance were applied to these comparisons of survey questions. A “p-value” of 0.05 or less indicates that there is less than a 5% probability that differences observed between subgroups are due to chance; or in other words, a greater than 95% probability that the differences observed are “real.” Where differences were statistically significant, they have been shaded grey.

The margin of error for all respondents (963 completed surveys) is generally no greater than plus or minus three percentage points around any given percent. The margin of error for subgroups is less precise. For subgroups of approximately 100 respondents, the margin of error is plus or minus 10 percentage points.

Notable differences between demographic subgroups included the following:

- Overall, when there were differences, older residents (55+), homeowners and those who were White alone were more likely to favorably rate Community Characteristics and Governance aspects than their counterparts. Gender differences were limited and there was not a consistent pattern to the differences across all results; male respondents did award higher scores in some cases, including to overall natural environment, availability of affordable quality housing, shopping opportunities, health care and the openness and acceptance of the community toward people of diverse backgrounds. Additionally, participants who lived in detached housing were more pleased with Safety-related services.
- Residents who identified their race as White alone reported higher levels of Participation in most cases. On the other hand, respondents who were a race other than White alone were more likely to have used public transportation and City libraries, and indicated higher rates of contacting Lynchburg elected officials and watching local public meetings.
- When differences were noted, females and those who were Hispanic and/or a race other than White were more likely to rely on local news media and the local government Channel 15 as a source of information about the City.
- When asked about their likelihood of using additional locations for paying for bills and other services, residents who were White alone, homeowners and those who lived in detached housing were less likely to use this option.
- Residents were also asked to prioritize various areas for the City and to indicate if there had been progress made on each in the last two years. Female survey participants tended to view the various areas as higher priorities compared to their counterparts. Older respondents and individuals who identified as White alone were more likely to think progress had been made in the last two years on efforts including reducing poverty, treating all residents fairly and equally and ensuring children are successful in school.

The National Citizen Survey™

Table 1: Community Characteristics - General

Percent rating positively (e.g., excellent/good)	Age			Sex		Race/ethnicity		Rent or own		Detached or attached		Overall
	18-34	35-54	55+	Female	Male	White alone, not Hispanic	Hispanic and/or other race	Rent	Own	Detached	Attached	
The overall quality of life in Lynchburg	72%	69%	84%	76%	74%	76%	73%	68%	81%	78%	70%	74%
Overall image or reputation of Lynchburg	57%	61%	73%	63%	64%	64%	61%	59%	66%	63%	64%	63%
Lynchburg as a place to live	77%	79%	88%	81%	82%	83%	78%	76%	86%	83%	79%	81%
Your neighborhood as a place to live	81%	76%	82%	78%	82%	83%	73%	74%	85%	81%	79%	79%
Lynchburg as a place to raise children	75%	75%	84%	79%	77%	80%	75%	68%	86%	83%	70%	78%
Lynchburg as a place to retire	64%	62%	78%	73%	64%	67%	72%	62%	72%	69%	67%	67%
Overall appearance of Lynchburg	66%	62%	75%	73%	63%	70%	64%	66%	70%	70%	65%	68%

Table 2: Community Characteristics - Safety

Percent rating positively (e.g., excellent/good, very/somewhat safe)	Age			Sex		Race/ethnicity		Rent or own		Detached or attached		Overall
	18-34	35-54	55+	Female	Male	White alone, not Hispanic	Hispanic and/or other race	Rent	Own	Detached	Attached	
Overall feeling of safety in Lynchburg	71%	74%	80%	76%	74%	77%	72%	67%	81%	80%	66%	74%
In your neighborhood during the day	97%	95%	94%	95%	95%	97%	91%	94%	95%	94%	96%	93%
In Lynchburg's downtown/commercial area during the day	82%	82%	84%	83%	82%	85%	80%	83%	82%	83%	82%	82%

Table 3: Community Characteristics - Mobility

Percent rating positively (e.g., excellent/good, very/somewhat safe)	Age			Sex		Race/ethnicity		Rent or own		Detached or attached		Overall
	18-34	35-54	55+	Female	Male	White alone, not Hispanic	Hispanic and/or other race	Rent	Own	Detached	Attached	
Overall ease of getting to the places you usually have to visit	55%	59%	66%	64%	55%	60%	61%	54%	65%	63%	56%	60%
Traffic flow on major streets	35%	34%	49%	40%	40%	43%	36%	32%	46%	44%	32%	39%
Ease of public parking	39%	32%	32%	36%	33%	35%	35%	35%	34%	36%	32%	33%
Ease of travel by car in Lynchburg	64%	59%	65%	67%	57%	61%	68%	62%	63%	63%	62%	61%
Ease of travel by public transportation in Lynchburg	31%	23%	41%	33%	31%	30%	36%	33%	31%	28%	37%	32%
Ease of travel by bicycle in Lynchburg	31%	29%	39%	31%	35%	29%	41%	39%	29%	27%	42%	33%
Ease of walking in Lynchburg	43%	45%	67%	51%	53%	49%	59%	52%	53%	54%	49%	50%
Availability of paths and walking trails	61%	71%	81%	76%	65%	71%	70%	64%	76%	75%	65%	70%

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Table 4: Community Characteristics - Natural Environment

Percent rating positively (e.g., excellent/good, very/somewhat safe)	Age			Sex		Race/ethnicity		Rent or own		Detached or attached		Overall
	18-34	35-54	55+	Female	Male	White alone, not Hispanic	Hispanic and/or other race	Rent	Own	Detached	Attached	
Quality of overall natural environment in Lynchburg	79%	81%	86%	79%	85%	85%	78%	80%	84%	83%	81%	82%
Air quality	76%	85%	85%	82%	83%	85%	77%	77%	86%	83%	81%	82%
Cleanliness of Lynchburg	67%	70%	69%	69%	68%	71%	63%	64%	72%	71%	65%	69%

Table 5: Community Characteristics - Built Environment

Percent rating positively (e.g., excellent/good, very/somewhat safe)	Age			Sex		Race/ethnicity		Rent or own		Detached or attached		Overall
	18-34	35-54	55+	Female	Male	White alone, not Hispanic	Hispanic and/or other race	Rent	Own	Detached	Attached	
Overall "built environment" of Lynchburg (including overall design, buildings, parks and transportation systems)	50%	47%	64%	61%	45%	52%	59%	55%	52%	52%	56%	53%
Public places where people want to spend time	58%	64%	71%	66%	61%	66%	59%	61%	66%	65%	63%	63%
Variety of housing options	58%	50%	58%	52%	59%	61%	44%	47%	61%	56%	53%	55%
Availability of affordable quality housing	54%	43%	51%	44%	57%	55%	40%	43%	55%	52%	46%	50%
Overall quality of new development in Lynchburg	67%	55%	57%	63%	57%	64%	54%	61%	59%	57%	63%	60%

Table 6: Community Characteristics - Economy

Percent rating positively (e.g., excellent/good, very/somewhat safe)	Age			Sex		Race/ethnicity		Rent or own		Detached or attached		Overall
	18-34	35-54	55+	Female	Male	White alone, not Hispanic	Hispanic and/or other race	Rent	Own	Detached	Attached	
Overall economic health of Lynchburg	50%	45%	63%	52%	53%	53%	53%	46%	58%	54%	50%	53%
Lynchburg as a place to work	45%	47%	69%	53%	54%	58%	44%	48%	58%	55%	51%	55%
Lynchburg as a place to visit	44%	50%	72%	53%	59%	55%	58%	58%	53%	51%	62%	54%
Employment opportunities	39%	32%	38%	38%	36%	40%	30%	37%	37%	35%	40%	37%
Shopping opportunities	36%	37%	49%	37%	46%	42%	37%	47%	36%	39%	45%	40%
Cost of living in Lynchburg	73%	61%	62%	65%	66%	72%	54%	62%	68%	68%	61%	64%
Overall quality of business and service establishments in Lynchburg	65%	53%	69%	62%	64%	68%	53%	61%	64%	62%	64%	62%
Vibrant downtown/commercial area	50%	54%	57%	55%	53%	56%	47%	51%	55%	55%	50%	53%

The National Citizen Survey™

Table 7: Community Characteristics - Recreation and Wellness

Percent rating positively (e.g., excellent/good, very/somewhat safe)	Age			Sex		Race/ethnicity		Rent or own		Detached or attached		Overall
	18-34	35-54	55+	Female	Male	White alone, not Hispanic	Hispanic and/or other race	Rent	Own	Detached	Attached	
Health and wellness opportunities in Lynchburg	68%	68%	77%	70%	72%	73%	69%	68%	73%	70%	72%	69%
Fitness opportunities (including exercise classes and paths or trails, etc.)	78%	71%	80%	77%	75%	80%	69%	70%	81%	79%	73%	76%
Recreational opportunities	74%	64%	71%	72%	66%	73%	63%	70%	70%	69%	71%	70%
Availability of affordable quality food	72%	62%	75%	68%	71%	72%	64%	66%	72%	70%	69%	69%
Availability of affordable quality health care	58%	52%	68%	55%	64%	60%	58%	58%	61%	59%	61%	59%
Availability of preventive health services	60%	63%	68%	60%	67%	65%	60%	61%	65%	64%	63%	63%
Availability of affordable quality mental health care	41%	36%	52%	35%	53%	44%	41%	47%	40%	39%	49%	42%

Table 8: Community Characteristics - Education and Enrichment

Percent rating positively (e.g., excellent/good, very/somewhat safe)	Age			Sex		Race/ethnicity		Rent or own		Detached or attached		Overall
	18-34	35-54	55+	Female	Male	White alone, not Hispanic	Hispanic and/or other race	Rent	Own	Detached	Attached	
Overall opportunities for education and enrichment	65%	61%	81%	74%	65%	74%	61%	67%	71%	71%	67%	69%
Availability of affordable quality child care/preschool K-12 education	36%	51%	54%	42%	54%	47%	48%	41%	52%	50%	43%	47%
Adult educational opportunities	59%	56%	69%	64%	60%	67%	54%	63%	60%	61%	63%	61%
Opportunities to attend cultural/arts/music activities	62%	55%	66%	63%	60%	64%	59%	62%	60%	59%	65%	61%
Opportunities to participate in religious or spiritual events and activities	61%	57%	65%	60%	61%	66%	52%	64%	59%	59%	65%	60%
	85%	85%	85%	82%	88%	89%	77%	84%	85%	84%	86%	85%

Table 9: Community Characteristics - Community Engagement

Percent rating positively (e.g., excellent/good, very/somewhat safe)	Age			Sex		Race/ethnicity		Rent or own		Detached or attached		Overall
	18-34	35-54	55+	Female	Male	White alone, not Hispanic	Hispanic and/or other race	Rent	Own	Detached	Attached	
Opportunities to participate in social events and activities	63%	58%	63%	58%	64%	68%	49%	62%	61%	59%	64%	61%
Opportunities to volunteer	74%	78%	82%	76%	80%	80%	75%	76%	79%	79%	77%	78%
Opportunities to participate in community matters	64%	68%	70%	68%	67%	70%	64%	68%	67%	68%	66%	67%
Openness and acceptance of the community toward people of diverse backgrounds	43%	49%	53%	43%	53%	53%	41%	49%	47%	45%	53%	49%
Neighborliness of residents in Lynchburg	58%	59%	60%	57%	61%	65%	48%	56%	60%	57%	60%	59%

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Table 10: Governance - General

Percent rating positively (e.g., excellent/good)	Age			Sex		Race/ethnicity		Rent or own		Detached or attached		Overall
	18-34	35-54	55+	Female	Male	White alone, not Hispanic	Hispanic and/or other race	Rent	Own	Detached	Attached	
The City of Lynchburg	59%	65%	78%	71%	64%	70%	64%	61%	73%	69%	65%	68%
The value of services for the taxes paid to Lynchburg	44%	43%	53%	51%	43%	49%	45%	41%	51%	50%	43%	47%
The overall direction that Lynchburg is taking	73%	59%	57%	65%	62%	67%	55%	66%	60%	60%	67%	63%
The job Lynchburg government does at welcoming citizen involvement	57%	48%	58%	55%	54%	59%	45%	50%	58%	54%	55%	55%
Overall confidence in Lynchburg government	52%	44%	56%	52%	51%	55%	43%	49%	52%	50%	52%	51%
Generally acting in the best interest of the community	58%	45%	58%	57%	51%	59%	44%	52%	55%	52%	56%	54%
Being honest	50%	48%	59%	52%	52%	59%	39%	49%	55%	52%	52%	52%
Treating all residents fairly	53%	43%	51%	45%	55%	55%	38%	48%	50%	47%	52%	49%
Overall customer service by Lynchburg employees (police, receptionists, planners, etc.)	58%	67%	76%	67%	67%	71%	61%	61%	72%	67%	67%	67%
The Federal Government	31%	41%	47%	39%	40%	35%	49%	41%	38%	39%	39%	39%

Table 11: Governance - Safety

Percent rating positively (e.g., excellent/good)	Age			Sex		Race/ethnicity		Rent or own		Detached or attached		Overall
	18-34	35-54	55+	Female	Male	White alone, not Hispanic	Hispanic and/or other race	Rent	Own	Detached	Attached	
Police services	70%	73%	87%	79%	75%	83%	67%	70%	83%	82%	71%	77%
Fire services	80%	85%	94%	85%	89%	92%	77%	81%	91%	89%	83%	88%
Ambulance or emergency medical services	81%	83%	92%	83%	87%	90%	78%	80%	89%	89%	80%	85%
Crime prevention	58%	52%	72%	60%	61%	65%	54%	53%	67%	66%	52%	61%
Fire prevention and education	64%	65%	81%	69%	72%	74%	64%	66%	74%	74%	65%	71%
Animal control	64%	60%	61%	62%	61%	64%	58%	63%	60%	60%	65%	61%
Emergency preparedness (services that prepare the community for natural disasters or other emergency situations)	61%	59%	62%	60%	61%	64%	57%	57%	63%	60%	61%	60%

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Table 12: Governance - Mobility

Percent rating positively (e.g., excellent/good)	Age			Sex		Race/ethnicity		Rent or own		Detached or attached		Overall
	18-34	35-54	55+	Female	Male	White alone, not Hispanic	Hispanic and/or other race	Rent	Own	Detached	Attached	
Traffic enforcement	52%	56%	65%	61%	54%	58%	59%	55%	60%	61%	53%	58%
Street repair	38%	36%	39%	36%	40%	39%	36%	42%	34%	35%	42%	37%
Street cleaning	55%	45%	52%	51%	51%	50%	52%	52%	50%	50%	52%	51%
Street lighting	54%	52%	64%	56%	58%	60%	50%	53%	61%	62%	50%	57%
Snow removal	43%	49%	54%	44%	54%	49%	47%	46%	50%	49%	48%	49%
Sidewalk maintenance	47%	43%	51%	47%	46%	48%	46%	46%	48%	49%	44%	46%
Traffic signal timing	38%	43%	43%	44%	38%	40%	45%	39%	43%	43%	38%	40%
Bus or transit services	41%	35%	59%	45%	45%	48%	44%	45%	44%	46%	44%	45%

Table 13: Governance - Natural Environment

Percent rating positively (e.g., excellent/good)	Age			Sex		Race/ethnicity		Rent or own		Detached or attached		Overall
	18-34	35-54	55+	Female	Male	White alone, not Hispanic	Hispanic and/or other race	Rent	Own	Detached	Attached	
Garbage collection	73%	79%	85%	78%	80%	80%	77%	73%	84%	83%	74%	79%
Recycling	31%	45%	57%	42%	48%	41%	53%	43%	47%	44%	48%	45%
Yard waste pick-up	52%	56%	61%	54%	59%	57%	56%	52%	59%	58%	55%	56%
Drinking water	71%	73%	78%	68%	81%	78%	65%	70%	77%	76%	70%	73%
Preservation of natural areas such as open space, farmlands and greenbelts	60%	56%	65%	58%	63%	64%	54%	62%	58%	57%	66%	61%
Lynchburg open space	52%	54%	60%	56%	54%	57%	52%	60%	51%	49%	63%	55%

Table 14: Governance - Built Environment

Percent rating positively (e.g., excellent/good)	Age			Sex		Race/ethnicity		Rent or own		Detached or attached		Overall
	18-34	35-54	55+	Female	Male	White alone, not Hispanic	Hispanic and/or other race	Rent	Own	Detached	Attached	
Storm drainage	68%	59%	71%	64%	68%	69%	61%	64%	68%	67%	65%	66%
Sewer services	70%	72%	83%	72%	79%	79%	68%	69%	81%	77%	72%	76%
Water utility billing	56%	59%	65%	62%	59%	63%	56%	61%	60%	59%	63%	60%
Land use, planning and zoning	43%	40%	52%	48%	44%	43%	48%	46%	44%	41%	51%	46%
Code enforcement (weeds, abandoned buildings, etc.)	35%	41%	33%	38%	35%	34%	40%	42%	30%	33%	41%	36%
Cable television	50%	35%	42%	44%	39%	45%	36%	47%	38%	37%	50%	42%

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Table 15: Governance - Economy

Percent rating positively (e.g., excellent/good)	Age			Sex		Race/ethnicity		Rent or own		Detached or attached		Overall
	18-34	35-54	55+	Female	Male	White alone, not Hispanic	Hispanic and/or other race	Rent	Own	Detached	Attached	
Economic development	53%	50%	56%	53%	53%	53%	52%	52%	53%	53%	51%	52%

Table 16: Governance - Recreation and Wellness

Percent rating positively (e.g., excellent/good)	Age			Sex		Race/ethnicity		Rent or own		Detached or attached		Overall
	18-34	35-54	55+	Female	Male	White alone, not Hispanic	Hispanic and/or other race	Rent	Own	Detached	Attached	
City parks	78%	79%	83%	80%	80%	81%	79%	80%	80%	81%	78%	80%
Recreation programs or classes	73%	66%	76%	76%	66%	74%	69%	70%	74%	75%	67%	72%
Recreation centers or facilities	70%	70%	71%	72%	68%	73%	66%	67%	73%	72%	67%	70%
Health services	59%	60%	73%	65%	63%	66%	61%	59%	68%	66%	60%	64%

Table 17: Governance - Education and Enrichment

Percent rating positively (e.g., excellent/good)	Age			Sex		Race/ethnicity		Rent or own		Detached or attached		Overall
	18-34	35-54	55+	Female	Male	White alone, not Hispanic	Hispanic and/or other race	Rent	Own	Detached	Attached	
Public library services	76%	78%	85%	82%	77%	79%	81%	78%	81%	80%	79%	80%
City-sponsored special events	65%	63%	66%	67%	61%	67%	61%	66%	64%	63%	66%	64%

Table 18: Governance - Community Engagement

Percent rating positively (e.g., excellent/good)	Age			Sex		Race/ethnicity		Rent or own		Detached or attached		Overall
	18-34	35-54	55+	Female	Male	White alone, not Hispanic	Hispanic and/or other race	Rent	Own	Detached	Attached	
Public information services	69%	65%	73%	72%	64%	68%	72%	69%	69%	68%	70%	69%

Table 19: Participation General

Percent rating positively (e.g., always/sometimes, more than once a month, yes)	Age			Sex		Race/ethnicity		Rent or own		Detached or attached		Overall
	18-34	35-54	55+	Female	Male	White alone, not Hispanic	Hispanic and/or other race	Rent	Own	Detached	Attached	
Sense of community	58%	55%	63%	56%	61%	61%	53%	60%	56%	54%	64%	58%
Recommend living in Lynchburg to someone who asks	77%	74%	83%	77%	80%	83%	67%	73%	82%	79%	77%	78%
Remain in Lynchburg for the next five years	71%	82%	90%	79%	83%	83%	78%	70%	90%	86%	73%	80%
Contacted the City of Lynchburg (in-person, phone, email or web) for help or information	43%	55%	59%	53%	51%	52%	54%	44%	60%	60%	41%	51%

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Table 20: Participation - Safety

Percent rating positively (e.g., always/sometimes, more than once a month, yes)	Age			Sex		Race/ethnicity		Rent or own		Detached or attached		Overall
	18-34	35-54	55+	Female	Male	White alone, not Hispanic	Hispanic and/or other race	Rent	Own	Detached	Attached	
Was NOT the victim of a crime	91%	86%	91%	88%	91%	91%	86%	88%	90%	89%	90%	89%
Did NOT report a crime	78%	80%	81%	80%	80%	80%	79%	77%	82%	81%	77%	80%
Stocked supplies in preparation for an emergency	37%	34%	50%	43%	38%	40%	39%	41%	40%	42%	38%	41%

Table 21: Participation - Mobility

Percent rating positively (e.g., always/sometimes, more than once a month, yes)	Age			Sex		Race/ethnicity		Rent or own		Detached or attached		Overall
	18-34	35-54	55+	Female	Male	White alone, not Hispanic	Hispanic and/or other race	Rent	Own	Detached	Attached	
Walked or biked instead of driving	44%	41%	31%	33%	46%	42%	32%	40%	38%	35%	44%	37%
Carpooled with other adults or children instead of driving alone	60%	36%	35%	46%	41%	47%	38%	50%	39%	42%	46%	44%
Used bus, rail or other public transportation instead of driving	17%	23%	22%	20%	22%	16%	30%	29%	14%	15%	29%	20%

Table 22: Participation - Natural Environment

Percent rating positively (e.g., always/sometimes, more than once a month, yes)	Age			Sex		Race/ethnicity		Rent or own		Detached or attached		Overall
	18-34	35-54	55+	Female	Male	White alone, not Hispanic	Hispanic and/or other race	Rent	Own	Detached	Attached	
Recycle at home	56%	72%	76%	67%	69%	73%	58%	59%	76%	74%	59%	68%
Made efforts to make your home more energy efficient	69%	79%	73%	74%	74%	74%	71%	68%	79%	78%	67%	73%
Made efforts to conserve water	72%	73%	81%	78%	74%	78%	71%	76%	75%	78%	72%	74%

Table 23: Participation - Built Environment

Percent rating positively (e.g., always/sometimes, more than once a month, yes)	Age			Sex		Race/ethnicity		Rent or own		Detached or attached		Overall
	18-34	35-54	55+	Female	Male	White alone, not Hispanic	Hispanic and/or other race	Rent	Own	Detached	Attached	
NOT under housing cost stress	72%	76%	67%	71%	74%	76%	64%	64%	80%	80%	60%	72%
Did NOT observe a code violation	41%	53%	42%	50%	40%	43%	51%	41%	48%	45%	45%	45%

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Table 24: Participation - Economy

Percent rating positively (e.g., always/sometimes, more than once a month, yes)	Age			Sex		Race/ethnicity		Rent or own		Detached or attached		Overall
	18-34	35-54	55+	Female	Male	White alone, not Hispanic	Hispanic and/or other race	Rent	Own	Detached	Attached	
Purchase goods or services from a business located in Lynchburg	96%	98%	97%	96%	97%	99%	92%	95%	98%	98%	95%	97%
Economy will have positive impact on income	29%	32%	27%	26%	32%	29%	28%	27%	31%	32%	25%	29%
Work in Lynchburg	84%	69%	36%	61%	65%	67%	53%	65%	61%	61%	65%	62%

Table 25: Participation - Recreation and Wellness

Percent rating positively (e.g., always/sometimes, more than once a month, yes)	Age			Sex		Race/ethnicity		Rent or own		Detached or attached		Overall
	18-34	35-54	55+	Female	Male	White alone, not Hispanic	Hispanic and/or other race	Rent	Own	Detached	Attached	
Used Lynchburg recreation centers or their services	53%	46%	46%	48%	49%	54%	36%	41%	55%	53%	40%	50%
Visited a local park	85%	88%	69%	81%	79%	83%	76%	78%	82%	81%	79%	81%
Eat at least 5 portions of fruits and vegetables a day	80%	81%	83%	84%	79%	83%	80%	79%	83%	83%	80%	81%
Participate in moderate or vigorous physical activity	83%	83%	78%	83%	81%	85%	74%	78%	85%	84%	77%	81%
Reported being in "very good" or "excellent" health	61%	56%	50%	57%	55%	63%	42%	46%	65%	65%	42%	56%

Table 26: Participation - Education and Enrichment

Percent rating positively (e.g., always/sometimes, more than once a month, yes)	Age			Sex		Race/ethnicity		Rent or own		Detached or attached		Overall
	18-34	35-54	55+	Female	Male	White alone, not Hispanic	Hispanic and/or other race	Rent	Own	Detached	Attached	
Used Lynchburg public libraries or their services	41%	62%	55%	58%	44%	49%	58%	47%	56%	56%	45%	52%
Participated in religious or spiritual activities in Lynchburg	61%	65%	65%	69%	57%	64%	62%	56%	69%	68%	56%	63%
Attended a City-sponsored event	68%	66%	45%	58%	61%	67%	43%	59%	59%	59%	59%	59%

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Table 27: Participation - Community Engagement

Percent rating positively (e.g., always/sometimes, more than once a month, yes)	Age			Sex		Race/ethnicity		Rent or own		Detached or attached		Overall
	18-34	35-54	55+	Female	Male	White alone, not Hispanic	Hispanic and/or other race	Rent	Own	Detached	Attached	
Campaigned or advocated for an issue, cause or candidate	25%	31%	36%	32%	29%	31%	31%	28%	33%	34%	25%	30%
Contacted Lynchburg elected officials (in-person, phone, email or web) to express your opinion	10%	23%	24%	21%	17%	16%	26%	15%	23%	23%	13%	18%
Volunteered your time to some group/activity in Lynchburg	57%	63%	48%	55%	57%	62%	45%	51%	60%	58%	54%	56%
Participated in a club	32%	28%	35%	32%	31%	36%	23%	29%	34%	33%	29%	31%
Talked to or visited with your immediate neighbors	80%	90%	91%	88%	86%	92%	78%	82%	92%	93%	78%	87%
Done a favor for a neighbor	65%	80%	85%	76%	77%	80%	69%	68%	84%	81%	69%	76%
Attended a local public meeting	17%	23%	19%	19%	22%	20%	20%	18%	22%	20%	18%	19%
Watched (online or on television) a local public meeting	17%	46%	43%	37%	33%	31%	43%	30%	38%	37%	31%	34%
Read or watch local news (via television, paper, computer, etc.)	67%	86%	92%	84%	78%	80%	85%	74%	87%	83%	79%	81%
Vote in local elections	79%	88%	90%	83%	88%	87%	84%	80%	91%	91%	78%	86%

Table 28: Community Focus Areas

Percent rating positively (e.g., essential/very important)	Age			Sex		Race/ethnicity		Rent or own		Detached or attached		Overall
	18-34	35-54	55+	Female	Male	White alone, not Hispanic	Hispanic and/or other race	Rent	Own	Detached	Attached	
Overall feeling of safety in Lynchburg	88%	88%	91%	92%	85%	90%	86%	87%	90%	87%	92%	89%
Overall ease of getting to the places you usually have to visit	75%	77%	88%	81%	79%	82%	78%	81%	80%	82%	78%	81%
Quality of overall natural environment in Lynchburg	70%	76%	84%	80%	74%	76%	79%	77%	77%	78%	76%	77%
Overall "built environment" of Lynchburg (including overall design, buildings, parks and transportation systems)	73%	76%	80%	75%	78%	77%	77%	75%	78%	75%	78%	76%
Health and wellness opportunities in Lynchburg	79%	71%	87%	83%	76%	78%	83%	82%	78%	78%	82%	79%
Overall opportunities for education and enrichment	78%	83%	87%	86%	79%	81%	87%	83%	82%	82%	83%	83%
Overall economic health of Lynchburg	91%	89%	95%	92%	92%	92%	91%	89%	94%	94%	89%	92%
Sense of community	68%	79%	84%	80%	74%	77%	78%	75%	79%	79%	74%	77%

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Table 29: Question 14

Please indicate how much of a source, if at all, you consider each of the following to be for obtaining information about the City government and its activities, events and services? (Percent rating as "major" or "minor source").	Age			Sex		Race/ethnicity		Rent or own		Detached or attached		Overall
	18-34	35-54	55+	Female	Male	White alone, not Hispanic	Hispanic and/or other race	Rent	Own	Detached	Attached	
City web site (www.lynchburgva.gov)	76%	88%	87%	88%	77%	84%	82%	76%	90%	89%	76%	83%
Local news media (i.e., television, newspapers, etc.)	83%	92%	93%	93%	85%	88%	95%	86%	93%	90%	88%	89%
The local government Comcast Cable Channel 15	42%	42%	62%	52%	44%	41%	64%	54%	45%	44%	57%	49%
Monthly City newsletter in the News & Advance (City Source)	62%	52%	67%	63%	58%	58%	67%	67%	55%	54%	70%	60%
City Council meetings and other public meetings	55%	63%	74%	65%	62%	60%	74%	61%	67%	63%	66%	64%
City communications via social media (i.e. Facebook, Twitter, etc.)	89%	70%	62%	76%	70%	74%	75%	80%	67%	69%	80%	73%

Table 30: Question 15

	Age			Sex		Race/ethnicity		Rent or own		Detached or attached		Overall
	18-34	35-54	55+	Female	Male	White alone, not Hispanic	Hispanic and/or other race	Rent	Own	Detached	Attached	
Some cities provide citizens with locations other than City Hall (convenience/neighborhood stores, etc.) to pay for water, real estate and other bills and services. If the City of Lynchburg provided this option, how likely or unlikely would you be to use this service? (Percent "very" or "somewhat likely").	58%	52%	50%	56%	50%	45%	72%	69%	39%	44%	67%	53%

Table 31: Question 16 Priorities

Please indicate how much of a priority, if at all, each of the following areas should be to the City and its community partners (businesses, academic institutions, non-profits, etc.): (Percent rating as "high" or "medium priority").	Age			Sex		Race/ethnicity		Rent or own		Detached or attached		Overall
	18-34	35-54	55+	Female	Male	White alone, not Hispanic	Hispanic and/or other race	Rent	Own	Detached	Attached	
Building partnerships with the business community, surrounding counties, local institutions of higher learning and other organizations	86%	84%	89%	85%	89%	88%	83%	85%	88%	86%	87%	87%
Reducing poverty	89%	88%	88%	92%	84%	89%	88%	90%	87%	87%	90%	88%
Increasing access to out-of-school activities for children	87%	80%	85%	86%	82%	84%	87%	90%	79%	81%	90%	85%
Ensuring children are kindergarten ready	75%	80%	87%	85%	76%	78%	87%	80%	81%	81%	81%	81%
Providing a comprehensive transportation system (e.g., bikeways, trails, transit, etc.)	82%	77%	87%	85%	79%	82%	84%	83%	82%	81%	85%	83%
Providing access to quality health care services	91%	92%	93%	96%	88%	92%	94%	94%	91%	92%	93%	92%
Providing quality affordable housing for all income levels	81%	82%	87%	89%	76%	83%	84%	87%	80%	81%	87%	83%
Providing stable, quality employment opportunities for residents	94%	92%	93%	95%	90%	94%	92%	96%	90%	91%	96%	93%
Treating all residents fairly and equally regardless of race or any other factor	92%	90%	93%	95%	88%	93%	90%	91%	93%	92%	91%	92%
Ensuring children are successful in school	92%	93%	95%	95%	91%	94%	92%	94%	93%	93%	94%	93%

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Table 32: Question 16 Progress

Please rate to what extent progress has been made in each area in the last two years: (Percent rating as "significant" or "some progress").	Age			Sex		Race/ethnicity		Rent or own		Detached or attached		Overall
	18-34	35-54	55+	Female	Male	White alone, not Hispanic	Hispanic and/or other race	Rent	Own	Detached	Attached	
Building partnerships with the business community, surrounding counties, local institutions of higher learning and other organizations	75%	73%	87%	79%	77%	80%	76%	77%	79%	80%	75%	78%
Reducing poverty	47%	33%	48%	38%	47%	50%	26%	41%	42%	40%	44%	42%
Increasing access to out-of-school activities for children	67%	55%	61%	59%	62%	64%	53%	59%	63%	61%	61%	61%
Ensuring children are kindergarten ready	52%	55%	68%	59%	57%	60%	54%	59%	58%	57%	60%	58%
Providing a comprehensive transportation system (e.g., bikeways, trails, transit, etc.)	67%	66%	73%	66%	71%	71%	64%	70%	68%	65%	74%	68%
Providing access to quality health care services	63%	69%	80%	69%	72%	73%	65%	74%	68%	68%	74%	70%
Providing quality affordable housing for all income levels	41%	44%	55%	46%	47%	49%	40%	41%	50%	50%	39%	46%
Providing stable, quality employment opportunities for residents	50%	44%	54%	49%	48%	54%	38%	51%	49%	47%	53%	50%
Treating all residents fairly and equally regardless of race or any other factor	68%	68%	66%	59%	75%	75%	48%	64%	69%	66%	69%	66%
Ensuring children are successful in school	57%	60%	66%	57%	65%	66%	50%	63%	60%	57%	68%	61%



Lynchburg, VA

Comparisons by Geographic Subgroups

2017



NRC

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ICMA

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Summary

The National Citizen Survey™ (The NCS™) is a collaborative effort between National Research Center, Inc. (NRC) and the International City/County Management Association (ICMA). The survey and its administration are standardized to assure high quality research methods and directly comparable results across The NCS communities. This report discusses differences in opinion of survey respondents by Ward.

Responses in the following tables show only the proportion of respondents giving a certain answer; for example, the percent of respondents who rated the quality of life as “excellent” or “good,” or the percent of respondents who attended a public meeting more than once a month. ANOVA and chi-square tests of significance were applied to these comparisons of survey questions. A “p-value” of 0.05 or less indicates that there is less than a 5% probability that differences observed between ward are due to chance; or in other words, a greater than 95% probability that the differences observed are “real.” Where differences were statistically significant, they have been shaded grey.

The margin of error for all respondents (345 completed surveys) is generally no greater than plus or minus five percentage points around any given percent. The margin of error for subgroups is less precise. For subgroups of approximately 100 respondents, the margin of error is plus or minus 10 percentage points. Four wards were tracked for comparison and the number of completed surveys for each are in the figure below.

Figure 1: Geographic Areas

Area	Number of Completed Surveys
Ward 1	102
Ward 2	59
Ward 3	79
Ward 4	105

Notable differences between ward included the following:

- Residents in Ward 2 felt more positively about some Community Characteristics related to Safety (feelings of safety in the City’s downtown/commercial area) and Mobility (ease of travel by car and by bicycle), as well as the cost of living in the City. They were less likely to rate their neighborhoods as a places to live and air quality as excellent or good than their counterparts.
- When differences were noted, survey respondents from Ward 3 tended to award less favorable scores to customer service provided by City employees and public library services, as well as report lower levels of being in good health. On the other hand, Ward 3 residents were more active in participating in efforts to make their homes more energy efficient and visiting with their neighbors.
- Ward 1 survey participants were more likely to use the Lynchburg web site as a major or minor source of information about the City.
- When asked about priorities for the community, Ward 3 respondents were less likely to place high importance on providing comprehensive transportation, access to quality health care, affordable housing or emphasize treating all residents fairly and equally regardless of race or any other factor.

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Table 1: Community Characteristics - General

Percent rating positively (e.g., excellent/good)	Ward				Overall
	Ward 1	Ward 2	Ward 3	Ward 4	
The overall quality of life in Lynchburg	88%	84%	69%	72%	79%
Overall image or reputation of Lynchburg	74%	61%	62%	73%	68%
Lynchburg as a place to live	87%	86%	78%	81%	83%
Your neighborhood as a place to live	89%	66%	86%	84%	81%
Lynchburg as a place to raise children	81%	79%	75%	82%	79%
Lynchburg as a place to retire	74%	77%	57%	71%	71%
Overall appearance of Lynchburg	72%	58%	67%	76%	69%

Table 2: Community Characteristics - Safety

Percent rating positively (e.g., excellent/good, very/somewhat safe)	Ward				Overall
	Ward 1	Ward 2	Ward 3	Ward 4	
Overall feeling of safety in Lynchburg	82%	76%	68%	75%	76%
In your neighborhood during the day	97%	96%	97%	97%	97%
In Lynchburg's downtown/commercial area during the day	82%	96%	74%	81%	84%

Table 3: Community Characteristics - Mobility

Percent rating positively (e.g., excellent/good, very/somewhat safe)	Ward				Overall
	Ward 1	Ward 2	Ward 3	Ward 4	
Overall ease of getting to the places you usually have to visit	66%	61%	69%	68%	66%
Traffic flow on major streets	49%	55%	30%	43%	45%
Ease of public parking	41%	46%	37%	45%	42%
Ease of travel by car in Lynchburg	67%	80%	58%	59%	67%
Ease of travel by public transportation in Lynchburg	39%	47%	25%	41%	39%
Ease of travel by bicycle in Lynchburg	25%	57%	35%	31%	38%
Ease of walking in Lynchburg	54%	61%	55%	50%	55%
Availability of paths and walking trails	70%	77%	65%	73%	72%

Table 4: Community Characteristics - Natural Environment

Percent rating positively (e.g., excellent/good, very/somewhat safe)	Ward				Overall
	Ward 1	Ward 2	Ward 3	Ward 4	
Quality of overall natural environment in Lynchburg	85%	86%	83%	84%	85%
Air quality	89%	74%	79%	87%	83%
Cleanliness of Lynchburg	76%	65%	73%	65%	70%

The National Citizen Survey™

Table 5: Community Characteristics - Built Environment

Percent rating positively (e.g., excellent/good, very/somewhat safe)	Ward				Overall
	Ward 1	Ward 2	Ward 3	Ward 4	
Overall "built environment" of Lynchburg (including overall design, buildings, parks and transportation systems)	60%	54%	55%	59%	57%
Public places where people want to spend time	69%	69%	55%	62%	64%
Variety of housing options	59%	55%	54%	65%	59%
Availability of affordable quality housing	49%	59%	48%	56%	53%
Overall quality of new development in Lynchburg	63%	64%	57%	64%	62%

Table 6: Community Characteristics - Economy

Percent rating positively (e.g., excellent/good, very/somewhat safe)	Ward				Overall
	Ward 1	Ward 2	Ward 3	Ward 4	
Overall economic health of Lynchburg	66%	56%	60%	53%	59%
Lynchburg as a place to work	63%	60%	52%	59%	59%
Lynchburg as a place to visit	52%	59%	50%	53%	54%
Employment opportunities	41%	52%	39%	35%	42%
Shopping opportunities	28%	51%	45%	42%	41%
Cost of living in Lynchburg	70%	81%	61%	59%	68%
Overall quality of business and service establishments in Lynchburg	66%	63%	60%	67%	64%
Vibrant downtown/commercial area	53%	59%	51%	56%	55%

Table 7: Community Characteristics - Recreation and Wellness

Percent rating positively (e.g., excellent/good, very/somewhat safe)	Ward				Overall
	Ward 1	Ward 2	Ward 3	Ward 4	
Health and wellness opportunities in Lynchburg	77%	75%	65%	78%	74%
Fitness opportunities (including exercise classes and paths or trails, etc.)	77%	83%	72%	85%	80%
Recreational opportunities	71%	72%	64%	74%	71%
Availability of affordable quality food	74%	62%	74%	84%	74%
Availability of affordable quality health care	66%	55%	76%	66%	65%
Availability of preventive health services	72%	60%	73%	70%	69%
Availability of affordable quality mental health care	45%	48%	47%	57%	49%

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Table 8: Community Characteristics - Education and Enrichment

Percent rating positively (e.g., excellent/good, very/somewhat safe)	Ward				Overall
	Ward 1	Ward 2	Ward 3	Ward 4	
Overall opportunities for education and enrichment	75%	62%	66%	84%	72%
Availability of affordable quality child care/preschool	59%	65%	38%	52%	55%
K-12 education	66%	67%	70%	61%	65%
Adult educational opportunities	65%	55%	62%	66%	62%
Opportunities to attend cultural/arts/music activities	69%	61%	63%	64%	64%
Opportunities to participate in religious or spiritual events and activities	82%	88%	92%	87%	87%

Table 9: Community Characteristics - Community Engagement

Percent rating positively (e.g., excellent/good, very/somewhat safe)	Ward				Overall
	Ward 1	Ward 2	Ward 3	Ward 4	
Opportunities to participate in social events and activities	57%	69%	64%	71%	65%
Opportunities to volunteer	70%	84%	77%	82%	78%
Opportunities to participate in community matters	71%	70%	68%	63%	68%
Openness and acceptance of the community toward people of diverse backgrounds	54%	38%	52%	53%	49%
Neighborliness of residents in Lynchburg	69%	70%	42%	67%	64%

Table 10: Governance - General

Percent rating positively (e.g., excellent/good)	Ward				Overall
	Ward 1	Ward 2	Ward 3	Ward 4	
The City of Lynchburg	81%	67%	53%	69%	69%
The value of services for the taxes paid to Lynchburg	59%	49%	37%	47%	50%
The overall direction that Lynchburg is taking	63%	77%	68%	62%	67%
The job Lynchburg government does at welcoming citizen involvement	65%	64%	58%	53%	60%
Overall confidence in Lynchburg government	57%	52%	57%	53%	54%
Generally acting in the best interest of the community	58%	59%	55%	52%	56%
Being honest	64%	49%	56%	54%	56%
Treating all residents fairly	52%	54%	55%	51%	53%
Overall customer service by Lynchburg employees (police, receptionists, planners, etc.)	78%	74%	49%	64%	68%
The Federal Government	44%	49%	35%	47%	44%

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Table 11: Governance - Safety

Percent rating positively (e.g., excellent/good)	Ward				Overall
	Ward 1	Ward 2	Ward 3	Ward 4	
Police services	87%	90%	72%	73%	82%
Fire services	93%	86%	89%	77%	86%
Ambulance or emergency medical services	88%	87%	85%	80%	85%
Crime prevention	61%	71%	66%	64%	65%
Fire prevention and education	72%	69%	70%	70%	70%
Animal control	63%	60%	63%	61%	62%
Emergency preparedness (services that prepare the community for natural disasters or other emergency situations)	66%	66%	59%	60%	63%

Table 12: Governance - Mobility

Percent rating positively (e.g., excellent/good)	Ward				Overall
	Ward 1	Ward 2	Ward 3	Ward 4	
Traffic enforcement	67%	64%	55%	59%	62%
Street repair	44%	31%	44%	47%	41%
Street cleaning	53%	46%	52%	53%	51%
Street lighting	55%	56%	53%	57%	55%
Snow removal	55%	52%	49%	43%	50%
Sidewalk maintenance	52%	45%	42%	55%	49%
Traffic signal timing	43%	44%	48%	46%	45%
Bus or transit services	51%	42%	68%	56%	53%

Table 13: Governance - Natural Environment

Percent rating positively (e.g., excellent/good)	Ward				Overall
	Ward 1	Ward 2	Ward 3	Ward 4	
Garbage collection	87%	85%	73%	79%	82%
Recycling	56%	43%	47%	44%	48%
Yard waste pick-up	63%	51%	57%	66%	60%
Drinking water	77%	76%	64%	76%	74%
Preservation of natural areas such as open space, farmlands and greenbelts	52%	74%	54%	56%	59%
Lynchburg open space	47%	68%	56%	43%	53%

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Table 14: Governance - Built Environment

Percent rating positively (e.g., excellent/good)	Ward				Overall
	Ward 1	Ward 2	Ward 3	Ward 4	
Storm drainage	69%	74%	54%	68%	67%
Sewer services	76%	69%	60%	85%	73%
Water utility billing	66%	60%	57%	62%	62%
Land use, planning and zoning	52%	39%	46%	39%	44%
Code enforcement (weeds, abandoned buildings, etc.)	43%	36%	47%	27%	38%
Cable television	43%	61%	48%	32%	45%

Table 15: Governance - Economy

Percent rating positively (e.g., excellent/good)	Ward				Overall
	Ward 1	Ward 2	Ward 3	Ward 4	
Economic development	46%	63%	50%	53%	53%

Table 16: Governance - Recreation and Wellness

Percent rating positively (e.g., excellent/good)	Ward				Overall
	Ward 1	Ward 2	Ward 3	Ward 4	
City parks	77%	86%	75%	81%	80%
Recreation programs or classes	71%	74%	60%	72%	71%
Recreation centers or facilities	72%	73%	69%	69%	71%
Health services	70%	62%	64%	67%	66%

Table 17: Governance - Education and Enrichment

Percent rating positively (e.g., excellent/good)	Ward				Overall
	Ward 1	Ward 2	Ward 3	Ward 4	
Public library services	74%	86%	66%	90%	79%
City-sponsored special events	65%	67%	67%	65%	66%

Table 18: Governance - Community Engagement

Percent rating positively (e.g., excellent/good)	Ward				Overall
	Ward 1	Ward 2	Ward 3	Ward 4	
Public information services	68%	74%	63%	75%	70%

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Table 19: Participation General

Percent rating positively (e.g., always/sometimes, more than once a month, yes)	Ward				Overall
	Ward 1	Ward 2	Ward 3	Ward 4	
Sense of community	60%	53%	60%	66%	60%
Recommend living in Lynchburg to someone who asks	78%	91%	78%	79%	82%
Remain in Lynchburg for the next five years	86%	87%	76%	90%	85%
Contacted the City of Lynchburg (in-person, phone, email or web) for help or information	55%	56%	40%	46%	50%

Table 20: Participation - Safety

Percent rating positively (e.g., always/sometimes, more than once a month, yes)	Ward				Overall
	Ward 1	Ward 2	Ward 3	Ward 4	
Was NOT the victim of a crime	88%	88%	93%	96%	91%
Did NOT report a crime	80%	77%	78%	91%	82%
Stocked supplies in preparation for an emergency	38%	43%	40%	37%	39%

Table 21: Participation - Mobility

Percent rating positively (e.g., always/sometimes, more than once a month, yes)	Ward				Overall
	Ward 1	Ward 2	Ward 3	Ward 4	
Walked or biked instead of driving	38%	60%	36%	32%	41%
Carpooled with other adults or children instead of driving alone	39%	53%	51%	36%	44%
Used bus, rail or other public transportation instead of driving	18%	33%	21%	12%	21%

Table 22: Participation - Natural Environment

Percent rating positively (e.g., always/sometimes, more than once a month, yes)	Ward				Overall
	Ward 1	Ward 2	Ward 3	Ward 4	
Recycle at home	79%	68%	52%	74%	70%
Made efforts to make your home more energy efficient	80%	62%	90%	69%	74%
Made efforts to conserve water	86%	74%	83%	72%	78%

Table 23: Participation - Built Environment

Percent rating positively (e.g., always/sometimes, more than once a month, yes)	Ward				Overall
	Ward 1	Ward 2	Ward 3	Ward 4	
NOT under housing cost stress	75%	66%	67%	66%	69%
Did NOT observe a code violation	61%	28%	57%	49%	49%

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Table 24: Participation - Economy

Percent rating positively (e.g., always/sometimes, more than once a month, yes)	Ward				Overall
	Ward 1	Ward 2	Ward 3	Ward 4	
Purchase goods or services from a business located in Lynchburg	100%	93%	97%	98%	97%
Economy will have positive impact on income	33%	38%	32%	23%	31%
Work in Lynchburg	51%	65%	70%	65%	62%

Table 25: Participation - Recreation and Wellness

Percent rating positively (e.g., always/sometimes, more than once a month, yes)	Ward				Overall
	Ward 1	Ward 2	Ward 3	Ward 4	
Used Lynchburg recreation centers or their services	51%	43%	46%	48%	47%
Visited a local park	78%	87%	74%	74%	79%
Eat at least 5 portions of fruits and vegetables a day	87%	88%	77%	76%	82%
Participate in moderate or vigorous physical activity	84%	83%	81%	84%	83%
Reported being in "very good" or "excellent" health	66%	51%	35%	52%	52%

Table 26: Participation - Education and Enrichment

Percent rating positively (e.g., always/sometimes, more than once a month, yes)	Ward				Overall
	Ward 1	Ward 2	Ward 3	Ward 4	
Used Lynchburg public libraries or their services	55%	49%	52%	45%	50%
Participated in religious or spiritual activities in Lynchburg	69%	56%	67%	66%	65%
Attended a City-sponsored event	59%	58%	49%	52%	55%

Table 27: Participation - Community Engagement

Percent rating positively (e.g., always/sometimes, more than once a month, yes)	Ward				Overall
	Ward 1	Ward 2	Ward 3	Ward 4	
Campaigned or advocated for an issue, cause or candidate	31%	34%	23%	22%	28%
Contacted Lynchburg elected officials (in-person, phone, email or web) to express your opinion	17%	21%	9%	17%	16%
Volunteered your time to some group/activity in Lynchburg	63%	60%	55%	45%	56%
Participated in a club	28%	40%	24%	24%	29%
Talked to or visited with your immediate neighbors	92%	86%	98%	85%	90%
Done a favor for a neighbor	84%	79%	77%	65%	76%
Attended a local public meeting	13%	18%	13%	9%	13%
Watched (online or on television) a local public meeting	32%	38%	31%	29%	33%
Read or watch local news (via television, paper, computer, etc.)	88%	89%	72%	74%	81%
Vote in local elections	85%	80%	88%	80%	83%

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Table 28: Community Focus Areas

Percent rating positively (e.g., essential/very important)	Ward				Overall
	Ward 1	Ward 2	Ward 3	Ward 4	
Overall feeling of safety in Lynchburg	93%	90%	83%	95%	91%
Overall ease of getting to the places you usually have to visit	82%	74%	83%	77%	79%
Quality of overall natural environment in Lynchburg	75%	91%	82%	79%	81%
Overall "built environment" of Lynchburg (including overall design, buildings, parks and transportation systems)	72%	88%	72%	83%	79%
Health and wellness opportunities in Lynchburg	75%	91%	84%	73%	80%
Overall opportunities for education and enrichment	78%	92%	87%	75%	82%
Overall economic health of Lynchburg	90%	98%	92%	93%	93%
Sense of community	80%	85%	67%	80%	79%

Table 29: Question 14

Please indicate how much of a source, if at all, you consider each of the following to be for obtaining information about the City government and its activities, events and services? (Percent rating as "major" or "minor source").	Ward				Overall
	Ward 1	Ward 2	Ward 3	Ward 4	
City web site (www.lyncburgva.gov)	94%	71%	80%	76%	81%
Local news media (i.e., television, newspapers, etc.)	87%	87%	89%	92%	89%
The local government Comcast Cable Channel 15	45%	60%	56%	50%	52%
Monthly City newsletter in the News & Advance (City Source)	63%	74%	65%	65%	66%
City Council meetings and other public meetings	69%	73%	59%	60%	66%
City communications via social media (i.e. Facebook, Twitter, etc.)	68%	74%	82%	67%	72%

Table 30: Question 15

	Ward				Overall
	Ward 1	Ward 2	Ward 3	Ward 4	
Some cities provide citizens with locations other than City Hall (convenience/neighborhood stores, etc.) to pay for water, real estate and other bills and services. If the City of Lynchburg provided this option, how likely or unlikely would you be to use this service? (Percent rating as "very" or "somewhat likely").	36%	54%	66%	52%	51%

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Table 31: Question 16 Priorities

Please indicate how much of a priority, if at all, each of the following areas should be to the City and its community partners (businesses, academic institutions, non-profits, etc.): (Percent rating as "high" or "medium priority").	Ward				Overall
	Ward 1	Ward 2	Ward 3	Ward 4	
Building partnerships with the business community, surrounding counties, local institutions of higher learning and other organizations	95%	87%	88%	90%	90%
Reducing poverty	95%	95%	90%	91%	93%
Increasing access to out-of-school activities for children	84%	94%	84%	90%	88%
Ensuring children are kindergarten ready	86%	87%	74%	80%	82%
Providing a comprehensive transportation system (e.g., bikeways, trails, transit, etc.)	89%	89%	71%	86%	85%
Providing access to quality health care services	95%	99%	87%	97%	95%
Providing quality affordable housing for all income levels	88%	92%	75%	88%	87%
Providing stable, quality employment opportunities for residents	95%	95%	96%	91%	94%
Treating all residents fairly and equally regardless of race or any other factor	97%	93%	85%	96%	93%
Ensuring children are successful in school	98%	97%	93%	97%	96%

Table 32: Question 16 Progress

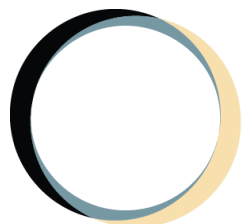
Please rate to what extent progress has been made in each area in the last two years: (Percent rating as "significant" or "some progress").	Ward				Overall
	Ward 1	Ward 2	Ward 3	Ward 4	
Building partnerships with the business community, surrounding counties, local institutions of higher learning and other organizations	81%	83%	77%	73%	79%
Reducing poverty	44%	43%	64%	42%	47%
Increasing access to out-of-school activities for children	68%	72%	66%	57%	66%
Ensuring children are kindergarten ready	67%	62%	66%	58%	63%
Providing a comprehensive transportation system (e.g., bikeways, trails, transit, etc.)	70%	86%	67%	75%	75%
Providing access to quality health care services	70%	81%	78%	78%	77%
Providing quality affordable housing for all income levels	49%	50%	67%	49%	53%
Providing stable, quality employment opportunities for residents	57%	63%	57%	43%	55%
Treating all residents fairly and equally regardless of race or any other factor	70%	74%	67%	78%	73%
Ensuring children are successful in school	71%	65%	68%	69%	68%

THE NCSTM
The National Citizen SurveyTM

Lynchburg, VA

Open-ended Responses

2017



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Summary 1

Verbatim Responses to Open-ended Question 2



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The NCS™ is presented by NRC in collaboration with ICMA.

NRC is a charter member of the AAPOR Transparency Initiative, providing clear disclosure of our sound and ethical survey research practices.

Summary

The National Citizen Survey™ (The NCS™) is a collaborative effort between National Research Center, Inc. (NRC) and the International City/County Management Association (ICMA). The survey and its administration are standardized to assure high quality research methods and directly comparable results across The NCS communities. This report includes the verbatim responses to an open-ended question included on The NCS 2017 survey for Lynchburg. Additional reports and the technical appendices are available under separate cover.

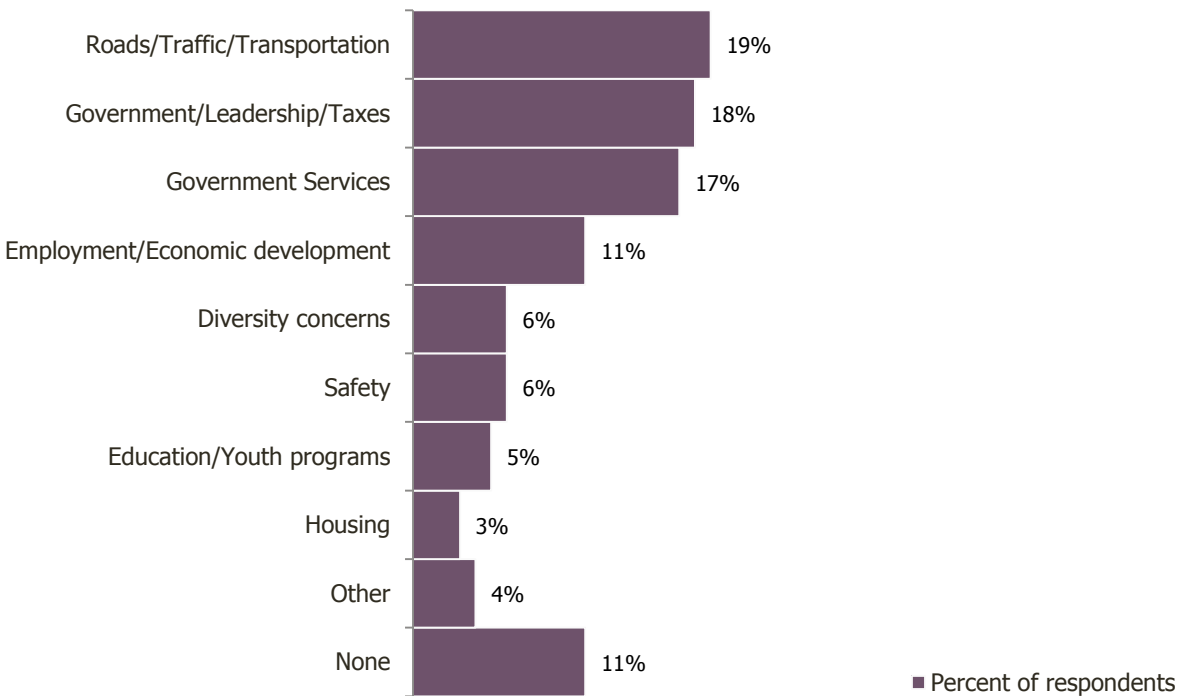
Respondents were asked to record their opinions about issues and concerns in the following question:

- Is there a community issue or concern to you that is not addressed in this survey? Please explain.

The verbatim responses were categorized by topic area and those topics are reported in the following chart with the percent of responses given in each category. Because some comments from residents covered more than a single topic, those verbatim responses are grouped by the first topic listed in each comment whenever a respondent mentioned more than a single topic.

Results from the open-ended question are best understood by reviewing the frequencies that summarize responses as well as the actual verbatim responses themselves. A total of 963 surveys were completed by Lynchburg residents; of these, 196 respondents wrote in responses for the open-ended question. Of the 20% of respondents who wrote in a response, about 2 in 10 identified a concern or issue related to roads, traffic or transportation; City government, leadership or taxes; or improvements or suggestions for services provided by Lynchburg. Additionally, around 1 in 10 said they would like to see an increase in employment opportunities and economic development.

Figure 1: Resident Concerns or Issues to Address
Is there a community issue or concern to you that is not addressed in this survey? Please explain.



Verbatim Responses to Open-ended Question

The following pages contain the respondents' verbatim responses as written on the mailed survey or entered in the web survey and have not been edited for spelling or grammar. Responses have been organized by coded topic areas.

Is there a community issue or concern to you that is not addressed in this survey? Please explain.

Roads/Traffic/Transportation

- Bike lanes should be extended past Randolph College to VES Road as promised. More money should be invested in our Parks (ie permanent bathrooms on Percivals island, snow removal on Blackwater Creek Bikeway (cross country skiing is not an acceptable excuse to leave path covered), Blackwater Creek paved path should be better maintained....fencing replaced....not repaired, path replaved, driveways to parks and parking lots improved, repaved, more road races on City streets,
- Buchanan & 17th Street bus service (much needed) 09/11/2017 Greens L.
- Bus transportation needs to be expanded so that people can get to and from work later in the day, seven days a week. City Council needs to stop treating low-income areas as low-priority.
- Downtown parking is a major issue.
- Ensure a safe and attractive infrastructure. We are good about upgrading our utilities, streetscapes, bluffwalk, etc but poor at maintaining them once completed.
- I think paid parking downtown is a deterrent to business. Also, there needs to be more parking.
- Infrastructure. Let's have some actual merge lanes. 501 expressway is getting way too tight.
- It appears that city zip code prioritizes clean up, beauty & overall health of area. Wards road traffic is a mess for those travelling to & from work.
- Lack of downtown parking. Lots that use to be available are now taken up by condo/ apartment residents.
- Light on the "29" and streets-there is a lot of accident because of that.
- Local metro system- underground.
- One. Two way traffic on Main St would be a nightmare 2. Ineffectiveness of an unqualified director of economic development. She belongs on a redneck cheerleading squad not representing our city to respectable business.
- Need for sidewalks so children can safely walk to school. Comcast service is horrible.
- No highway lights on 501 after 29 merges off. Have highway lights on all of Lynchburg roads for SAFETY
- No more roundabouts, more kid friendly restaurants.
- Parking and transportation for citizens/students with limited visual and/ or physical capabilities. For example, attending any event downtown can be challenging due to walking distances and hills.
- Parking downtown- I work downtown and the ladies that hand out tickets are rude and unfair. I have received a ticket in error before and was treated like dirt when I tried to explain- had I been a person of color I highly doubt I would have been treated this way.
- Please find a way to expand Wards Road or create a new roadway to access 460 from Wards.
- Poor idea to reduce parking downtown with greenspace cutouts into streets. Don't put parking meters downtown. Keep the one way traffic downtown.
- Providing or improvement of public transportation on Sunday & holidays for the public for those that do not vehicles/ other means of transportation.
- Roads are a mess, embarrassing, constantly under construction this way and that for far too long for each project
- Sidewalks needed throughout town. Lakeside, Timberlake, etc.
- speeding on traffic calmed 25 mph neighborhoods, not enforced
- Speeding through highly populated neighborhoods.
- Stop wasting money downtown and work on traffic problems in the rest of the city.
- The city needs to spend less on roundabouts and they need to find another way into the Broadside Route clot to relieve some of the traffic on Beverly Hills Cr. The police need to check paper in the winter because there is drug dealing up on [?] there.

- The roads around the City are an embarrassment to visitors and tourists. The homemade religious signs on 5th Street entering the city are an embarrassment and unsightly. I can't believe these signs don't violate some city code?!? And the potholes and manhole covers are a pain to drive around. (ie. I refuse to drive on the outside lanes of Fort Avenue in either direction because of these.) And remove the cobblestone roadway at the bus/train station. YOU CAN'T DRIVE ON THEM!!
 - There is such an effort to build up downtown but poor roads, never ending construction and parking is an issue not interesting to go unless I have to. Would rather go to forest. Property taxes are too high. The local newspaper is an embarrassment.
 - Timing of traffic signals around Lynchburg is horrible. A small child could do a better job than the city does with this.
 - Traffic is horrible - There are way too many lights and u-turns, lights do not even appear to be coordinated to ease traffic, and there seems to be little to no traffic enforcement (especially dangerous in the mornings around EC Glass). I believe there is something around 3-4 stop lights and 4-5 u-turns in a 2.5 mile stretch from getting off 460 onto Timberlake from the exit to the Neighborhood Walmart! 13 stop lights the remainder of the way to the Walgreens on Fort/Wards, not including at least one u-turn in between most? As far as education, we seem to be too involved with colleges and do not put nearly as much effort into K-12, Lynchburg City has extremely poor school ratings. As Wards Rd and downtown are being built up, I would love to see Liberty taken out of the mall and put into another space, and the mall completely renovated and taken over by a company like Simon Malls
 - Traffic lights - they were briefly mentioned, but it's a huge problem. You should stop at every light on Rivermont, or have only 4 cars go through a light at Lakeside/221. The backups at these places during "rush hour" are insane. Simple smart traffic lights would be great. Also, lights that go all night long are silly. Not even DC does that. From 12-6am, lights should be blinking either yellow or red. The pollutants that are caused by waiting for no one are ridiculous.
 - traffic on wards ferry road
 - Traffic signal timing during evening rush hour at OFR and 221 (Billy Craft Honda).
 - Traffic, especially over on Wards road
 - Vehicles speeding in neighborhoods and running through red lights. "Cut-through streets" should have speed bumps installed and major intersections on major streets have cameras installed. Property tax is too high. Real estate tax is too high.
 - We need to give our streets sign poles a face lift, paint or replace.
 - When you live on hill & can't walk up & down driveway & steps.
 - Yes there is one (issue to address) Buchanan St & 17th street Sunday bus service is (needed). Thank lot!
- 10/07/2017.

Government/Leadership/Taxes

- A new administrator for the airport. FAA provides grants and he could do nothing with them. Time to replace him for somebody who can bring in another airline. Need airline flying north.
- A quarterly mailing to each household to inform resident of plans and progress in the above areas might be of value. I was a town council member in Connecticut and this helped keep folks abreast of issues.
- At city council meetings council members vote the party line. City council is controlled by democrats who vote to favor the cities good old boys.
- City bending over backwards to "LU" to any thing they want to do . City needs more check & balance to keep "LU" from doing any thing they want to do!
- City government should not be expected to resolve or even address all of the above issues. Individual responsibility must be stressed and encouraged and this comment is coming from a democrat!
- Council maintains democratic control. Not fair to republicans. Mayor has been mayor too long. Not fair to others. Present city manager too partial to females.
- High level of taxes for little added benefit
- Historic district of recd. 600 and 700 blocks of Caber St have had nothing done.
- Holding Businesses and Residents accountable for trash that keeps blowing around my property.
- I don't feel investors in rehabilitating existing structures go by the same rules everyone else does (homeowners); they're given tax incentives for too long of a time putting an extra tax burden on homeowners. I think the downtown revival is wonderful but I don't want to see companies not paying their fair share of taxes

to the city when they're obviously successful. My real estate taxes went up again while some of these companies have been granted tax relief.

- I'd like to see Lynchburg citizens and permanent residents become more important than Liberty University and its thousands of outsiders.
- I'm concerned some at these proposals, all of these are good things, but at what cost? If taxes are higher it may offset the "affordable housing", etc.
- incompetent city leadership
- Increased taxes going to Mayor's & many city council people's pet issues. Lots of entitlement programs. Also allowing too much new resident growth in Lburg & the surrounding areas. Way too crowded, accidents are increasing, traffic is like a major city. I have lived in Lburg 3 different times now & have become very dissatisfied with it. The appreciation of housing is so poor & yet they continue to allow out-of-control multi-family housing building. As soon as I can leave, I will. Can't afford to yet because I will take a loss on my house. Too high of taxes for so little in return.
- Keeping religion out of government & government practices.
- Liberty university is too influential in this community and we are perceived as a conservative religious right community which infects our potential to be progressive and respected as a reasonable place to live.
- Local "tourist" tax and prepared food taxes are outrageous and offend every visitor we have ever talked to.
- Lynchburg needs better urban planning to reduce sprawl and make traffic better. At present, Lynchburg allows most development with little thought to effects on traffic and loss of open space.
- Needs to enforce recycling, needs to be a better living environment in Lynchburg b/c there are no growth opportunities at all. Everyone is poor unless you know someone.
- None of the listed priorities are things that the City of Lynchburg should provide for their citizens.
- Overall need for better urban planning to make Lynchburg more walkable and bike friendly. We continue to see a lack of planning in most developments around town which leads to more and more traffic congestion and less open space.
- Provide a way for airbnb hosts to pay the appropriate taxes (2nd be recognized as a legitimate business activity) without going the full blown bed & breakfast route.
- Storm water tax is a copy of Richmond. It works for Richmond because it is mostly businesses. In Lynchburg it does not work for residences because water from a roof never reaches storm drains. This is unfair to punish people for having a roof when storm water is unaffected by roofs.
- Subsidizing developers at the expense of citizens.
- Tax rates are way too high in Lynchburg compared to surrounding counties!
- Taxes and costs are way too high for value received
- The city should support the arts more fairly. For example, the symphony is a vital component of the culture of a city, yet here it receives little or no support.
- The refusal of Council to provide effective funding for city departments prevents progress
- Trillions spent since 60's on poverty programs with no real success. Lynchburg city council current "feel good" exercise will not prove to be a magic bullet to reinvigorate the failed "war on poverty".
- We live in the city limits yet the short street our house is on was reverted to "private" so we pay the same rate of property tax as everyone else yet we do not get the services such as road sign. Road repair; curbside brush & bulk pickup, tree maintenance for overhead wires; snow removal. We had to roll our trash can out to the connecting street in order for it to be picked up. I think our tax rates should be greatly reduced because we are refused the services we are paying.
- Why does Liberty and TRBC RULE this town?
- Yes my big concern is that us tax-paying homeowner were not treated fair when developers were allowed to come almost my backyard, no privacy, hard to fence.

Government Services

- Access to food sources for low income and access to health care
- Centra Health Monopoly is reducing patient care options.
- City sewer not available to parts of my neighborhood, annexed area in 1976, over 40 years. Why??
- City should provide recycling service to all citizens who have trash pickup. There should be penalties for putting recyclables in trash - I have lived in other places that does this successfully.

- Don't own a car, don't need it. don't get cable, don't care. Newspaper and computer at downtown library. Thank You!
- Elder care cost of nursing home care home modifications for the elderly and services so they can remain at home.
- I am big into recycling and it seems others are big into it too! It would be so nice to have curbside recycling instead of having to take it to a designated site.
- I feel the city somewhat ignores the needs of our seniors easy to access services & transportation are critically important. It's difficult for seniors to participate in public events, transportation, seating/ benches and safe walking paths- wheel chair friendly.
- I think the city communications need improvement. Issues such as parking or construction could be solved with cleaner & more strategic communication plans.
- I would love to see Lynchburg work toward attaining the AARP/ Who guidelines to become a "live able city" .
- Improve cable internet speed and TV programming at affordable prices.
- I've lived here 12 yrs and have not had a snow plow my street once! Taxes too high.
- Lack of telecommunications option (i.e., concert is only visible option for entertainment service).
- Leaf/ brush pick up is poor-leaf pick up should be more frequent & last longer- most of the time leaves blow all over road & back on lawn before they are picked up- have had to call when leaves not picked up x 1 month!
- Lynchburg needs more health care options other than what is provided by Centra. They are a monopoly and provide poor service.
- Need more affordable dental care options for low income citizens. More handicap access able ramps in general places.
- Pick up curb tree limbs, etc on a schedule that is actually dependable.
- Sewage charges are outrageous. Should not be based on water usage.
- Some citizens have dropped their subscription to the "News & Advance". It would be helpful to explain (or remind us, again) to us where we can turn to get up to date information on the city issues.
- the ability to view to city council meetings only on channel 15 IF you have comcast.
- The library could really use some remodeling and updates to its infrastructure.
- The main Library is in need of updating. It has looked the same since it opened. If it were just refreshed, more people would go.
- The new animal warden, Ryan Ball, seems to be doing a great job and I wanted to compliment him.
- The trash collection is a JOKE! Last year in the snow the trash collectors would not walk 20 steps down my street from the last trash can picked up to empty my trash can. I called the supervisor and HE SAID HE didnt expect the trash man to walk 20 steps o pick up my trash!!!!!!!!!!!!!!!!!!!!!!
- The way in which mental health patients are treated - they do not receive quality treatment at VBH.
- There is not a competitive trash service market. Love the small steps taken to build local business & other forms of activity in the city. Please keep it up! Looking forward to the results of Downtown 2040. Please look to other areas of Lynchburg & other business locations opportunities to build up/ restore (mall, wards rd etc).
- This is minor, but trees planted by the city are not maintained; growing into the wires. Very important! Speed limit on side street way too fast- need speed bumps also- driving too fast.
- Treating all residents the same @trash collection, don't pick on certain ones with overfilled trash cans, if all are overfull give them all a citation, not just one or two.
- Warning alerts for weather conditions like sirens. Have never lived in area where these were not used.
- We do not have the events like Roanoke close at all. They have a lot of culture and other outside of events we have very little in comparison.
- We MUST have city sponsored curb-side recycling!! We need to come into this century!!
- We pay much too much for water.

Employment/Economic development

- Continue to enhance the downtown community as an arts and center of live hood for all. Continue to develop growth downtown & 5th street corridor. Eliminate the food deserts for the poor.
- Downtown need a grocery & pharmacy.
- Employment should lift people out of poverty, not keep them in it. But something is wrong when wages don't meet the cost of living in this city.

- Employment should lift people out of poverty, not keep them in it, but there's something wrong when wages don't rise up to cost of living.
- Get more jobs in Lynchburg that isn't at a hospital or in construction, that pay good.
- Get rid of temp agencies so people can earn decent money to try to live in Lynchburg. Expensive to live in Lynchburg. Entirely too many restaurants. Then you put the same ones each section of town. How about kick-back jacks or Dave & Busters Dinner cruise on the James, concerts on the James with celebrity bands & rappers.
- Grocery store access in all areas- addressing the food desert. The impact Liberty University has on public matters.
- I see a high division in economic classes in the City.
- I would like the city to address the problem of able-bodied men on the streets with no jobs & nothing to do. Also homeless men @ Miller Park.
- I would love it if we had a Costco.
- I would love to see some better shopping options in Lynchburg. Myself and many others go to other cities quite often to go shopping. I better mall would be wonderful and I know lots of people that drive all the way to Charlottesville just to go to Costco, and Trader Joe's.
- It frequently feels like Liberty is trying to take over the city by purchasing a lot of land. Is there a way to get more businesses here? We need that to even out the religious set of Liberty is bringing to the town. There needs to be diversity for the city to thrive. Can we work with the Governor to secure tax credits for jobs coming to Lynchburg?
- More jobs good paying jobs are needed. Enhance ways to re-integrate individuals with felonies into the workforce. Awareness of grants, loans & economic opportunities to enhance neighborhoods needed in & for all areas- make it clear & accessible to all citizen of Lynchburg. Communities around school campuses must be made more aesthetically pleasing make business or residents keep their area clean!
- More shopping opportunities.
- Move faster on downtown construction.
- Should be a system through the unemployment office, where a person refused work, all benefits are cut off. I am for helping people but not for life. A lot of people who used assistance stay there because of the system government has created. There is no incentive to look for work. I have heard poverty all my life.
- the city of lynchburg is not the best employer in terms of pay rates (benchmark data) and time off
- There is NO economic/industrial development. That department has not brought in ONE industry in 10 years
- Too much focus on the downtown area- rest of the city feels ignored. (And please stop obsessing over 5th street) Oh, and bring a grocery store to the downtown area- it's a food desert.
- We are a college town. Our tax base is food and when the students are not here, our tax source lessens. We don't have enough industry, technology jobs, distribution centers, or jobs for graduates from our colleges. Our children leave town to find jobs.
- We'd love a Costco in the area

Diversity concerns

- Acceptance to diversity among the young children in Lynchburg is surprisingly low compared to other place I lived. I wonder if city can take any initiative for the schools.
- I believe the city of Lynchburg is focused too much on how African Americans feel- there are other ethnicities to think about when making decisions on the direction that Lynchburg goes in.
- If I were younger I would leave Lynchburg. I have friends that have. I am embarrassed to say I live here now- For one reason: The Falwell Empire that is slowly taking over the city in a few years it may be a haven for ultra conservatives, creationist, climate deniers & religious nutcases- already is to some degree- I was born in this city.
- Liberty pushing their agenda on the community. Not everyone in this city is a conservative Christian.
- Prejudice, inequality and racism.
- Religious extremism from Christians. Intolerance toward other religions and worldviews.
- the hate and discrimination towards those who identify as LGBT. Especially around the Liberty Campus/areas...i.e. Wards Rd

- The large racial divide and lack of diversity in Lynchburg was not adequately addressed in this survey. This is a critical issue of why I have concerns raising my son in this area. Many times minorities do not feel welcome here and my son is growing up in an area where there are only a handful of students of color at his school and where many of the people of color are segregated to certain section of the city, even if only by the evolution of the housing and socioeconomic situation.
- The outlawing of the confederate and Nazi flags. The removal of all civil war monument made after 1900. Respect for persons of the Islamic faith.
- There are not enough Black business owners
- There is a nationally known hate group here called the Wolves of Vinland. They are violent and dangerous.
- What I was typing disappeared so I have to type it again. I believe more businesses in the downtown areas should reflect the diversity of this community. More emphasis should be placed on telling or showing the roles and contributions of the African american citizens past, present, and future that have done so much to make the town what it is. I think there are too many food deserts in the low income communities, stores close and there doesn't seem to be an initiative to invite another in its place, ie Bedford Ave. There should be a soda shop or place for the community to gather and relax on Fifth St. I think the old architecture of Lynchburg's mansions and old houses should be preserved. I think bus service should also encompass Sunday ridership. I think we have enough roundabouts in town, they are a problem for the Ambulances and fire Trucks to maneuver in the events of an emergency and traffic is heavy. I think (hope) there is a diverse community council to address issues ongoing in the community and not just a survey. I think more events should be sponsored like Friday Cheers or City Stadium events that bring the community together. Thank you.

Safety

- Activities for teens to hang out safely
- Drug and gang activity
- I am most concerned about the children, that we could be where we could have a city that does the things to make them safe and have good health & home life.
- I live next to the Fort Hill cemetery and the gate is never locked during night hours. There are people who drive back there all hours of the night. This is part of my safety concern for the city. The cars will drive back there random times of night and turn their headlights off and sit back there.
- Identity theft security.
- Insufficient number of police officers; Neighborhood policing (Wasn't that promised?) Speeding and other traffic violations city-wide.
- People who sell drugs out of their homes on King St.
- Police issues. Some days they are everywhere other days nowhere. They allow too much loitering on city roads & too many to park in fire lanes at grocery stores and other stores.
- Six months to find the murderer of a transgender woman? Shows the police don't care about LGBT people at all. I'm moving north where I might be safe.
- The inner-city; on streets where old homes are just considered low income homes need policing; and upgrade. More jobs to be available to those without transportation.
- There is just way too much senseless crime and along with racism going on not only in our city but in the world. Our kids are seeing too much heartache at such a young age.
- Why no questions about the drug problem? or gangs? or is that all lumped into "safety"? Just b/c the beheading occurred a county over does Lynchburg think there's no gang/ drug problem here?

Education/Youth programs

- As a proud LCS graduate (EC Glass '96), I was rather shocked, appalled, and saddened at the current state of our school system when I began exploring options for placing my daughter into Kindergarten. It's one of Lynchburg's dirty little secrets. To have elementary schools ranked in the bottom 10% statewide is embarrassing. She is going to LCA this year, and in the meantime we are looking into moving into one of the surrounding counties for 1st grade next year. Seriously - what happened? Really baffled and saddened by our schools!
- I believe the SOLs in schools are a joke. Children should learn from failure, not succeed because of it. Prepare them for the real world.

- It is briefly addressed, but I think access to quality early childhood programs for all income brackets especially infant care is a big issue impacting our community. There are quality programs in our community but spaces are limited and for many the price is prohibitive.
- lynchburglittleleague main number
- Parents of lower socio-economic levels need to be educated on the importance of good parenting, reading to toddlers, and respect for the education their children receive. There is too much generational poverty in this city which is manifesting in children as severe behavior problems which has an impact on public education, which ultimately affects our work force and overall community health.
- Poor leadership in the City Schools and poor treatment / high turnover of the teachers.
- Quality education has gone downhill the last 20 years. We have lowered expectations to meet SOLs
- There should be city funded, free opportunities for after-school activities.
- We need more parks that are children friendly. I had no where to take my Grandchildren when they were here.
- Yes, better programs to prevent bullying in schools and outreach programs in schools for abused children.

Housing

- Abandoned houses over housing development need more trees and green space need academic program for continued learning.
- Creative solutions for affordable housing for seniors. Legislation and/or tax credit to rental agencies or property mgmt companies to designate a percentage of rentals be open specifically for those over 55 yrs of age. Property mgmt co. should be required to make homes energy efficient.
- Help with housing services for the elderly, Seeing more police patrolling in city residents areas. Enforcing all fire lanes & handicapped parking always make things better in all of Lynchburg. Remember everyone doesn't have a computer.
- Importance of community vision. Built resources vacant and decaying. Need community vision for housing & working. Need overall commitment for parking downtown. City/ Business joint venture for economic growth. Reach out of counties continue to build on riverfront initiative. Invest in solar power.
- Issue about Lynchburg that are of major concern to us: over development of the Timberlake area with low income housing, apartments and townhomes but no to limited no side walks in the Windsor Hill neighborhood, even though it was promised no bike paths, safe parks in the Timberlake area.
- Need for more homes to assist the homeless with transitioning to housing.
- The amount of slumlords/ out of city landlords is a concern. Too many run down buildings/ landlords who don't care. As well, Brownstone properties is a sub par company yet seems to have a monopoly on the rental market. Something isn't right.
- Why are abandoned buildings, that have been empty for years, still allowed? They are a temptation and danger to people, especially homeless who are trying to find shelter. There are abandoned buildings throughout the city that could be turned into housing for the homeless which would be cheaper than putting the money into a short term short duration fix. Using the money that would be saved from "trying" to help the homeless welfare, city, aides, etc.. would be better able to assist these people in finding the appropriate help they need. Take a big building that is empty and falling apart, like the store over in Fort Hill Village (shopping center on Fort Ave), turn that into an apartment complex to help these people. Another concern is parking downtown. Just like Centra parking on Thomson Dr. - build parking decks instead of confining parking and putting up stupid mechanical meters. Make downtown friendly, I avoid it like the plague. I was once told that Centra "couldn't" build a parking deck on Thomson as the ground was too soft. I am not stupid - Washington D. C. was built in a swamp, they still have pumps working to keep it viable. If they can do it with those large heavy buildings, we can to.

Other

- 24503 should be changed
- Accessibility. Some wheel chair cut outs are poorly designed, could cause wheelchair to tip over. Not enough Van spaces; difficult for vans with ramps or lifts to safely discharge passengers.
- Centra taking over so much of med community; Falwell empire taking over so much of everything.
- Fewer college students knocking asking for mission money.
- Fix Lynchburg

- impact that student population of Liberty University has on city's infrastructure when they are not paying taxes etc here
- It is our public right to be able to get access to creeks and rivers that travel a certain distance. Navitable. But vdot has all access to creeks blocked with guard rails. The James river has no good entry level that gradually slopes.
- Note: Questionnaire does not provide place to indicate do not know! For many sets of questions.
- People in poverty have the most children then just expect the government to take care of them. School systems have gone way down due to effort to make everyone "equal".
- Thank you for beginning to service all faith community partners to include religious television and religious radio stations who serve the general public and have been serving this region. Thank you for including these organizations in economic development growth. There are radio stations not being fully utilized or using the available advertising space by companies coming to this Region that have focus on African American Christian Gospel music. It is a faith based programming and located in Lynchburg. It would be good to see it in the flow of economic development for this Region in the same manner as other businesses and faith organizations are highlighted across this city and Region. It does serve this community and seeking new opportunities to improve relations with business owners and students in this area.
- The loud noise coming from LU airplanes in the Leesville/Wards Ferry area
- Too much dog []! On paths, streets, walk-ways.

None

- It seems covered
- n/a
- New to Lynchburg (8/28/17). So far I am very happy with no complaints.
- no
- no
- No.
- No.
- No.
- No.
- No.
- No.
- No.
- No.
- No.
- No.
- no.
- None
- NOT AT THIS TIME
- Not really.

THE NCSTM

The National Citizen SurveyTM

Lynchburg, VA

Technical Appendices

2017



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Appendix A: Complete Survey Responses

Responses excluding “don’t know”

The following pages contain a complete set of responses to each question on the survey, excluding the “don’t know” responses. The percent of respondents giving a particular response is shown followed by the number of respondents (denoted with “N=”).

Table 1: Question 1

Please rate each of the following aspects of quality of life in Lynchburg:	Excellent		Good		Fair		Poor		Total	
Lynchburg as a place to live	26%	N=246	56%	N=535	16%	N=154	3%	N=27	100%	N=962
Your neighborhood as a place to live	31%	N=301	47%	N=454	18%	N=175	3%	N=27	100%	N=957
Lynchburg as a place to raise children	31%	N=279	47%	N=421	17%	N=151	5%	N=45	100%	N=896
Lynchburg as a place to work	16%	N=150	38%	N=359	34%	N=321	11%	N=104	100%	N=934
Lynchburg as a place to visit	16%	N=148	39%	N=364	33%	N=315	12%	N=117	100%	N=943
Lynchburg as a place to retire	25%	N=223	42%	N=368	24%	N=209	9%	N=78	100%	N=878
The overall quality of life in Lynchburg	17%	N=164	57%	N=550	22%	N=211	4%	N=34	100%	N=960

Table 2: Question 2

Please rate each of the following characteristics as they relate to Lynchburg as a whole:	Excellent		Good		Fair		Poor		Total	
Overall feeling of safety in Lynchburg	17%	N=162	57%	N=531	21%	N=193	5%	N=46	100%	N=932
Overall ease of getting to the places you usually have to visit	16%	N=145	44%	N=409	29%	N=269	12%	N=107	100%	N=931
Quality of overall natural environment in Lynchburg	29%	N=264	53%	N=490	15%	N=136	4%	N=35	100%	N=924
Overall "built environment" of Lynchburg (including overall design, buildings, parks and transportation systems)	10%	N=96	43%	N=394	35%	N=327	12%	N=108	100%	N=925
Health and wellness opportunities in Lynchburg	19%	N=176	50%	N=452	25%	N=228	6%	N=53	100%	N=909
Overall opportunities for education and enrichment	23%	N=214	46%	N=422	24%	N=220	7%	N=61	100%	N=916
Overall economic health of Lynchburg	9%	N=79	44%	N=397	36%	N=322	11%	N=103	100%	N=901
Sense of community	13%	N=120	45%	N=413	31%	N=284	11%	N=102	100%	N=919
Overall image or reputation of Lynchburg	11%	N=102	52%	N=471	25%	N=228	12%	N=109	100%	N=910

Table 3: Question 3

Please indicate how likely or unlikely you are to do each of the following:	Very likely		Somewhat likely		Somewhat unlikely		Very unlikely		Total	
Recommend living in Lynchburg to someone who asks	34%	N=309	43%	N=388	12%	N=105	11%	N=97	100%	N=899
Remain in Lynchburg for the next five years	52%	N=457	28%	N=243	10%	N=92	10%	N=85	100%	N=877

Table 4: Question 4

Please rate how safe or unsafe you feel:	Very safe		Somewhat safe		Neither safe nor unsafe		Somewhat unsafe		Very unsafe		Total	
In your neighborhood during the day	66%	N=606	27%	N=243	4%	N=41	1%	N=11	1%	N=10	100%	N=912
In Lynchburg's downtown/commercial area during the day	43%	N=388	39%	N=350	9%	N=85	6%	N=58	3%	N=23	100%	N=903

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Table 5: Question 5

Please rate each of the following characteristics as they relate to Lynchburg as a whole:	Excellent		Good		Fair		Poor		Total	
Traffic flow on major streets	5%	N=40	34%	N=305	37%	N=326	24%	N=212	100%	N=884
Ease of public parking	7%	N=63	26%	N=221	40%	N=339	27%	N=228	100%	N=850
Ease of travel by car in Lynchburg	13%	N=114	48%	N=417	30%	N=257	10%	N=83	100%	N=871
Ease of travel by public transportation in Lynchburg	7%	N=34	25%	N=124	37%	N=182	31%	N=153	100%	N=493
Ease of travel by bicycle in Lynchburg	4%	N=20	29%	N=159	36%	N=199	31%	N=173	100%	N=551
Ease of walking in Lynchburg	13%	N=106	37%	N=301	33%	N=269	17%	N=135	100%	N=811
Availability of paths and walking trails	28%	N=225	42%	N=340	22%	N=180	8%	N=64	100%	N=809
Air quality	27%	N=235	55%	N=477	15%	N=131	2%	N=20	100%	N=863
Cleanliness of Lynchburg	14%	N=122	55%	N=485	25%	N=224	6%	N=52	100%	N=883
Overall appearance of Lynchburg	12%	N=105	56%	N=495	27%	N=239	5%	N=42	100%	N=880
Public places where people want to spend time	14%	N=117	50%	N=428	30%	N=257	7%	N=57	100%	N=858
Variety of housing options	11%	N=89	45%	N=372	33%	N=270	12%	N=100	100%	N=832
Availability of affordable quality housing	13%	N=100	38%	N=296	33%	N=258	17%	N=131	100%	N=785
Fitness opportunities (including exercise classes and paths or trails, etc.)	30%	N=252	46%	N=380	19%	N=159	4%	N=35	100%	N=827
Recreational opportunities	22%	N=189	48%	N=413	25%	N=216	5%	N=44	100%	N=862
Availability of affordable quality food	19%	N=164	51%	N=445	21%	N=185	10%	N=87	100%	N=881
Availability of affordable quality health care	17%	N=143	42%	N=356	30%	N=253	11%	N=96	100%	N=847
Availability of preventive health services	14%	N=109	49%	N=388	28%	N=223	9%	N=73	100%	N=793
Availability of affordable quality mental health care	12%	N=71	31%	N=182	34%	N=201	24%	N=140	100%	N=594

Table 6: Question 6

Please rate each of the following characteristics as they relate to Lynchburg as a whole:	Excellent		Good		Fair		Poor		Total	
Availability of affordable quality child care/preschool	8%	N=39	38%	N=179	31%	N=144	23%	N=105	100%	N=468
K-12 education	13%	N=78	48%	N=302	28%	N=175	11%	N=69	100%	N=624
Adult educational opportunities	16%	N=107	45%	N=298	32%	N=210	8%	N=52	100%	N=667
Opportunities to attend cultural/arts/music activities	16%	N=131	44%	N=354	29%	N=240	11%	N=89	100%	N=814
Opportunities to participate in religious or spiritual events and activities	41%	N=314	43%	N=329	13%	N=97	2%	N=19	100%	N=758
Employment opportunities	7%	N=52	30%	N=242	45%	N=359	18%	N=147	100%	N=800
Shopping opportunities	9%	N=76	31%	N=269	34%	N=292	26%	N=224	100%	N=862
Cost of living in Lynchburg	19%	N=161	46%	N=389	26%	N=226	9%	N=79	100%	N=854
Overall quality of business and service establishments in Lynchburg	10%	N=86	52%	N=436	31%	N=261	7%	N=59	100%	N=843
Vibrant downtown/commercial area	10%	N=83	43%	N=355	35%	N=292	12%	N=98	100%	N=828
Overall quality of new development in Lynchburg	14%	N=117	45%	N=369	30%	N=245	10%	N=82	100%	N=813
Opportunities to participate in social events and activities	15%	N=120	46%	N=374	30%	N=246	9%	N=71	100%	N=812
Opportunities to volunteer	30%	N=228	49%	N=370	17%	N=129	5%	N=36	100%	N=763
Opportunities to participate in community matters	18%	N=131	50%	N=372	25%	N=186	8%	N=58	100%	N=747
Openness and acceptance of the community toward people of diverse backgrounds	11%	N=87	38%	N=298	31%	N=242	21%	N=163	100%	N=790
Neighborliness of residents in Lynchburg	12%	N=103	46%	N=388	31%	N=258	11%	N=90	100%	N=840

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Table 7: Question 7

Please indicate whether or not you have done each of the following in the last 12 months.	No		Yes		Total	
Made efforts to conserve water	26%	N=221	74%	N=628	100%	N=848
Made efforts to make your home more energy efficient	27%	N=229	73%	N=614	100%	N=843
Observed a code violation or other hazard in Lynchburg (weeds, abandoned buildings, etc.)	45%	N=376	55%	N=464	100%	N=840
Household member was a victim of a crime in Lynchburg	89%	N=757	11%	N=91	100%	N=848
Reported a crime to the police in Lynchburg	80%	N=680	20%	N=166	100%	N=846
Stocked supplies in preparation for an emergency	59%	N=503	41%	N=346	100%	N=849
Campaigned or advocated for an issue, cause or candidate	70%	N=590	30%	N=257	100%	N=847
Contacted the City of Lynchburg (in-person, phone, email or web) for help or information	49%	N=415	51%	N=435	100%	N=850
Contacted Lynchburg elected officials (in-person, phone, email or web) to express your opinion	82%	N=696	18%	N=154	100%	N=850

Table 8: Question 8

In the last 12 months, about how many times, if at all, have you or other household members done each of the following in Lynchburg?	2 times a week or more		2-4 times a month		Once a month or less		Not at all		Total	
Used Lynchburg recreation centers or their services	7%	N=58	12%	N=103	30%	N=253	50%	N=420	100%	N=834
Visited a local park	17%	N=140	24%	N=197	40%	N=333	19%	N=162	100%	N=832
Used Lynchburg public libraries or their services	9%	N=75	15%	N=123	28%	N=238	48%	N=402	100%	N=838
Participated in religious or spiritual activities in Lynchburg	22%	N=180	26%	N=217	16%	N=131	37%	N=307	100%	N=836
Attended a City-sponsored event	1%	N=6	13%	N=106	46%	N=380	41%	N=342	100%	N=834
Used bus, rail or other public transportation instead of driving	4%	N=31	6%	N=47	10%	N=86	80%	N=674	100%	N=838
Carpooled with other adults or children instead of driving alone	11%	N=97	12%	N=104	20%	N=165	56%	N=475	100%	N=842
Walked or biked instead of driving	11%	N=93	10%	N=85	16%	N=131	63%	N=524	100%	N=832
Volunteered your time to some group/activity in Lynchburg	9%	N=75	21%	N=179	26%	N=218	44%	N=369	100%	N=842
Participated in a club	5%	N=45	12%	N=101	14%	N=116	69%	N=571	100%	N=834
Talked to or visited with your immediate neighbors	34%	N=288	31%	N=259	22%	N=181	13%	N=112	100%	N=840
Done a favor for a neighbor	18%	N=150	22%	N=183	37%	N=308	24%	N=201	100%	N=842

Table 9: Question 9

Thinking about local public meetings (of local elected officials like City Council or County Commissioners, advisory boards, town halls, HOA, neighborhood watch, etc.), in the last 12 months, about how many times, if at all, have you or other household members attended or watched a local public meeting?	2 times a week or more		2-4 times a month		Once a month or less		Not at all		Total	
Attended a local public meeting	1%	N=6	2%	N=14	17%	N=139	81%	N=671	100%	N=829
Watched (online or on television) a local public meeting	4%	N=37	5%	N=42	24%	N=201	66%	N=555	100%	N=836

Table 10: Question 10

Please rate the quality of each of the following services in Lynchburg:	Excellent		Good		Fair		Poor		Total	
Police services	27%	N=200	50%	N=364	16%	N=118	6%	N=46	100%	N=728
Fire services	38%	N=252	50%	N=333	10%	N=67	2%	N=16	100%	N=668
Ambulance or emergency medical services	33%	N=229	52%	N=355	11%	N=75	4%	N=24	100%	N=682
Crime prevention	12%	N=83	48%	N=323	30%	N=200	10%	N=64	100%	N=670
Fire prevention and education	19%	N=114	52%	N=303	22%	N=127	7%	N=41	100%	N=585
Traffic enforcement	13%	N=87	46%	N=316	27%	N=187	15%	N=103	100%	N=693

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Please rate the quality of each of the following services in Lynchburg:	Excellent		Good		Fair		Poor		Total	
Street repair	7%	N=52	31%	N=241	38%	N=302	24%	N=191	100%	N=786
Street cleaning	10%	N=76	40%	N=304	33%	N=250	16%	N=122	100%	N=752
Street lighting	13%	N=101	44%	N=356	33%	N=263	10%	N=81	100%	N=801
Snow removal	9%	N=65	40%	N=294	29%	N=211	23%	N=167	100%	N=737
Sidewalk maintenance	8%	N=60	38%	N=274	37%	N=268	16%	N=118	100%	N=720
Traffic signal timing	6%	N=48	34%	N=275	35%	N=276	25%	N=200	100%	N=799
Bus or transit services	10%	N=41	35%	N=141	33%	N=132	22%	N=91	100%	N=404
Garbage collection	29%	N=216	50%	N=374	15%	N=115	6%	N=45	100%	N=751
Recycling	15%	N=99	31%	N=209	25%	N=167	30%	N=207	100%	N=683
Yard waste pick-up	20%	N=126	36%	N=226	29%	N=185	14%	N=90	100%	N=627
Storm drainage	15%	N=102	51%	N=344	26%	N=178	8%	N=51	100%	N=674
Drinking water	21%	N=166	52%	N=416	19%	N=151	8%	N=63	100%	N=795
Sewer services	19%	N=132	56%	N=387	17%	N=116	8%	N=52	100%	N=687
Water utility billing	15%	N=104	45%	N=316	27%	N=191	13%	N=90	100%	N=701
City parks	34%	N=258	46%	N=343	16%	N=121	4%	N=32	100%	N=754
Recreation programs or classes	25%	N=145	47%	N=275	22%	N=127	7%	N=39	100%	N=586
Recreation centers or facilities	19%	N=113	51%	N=298	25%	N=145	6%	N=33	100%	N=588
Land use, planning and zoning	11%	N=59	35%	N=198	38%	N=211	17%	N=93	100%	N=561
Code enforcement (weeds, abandoned buildings, etc.)	6%	N=37	30%	N=173	40%	N=234	24%	N=141	100%	N=585
Animal control	13%	N=75	49%	N=287	28%	N=165	11%	N=62	100%	N=589
Economic development	9%	N=60	43%	N=287	34%	N=224	14%	N=96	100%	N=667
Health services	15%	N=101	49%	N=345	27%	N=187	9%	N=66	100%	N=700
Public library services	30%	N=187	49%	N=307	16%	N=100	4%	N=27	100%	N=620
Public information services	16%	N=97	53%	N=329	23%	N=145	8%	N=47	100%	N=617
Cable television	9%	N=53	34%	N=205	30%	N=181	28%	N=171	100%	N=609
Emergency preparedness (services that prepare the community for natural disasters or other emergency situations)	12%	N=64	48%	N=258	30%	N=163	10%	N=51	100%	N=536
Preservation of natural areas such as open space, farmlands and greenbelts	14%	N=86	47%	N=297	28%	N=180	11%	N=69	100%	N=631
Lynchburg open space	14%	N=89	41%	N=269	34%	N=223	12%	N=76	100%	N=657
City-sponsored special events	15%	N=101	49%	N=328	28%	N=186	8%	N=53	100%	N=668
Overall customer service by Lynchburg employees (police, receptionists, planners, etc.)	16%	N=112	51%	N=362	26%	N=182	7%	N=52	100%	N=707

Table 11: Question 11

Overall, how would you rate the quality of the services provided by each of the following?	Excellent		Good		Fair		Poor		Total	
The City of Lynchburg	13%	N=100	55%	N=424	25%	N=196	7%	N=54	100%	N=774
The Federal Government	5%	N=33	35%	N=244	36%	N=257	24%	N=171	100%	N=706

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Table 12: Question 12

Please rate the following categories of Lynchburg government performance:	Excellent		Good		Fair		Poor		Total	
The value of services for the taxes paid to Lynchburg	9%	N=66	37%	N=265	35%	N=249	18%	N=127	100%	N=707
The overall direction that Lynchburg is taking	14%	N=101	49%	N=366	26%	N=194	11%	N=80	100%	N=740
The job Lynchburg government does at welcoming citizen involvement	11%	N=72	43%	N=272	31%	N=195	14%	N=91	100%	N=630
Overall confidence in Lynchburg government	9%	N=67	41%	N=296	33%	N=235	16%	N=117	100%	N=714
Generally acting in the best interest of the community	10%	N=73	44%	N=318	31%	N=222	16%	N=114	100%	N=728
Being honest	11%	N=75	41%	N=275	33%	N=222	15%	N=100	100%	N=672
Treating all residents fairly	9%	N=61	40%	N=278	32%	N=220	19%	N=135	100%	N=694

Table 13: Question 13

Please rate how important, if at all, you think it is for the Lynchburg community to focus on each of the following in the coming two years:	Essential		Very important		Somewhat important		Not at all important		Total	
Overall feeling of safety in Lynchburg	49%	N=390	40%	N=315	9%	N=73	2%	N=12	100%	N=791
Overall ease of getting to the places you usually have to visit	33%	N=263	47%	N=373	17%	N=135	2%	N=18	100%	N=790
Quality of overall natural environment in Lynchburg	30%	N=232	48%	N=375	20%	N=160	2%	N=18	100%	N=786
Overall "built environment" of Lynchburg (including overall design, buildings, parks and transportation systems)	30%	N=237	46%	N=362	21%	N=167	2%	N=18	100%	N=783
Health and wellness opportunities in Lynchburg	39%	N=305	41%	N=321	18%	N=140	3%	N=22	100%	N=787
Overall opportunities for education and enrichment	40%	N=315	43%	N=335	14%	N=114	3%	N=20	100%	N=784
Overall economic health of Lynchburg	48%	N=380	44%	N=344	6%	N=50	2%	N=13	100%	N=787
Sense of community	29%	N=232	48%	N=374	20%	N=154	3%	N=27	100%	N=787

Table 14: Question 14

Please indicate how much of a source, if at all, you consider each of the following to be for obtaining information about the City government and its activities, events and services?	Major source		Minor source		Not a source		Total	
City web site (www.lyncburgva.gov)	54%	N=407	29%	N=216	17%	N=125	100%	N=748
Local news media (i.e., television, newspapers, etc.)	62%	N=463	28%	N=208	11%	N=81	100%	N=752
The local government Comcast Cable Channel 15	14%	N=101	35%	N=263	51%	N=379	100%	N=744
Monthly City newsletter in the News & Advance (City Source)	17%	N=128	43%	N=321	40%	N=298	100%	N=747
City Council meetings and other public meetings	24%	N=181	40%	N=299	36%	N=271	100%	N=752
City communications via social media (i.e. Facebook, Twitter, etc.)	42%	N=313	31%	N=232	27%	N=204	100%	N=749

Table 15: Question 15

Some cities provide citizens with locations other than City Hall (convenience/neighborhood stores, etc.) to pay for water, real estate and other bills and services. If the City of Lynchburg provided this option, how likely or unlikely would you be to use this service?	Percent	Number
Very likely	27%	N=185
Somewhat likely	26%	N=176
Somewhat unlikely	17%	N=114
Very unlikely	31%	N=210
Total	100%	N=684

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Table 16: Question 16 Priorities

Please indicate how much of a priority, if at all, each of the following areas should be to the City and its community partners (businesses, academic institutions, non-profits, etc.):	High priority		Moderate priority		Low priority		Not a priority		Total	
Building partnerships with the business community, surrounding counties, local institutions of higher learning and other organizations	45%	N=328	41%	N=300	10%	N=74	3%	N=22	100%	N=724
Reducing poverty	64%	N=463	24%	N=173	8%	N=59	3%	N=24	100%	N=719
Increasing access to out-of-school activities for children	44%	N=319	41%	N=294	11%	N=77	5%	N=34	100%	N=724
Ensuring children are kindergarten ready	54%	N=383	27%	N=194	14%	N=97	6%	N=39	100%	N=712
Providing a comprehensive transportation system (e.g., bikeways, trails, transit, etc.)	42%	N=303	41%	N=299	14%	N=99	4%	N=28	100%	N=729
Providing access to quality health care services	65%	N=465	28%	N=198	6%	N=45	1%	N=10	100%	N=719
Providing quality affordable housing for all income levels	55%	N=399	28%	N=205	13%	N=94	4%	N=28	100%	N=725
Providing stable, quality employment opportunities for residents	69%	N=498	24%	N=174	5%	N=36	2%	N=16	100%	N=724
Treating all residents fairly and equally regardless of race or any other factor	74%	N=539	18%	N=131	6%	N=45	2%	N=12	100%	N=727
Ensuring children are successful in school	68%	N=497	25%	N=181	4%	N=29	3%	N=18	100%	N=725

Table 17: Question 16 Progress

Please rate to what extent progress has been made in each area in the last two years:	Significant progress		Some progress		Little progress		No progress		Total	
Building partnerships with the business community, surrounding counties, local institutions of higher learning and other organizations	12%	N=64	66%	N=343	17%	N=87	5%	N=26	100%	N=520
Reducing poverty	4%	N=19	38%	N=204	40%	N=212	18%	N=96	100%	N=531
Increasing access to out-of-school activities for children	7%	N=34	54%	N=277	28%	N=141	11%	N=58	100%	N=510
Ensuring children are kindergarten ready	6%	N=30	52%	N=263	28%	N=140	14%	N=72	100%	N=505
Providing a comprehensive transportation system (e.g., bikeways, trails, transit, etc.)	15%	N=78	54%	N=280	23%	N=121	9%	N=45	100%	N=523
Providing access to quality health care services	18%	N=91	53%	N=272	23%	N=117	7%	N=37	100%	N=518
Providing quality affordable housing for all income levels	6%	N=32	40%	N=207	38%	N=199	15%	N=80	100%	N=517
Providing stable, quality employment opportunities for residents	3%	N=15	47%	N=240	38%	N=194	13%	N=65	100%	N=514
Treating all residents fairly and equally regardless of race or any other factor	13%	N=69	53%	N=276	23%	N=119	11%	N=55	100%	N=518
Ensuring children are successful in school	7%	N=34	55%	N=284	26%	N=133	13%	N=69	100%	N=520

Table 18: Question D1

How often, if at all, do you do each of the following, considering all of the times you could?	Never		Rarely		Sometimes		Usually		Always		Total	
Recycle at home	18%	N=134	14%	N=109	13%	N=99	15%	N=113	40%	N=301	100%	N=756
Purchase goods or services from a business located in Lynchburg	2%	N=17	1%	N=8	19%	N=146	52%	N=398	25%	N=190	100%	N=758
Eat at least 5 portions of fruits and vegetables a day	4%	N=29	15%	N=111	37%	N=277	29%	N=222	16%	N=117	100%	N=757
Participate in moderate or vigorous physical activity	6%	N=48	12%	N=94	40%	N=300	24%	N=181	18%	N=137	100%	N=759
Read or watch local news (via television, paper, computer, etc.)	8%	N=58	11%	N=83	16%	N=125	27%	N=201	38%	N=291	100%	N=759
Vote in local elections	7%	N=51	7%	N=57	13%	N=98	21%	N=161	52%	N=394	100%	N=761

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Table 19: Question D2

Would you say that in general your health is:	Percent	Number
Excellent	17%	N=131
Very good	38%	N=293
Good	31%	N=233
Fair	11%	N=85
Poor	2%	N=19
Total	100%	N=761

Table 20: Question D3

What impact, if any, do you think the economy will have on your family income in the next 6 months? Do you think the impact will be:	Percent	Number
Very positive	7%	N=52
Somewhat positive	22%	N=169
Neutral	53%	N=404
Somewhat negative	14%	N=102
Very negative	4%	N=32
Total	100%	N=759

Table 21: Question D4

What is your employment status?	Percent	Number
Working full time for pay	57%	N=434
Working part time for pay	10%	N=77
Unemployed, looking for paid work	5%	N=39
Unemployed, not looking for paid work	5%	N=35
Fully retired	23%	N=174
Total	100%	N=759

Table 22: Question D5

Do you work inside the boundaries of Lynchburg?	Percent	Number
Yes, outside the home	56%	N=407
Yes, from home	7%	N=49
No	38%	N=277
Total	100%	N=733

Table 23: Question D6

How many years have you lived in Lynchburg?	Percent	Number
Less than 2 years	10%	N=79
2 to 5 years	12%	N=92
6 to 10 years	15%	N=114
11 to 20 years	18%	N=132
More than 20 years	45%	N=337
Total	100%	N=754

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Table 24: Question D7

Which best describes the building you live in?	Percent	Number
One family house detached from any other houses	60%	N=458
Building with two or more homes (duplex, townhome, apartment or condominium)	37%	N=279
Mobile home	1%	N=5
Other	2%	N=18
Total	100%	N=760

Table 25: Question D8

Is this house, apartment or mobile home...	Percent	Number
Rented	46%	N=345
Owned	54%	N=410
Total	100%	N=755

Table 26: Question D9

About how much is your monthly housing cost for the place you live (including rent, mortgage payment, property tax, property insurance and homeowners' association (HOA) fees)?	Percent	Number
Less than \$300 per month	9%	N=69
\$300 to \$599 per month	19%	N=142
\$600 to \$999 per month	40%	N=297
\$1,000 to \$1,499 per month	19%	N=142
\$1,500 to \$2,499 per month	9%	N=65
\$2,500 or more per month	4%	N=27
Total	100%	N=742

Table 27: Question D10

Do any children 17 or under live in your household?	Percent	Number
No	68%	N=521
Yes	32%	N=241
Total	100%	N=763

Table 28: Question D11

Are you or any other members of your household aged 65 or older?	Percent	Number
No	74%	N=568
Yes	26%	N=195
Total	100%	N=763

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Table 29: Question D12

How much do you anticipate your household's total income before taxes will be for the current year? (Please include in your total income money from all sources for all persons living in your household.)	Percent	Number
Less than \$25,000	23%	N=168
\$25,000 to \$49,999	26%	N=187
\$50,000 to \$99,999	33%	N=242
\$100,000 to \$149,999	10%	N=73
\$150,000 or more	8%	N=57
Total	100%	N=727

Table 30: Question D13

Are you Spanish, Hispanic or Latino?	Percent	Number
No, not Spanish, Hispanic or Latino	98%	N=726
Yes, I consider myself to be Spanish, Hispanic or Latino	2%	N=18
Total	100%	N=744

Table 31: Question D14

What is your race? (Mark one or more races to indicate what race(s) you consider yourself to be.)	Percent	Number
American Indian or Alaskan Native	1%	N=11
Asian, Asian Indian or Pacific Islander	4%	N=28
Black or African American	20%	N=153
White	70%	N=525
Other	7%	N=54

Total may exceed 100% as respondents could select more than one option.

Table 32: Question D15

In which category is your age?	Percent	Number
18 to 24 years	8%	N=57
25 to 34 years	26%	N=200
35 to 44 years	16%	N=121
45 to 54 years	15%	N=111
55 to 64 years	16%	N=121
65 to 74 years	11%	N=86
75 years or older	8%	N=62
Total	100%	N=758

Table 33: Question D16

What is your sex?	Percent	Number
Female	54%	N=404
Male	46%	N=345
Total	100%	N=749

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Table 34: Question D17

Do you consider a cell phone or landline your primary telephone number?	Percent	Number
Cell	73%	N=556
Land line	14%	N=108
Both	13%	N=97
Total	100%	N=761

Responses including “don’t know”

The following pages contain a complete set of responses to each question on the survey, including the “don’t know” responses. The percent of respondents giving a particular response is shown followed by the number of respondents (denoted with “N=”).

Table 35: Question 1

Please rate each of the following aspects of quality of life in Lynchburg:	Excellent		Good		Fair		Poor		Don't know		Total	
Lynchburg as a place to live	26%	N=246	56%	N=535	16%	N=154	3%	N=27	0%	N=2	100%	N=964
Your neighborhood as a place to live	31%	N=301	47%	N=454	18%	N=175	3%	N=27	1%	N=7	100%	N=964
Lynchburg as a place to raise children	29%	N=279	44%	N=421	16%	N=151	5%	N=45	7%	N=67	100%	N=963
Lynchburg as a place to work	16%	N=150	37%	N=359	33%	N=321	11%	N=104	3%	N=27	100%	N=961
Lynchburg as a place to visit	15%	N=148	38%	N=364	33%	N=315	12%	N=117	2%	N=15	100%	N=958
Lynchburg as a place to retire	23%	N=223	38%	N=368	22%	N=209	8%	N=78	8%	N=78	100%	N=956
The overall quality of life in Lynchburg	17%	N=164	57%	N=550	22%	N=211	4%	N=34	0%	N=3	100%	N=962

Table 36: Question 2

Please rate each of the following characteristics as they relate to Lynchburg as a whole:	Excellent		Good		Fair		Poor		Don't know		Total	
Overall feeling of safety in Lynchburg	17%	N=162	57%	N=531	21%	N=193	5%	N=46	0%	N=2	100%	N=934
Overall ease of getting to the places you usually have to visit	16%	N=145	44%	N=409	29%	N=269	11%	N=107	0%	N=2	100%	N=933
Quality of overall natural environment in Lynchburg	28%	N=264	53%	N=490	15%	N=136	4%	N=35	1%	N=6	100%	N=931
Overall "built environment" of Lynchburg (including overall design, buildings, parks and transportation systems)	10%	N=96	42%	N=394	35%	N=327	12%	N=108	1%	N=8	100%	N=933
Health and wellness opportunities in Lynchburg	19%	N=176	49%	N=452	25%	N=228	6%	N=53	2%	N=20	100%	N=929
Overall opportunities for education and enrichment	23%	N=214	45%	N=422	24%	N=220	7%	N=61	2%	N=16	100%	N=932
Overall economic health of Lynchburg	8%	N=79	43%	N=397	34%	N=322	11%	N=103	3%	N=33	100%	N=934
Sense of community	13%	N=120	44%	N=413	30%	N=284	11%	N=102	1%	N=13	100%	N=932
Overall image or reputation of Lynchburg	11%	N=102	51%	N=471	24%	N=228	12%	N=109	2%	N=23	100%	N=933

Table 37: Question 3

Please indicate how likely or unlikely you are to do each of the following:	Very likely		Somewhat likely		Somewhat unlikely		Very unlikely		Don't know		Total	
Recommend living in Lynchburg to someone who asks	34%	N=309	43%	N=388	12%	N=105	11%	N=97	1%	N=9	100%	N=908
Remain in Lynchburg for the next five years	50%	N=457	27%	N=243	10%	N=92	9%	N=85	4%	N=32	100%	N=910

Table 38: Question 4

Please rate how safe or unsafe you feel:	Very safe		Somewhat safe		Neither safe nor unsafe		Somewhat unsafe		Very unsafe		Don't know		Total	
In your neighborhood during the day	66%	N=606	27%	N=243	4%	N=41	1%	N=11	1%	N=10	0%	N=4	100%	N=916
In Lynchburg's downtown/commercial area during the day	42%	N=388	38%	N=350	9%	N=85	6%	N=58	2%	N=23	1%	N=13	100%	N=916

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Table 39: Question 5

Please rate each of the following characteristics as they relate to Lynchburg as a whole:	Excellent		Good		Fair		Poor		Don't know		Total	
Traffic flow on major streets	5%	N=40	34%	N=305	37%	N=326	24%	N=212	1%	N=6	100%	N=890
Ease of public parking	7%	N=63	25%	N=221	39%	N=339	26%	N=228	3%	N=28	100%	N=878
Ease of travel by car in Lynchburg	13%	N=114	47%	N=417	29%	N=257	9%	N=83	1%	N=7	100%	N=879
Ease of travel by public transportation in Lynchburg	4%	N=34	14%	N=124	21%	N=182	17%	N=153	44%	N=389	100%	N=882
Ease of travel by bicycle in Lynchburg	2%	N=20	18%	N=159	23%	N=199	20%	N=173	38%	N=332	100%	N=883
Ease of walking in Lynchburg	12%	N=106	34%	N=301	30%	N=269	15%	N=135	9%	N=77	100%	N=888
Availability of paths and walking trails	25%	N=225	39%	N=340	20%	N=180	7%	N=64	8%	N=75	100%	N=884
Air quality	27%	N=235	54%	N=477	15%	N=131	2%	N=20	3%	N=22	100%	N=886
Cleanliness of Lynchburg	14%	N=122	55%	N=485	25%	N=224	6%	N=52	0%	N=3	100%	N=886
Overall appearance of Lynchburg	12%	N=105	56%	N=495	27%	N=239	5%	N=42	1%	N=6	100%	N=886
Public places where people want to spend time	13%	N=117	48%	N=428	29%	N=257	6%	N=57	3%	N=29	100%	N=887
Variety of housing options	10%	N=89	42%	N=372	31%	N=270	11%	N=100	6%	N=51	100%	N=883
Availability of affordable quality housing	11%	N=100	34%	N=296	29%	N=258	15%	N=131	11%	N=94	100%	N=879
Fitness opportunities (including exercise classes and paths or trails, etc.)	28%	N=252	43%	N=380	18%	N=159	4%	N=35	7%	N=61	100%	N=888
Recreational opportunities	21%	N=189	47%	N=413	25%	N=216	5%	N=44	2%	N=19	100%	N=880
Availability of affordable quality food	19%	N=164	50%	N=445	21%	N=185	10%	N=87	0%	N=4	100%	N=885
Availability of affordable quality health care	16%	N=143	40%	N=356	28%	N=253	11%	N=96	5%	N=40	100%	N=887
Availability of preventive health services	12%	N=109	44%	N=388	25%	N=223	8%	N=73	10%	N=88	100%	N=881
Availability of affordable quality mental health care	8%	N=71	21%	N=182	23%	N=201	16%	N=140	33%	N=292	100%	N=885

Table 40: Question 6

Please rate each of the following characteristics as they relate to Lynchburg as a whole:	Excellent		Good		Fair		Poor		Don't know		Total	
Availability of affordable quality child care/preschool	5%	N=39	21%	N=179	17%	N=144	12%	N=105	45%	N=387	100%	N=855
K-12 education	9%	N=78	36%	N=302	21%	N=175	8%	N=69	26%	N=221	100%	N=846
Adult educational opportunities	13%	N=107	35%	N=298	25%	N=210	6%	N=52	22%	N=189	100%	N=857
Opportunities to attend cultural/arts/music activities	15%	N=131	41%	N=354	28%	N=240	10%	N=89	5%	N=40	100%	N=854
Opportunities to participate in religious or spiritual events and activities	37%	N=314	38%	N=329	11%	N=97	2%	N=19	12%	N=100	100%	N=858
Employment opportunities	6%	N=52	28%	N=242	42%	N=359	17%	N=147	6%	N=53	100%	N=853
Shopping opportunities	9%	N=76	31%	N=269	34%	N=292	26%	N=224	0%	N=0	100%	N=862
Cost of living in Lynchburg	19%	N=161	45%	N=389	26%	N=226	9%	N=79	1%	N=7	100%	N=860
Overall quality of business and service establishments in Lynchburg	10%	N=86	51%	N=436	30%	N=261	7%	N=59	2%	N=14	100%	N=857
Vibrant downtown/commercial area	10%	N=83	42%	N=355	34%	N=292	12%	N=98	3%	N=21	100%	N=849
Overall quality of new development in Lynchburg	14%	N=117	43%	N=369	29%	N=245	10%	N=82	5%	N=45	100%	N=858
Opportunities to participate in social events and activities	14%	N=120	44%	N=374	29%	N=246	8%	N=71	5%	N=47	100%	N=859
Opportunities to volunteer	26%	N=228	43%	N=370	15%	N=129	4%	N=36	11%	N=98	100%	N=861
Opportunities to participate in community matters	15%	N=131	44%	N=372	22%	N=186	7%	N=58	12%	N=103	100%	N=849
Openness and acceptance of the community toward people of diverse backgrounds	10%	N=87	35%	N=298	28%	N=242	19%	N=163	8%	N=65	100%	N=855
Neighborliness of residents in Lynchburg	12%	N=103	45%	N=388	30%	N=258	10%	N=90	2%	N=20	100%	N=859

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Table 41: Question 7

Please indicate whether or not you have done each of the following in the last 12 months.	No		Yes		Total	
Made efforts to conserve water	26%	N=221	74%	N=628	100%	N=848
Made efforts to make your home more energy efficient	27%	N=229	73%	N=614	100%	N=843
Observed a code violation or other hazard in Lynchburg (weeds, abandoned buildings, etc.)	45%	N=376	55%	N=464	100%	N=840
Household member was a victim of a crime in Lynchburg	89%	N=757	11%	N=91	100%	N=848
Reported a crime to the police in Lynchburg	80%	N=680	20%	N=166	100%	N=846
Stocked supplies in preparation for an emergency	59%	N=503	41%	N=346	100%	N=849
Campaigned or advocated for an issue, cause or candidate	70%	N=590	30%	N=257	100%	N=847
Contacted the City of Lynchburg (in-person, phone, email or web) for help or information	49%	N=415	51%	N=435	100%	N=850
Contacted Lynchburg elected officials (in-person, phone, email or web) to express your opinion	82%	N=696	18%	N=154	100%	N=850

Table 42: Question 8

In the last 12 months, about how many times, if at all, have you or other household members done each of the following in Lynchburg?	2 times a week or more		2-4 times a month		Once a month or less		Not at all		Total	
Used Lynchburg recreation centers or their services	7%	N=58	12%	N=103	30%	N=253	50%	N=420	100%	N=834
Visited a local park	17%	N=140	24%	N=197	40%	N=333	19%	N=162	100%	N=832
Used Lynchburg public libraries or their services	9%	N=75	15%	N=123	28%	N=238	48%	N=402	100%	N=838
Participated in religious or spiritual activities in Lynchburg	22%	N=180	26%	N=217	16%	N=131	37%	N=307	100%	N=836
Attended a City-sponsored event	1%	N=6	13%	N=106	46%	N=380	41%	N=342	100%	N=834
Used bus, rail or other public transportation instead of driving	4%	N=31	6%	N=47	10%	N=86	80%	N=674	100%	N=838
Carpooled with other adults or children instead of driving alone	11%	N=97	12%	N=104	20%	N=165	56%	N=475	100%	N=842
Walked or biked instead of driving	11%	N=93	10%	N=85	16%	N=131	63%	N=524	100%	N=832
Volunteered your time to some group/activity in Lynchburg	9%	N=75	21%	N=179	26%	N=218	44%	N=369	100%	N=842
Participated in a club	5%	N=45	12%	N=101	14%	N=116	69%	N=571	100%	N=834
Talked to or visited with your immediate neighbors	34%	N=288	31%	N=259	22%	N=181	13%	N=112	100%	N=840
Done a favor for a neighbor	18%	N=150	22%	N=183	37%	N=308	24%	N=201	100%	N=842

Table 43: Question 9

Thinking about local public meetings (of local elected officials like City Council or County Commissioners, advisory boards, town halls, HOA, neighborhood watch, etc.), in the last 12 months, about how many times, if at all, have you or other household members attended or watched a local public meeting?	2 times a week or more		2-4 times a month		Once a month or less		Not at all		Total	
Attended a local public meeting	1%	N=6	2%	N=14	17%	N=139	81%	N=671	100%	N=829
Watched (online or on television) a local public meeting	4%	N=37	5%	N=42	24%	N=201	66%	N=555	100%	N=836

Table 44: Question 10

Please rate the quality of each of the following services in Lynchburg:	Excellent		Good		Fair		Poor		Don't know		Total	
Police services	25%	N=200	45%	N=364	15%	N=118	6%	N=46	10%	N=85	100%	N=813
Fire services	31%	N=252	41%	N=333	8%	N=67	2%	N=16	18%	N=150	100%	N=818
Ambulance or emergency medical services	28%	N=229	43%	N=355	9%	N=75	3%	N=24	17%	N=135	100%	N=817
Crime prevention	10%	N=83	40%	N=323	25%	N=200	8%	N=64	18%	N=145	100%	N=816
Fire prevention and education	14%	N=114	37%	N=303	16%	N=127	5%	N=41	28%	N=222	100%	N=808
Traffic enforcement	11%	N=87	39%	N=316	23%	N=187	13%	N=103	15%	N=118	100%	N=811

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Please rate the quality of each of the following services in Lynchburg:	Excellent		Good		Fair		Poor		Don't know		Total	
Street repair	6%	N=52	30%	N=241	37%	N=302	24%	N=191	3%	N=26	100%	N=812
Street cleaning	9%	N=76	37%	N=304	31%	N=250	15%	N=122	8%	N=63	100%	N=814
Street lighting	12%	N=101	44%	N=356	32%	N=263	10%	N=81	2%	N=16	100%	N=817
Snow removal	8%	N=65	36%	N=294	26%	N=211	20%	N=167	9%	N=77	100%	N=814
Sidewalk maintenance	7%	N=60	34%	N=274	33%	N=268	15%	N=118	11%	N=88	100%	N=808
Traffic signal timing	6%	N=48	34%	N=275	34%	N=276	25%	N=200	2%	N=14	100%	N=813
Bus or transit services	5%	N=41	17%	N=141	16%	N=132	11%	N=91	50%	N=405	100%	N=810
Garbage collection	27%	N=216	46%	N=374	14%	N=115	5%	N=45	8%	N=65	100%	N=816
Recycling	12%	N=99	26%	N=209	21%	N=167	25%	N=207	16%	N=131	100%	N=814
Yard waste pick-up	16%	N=126	28%	N=226	23%	N=185	11%	N=90	23%	N=184	100%	N=810
Storm drainage	12%	N=102	42%	N=344	22%	N=178	6%	N=51	17%	N=140	100%	N=814
Drinking water	20%	N=166	51%	N=416	19%	N=151	8%	N=63	2%	N=18	100%	N=814
Sewer services	16%	N=132	48%	N=387	14%	N=116	6%	N=52	16%	N=126	100%	N=813
Water utility billing	13%	N=104	39%	N=316	24%	N=191	11%	N=90	13%	N=102	100%	N=803
City parks	32%	N=258	42%	N=343	15%	N=121	4%	N=32	7%	N=57	100%	N=812
Recreation programs or classes	18%	N=145	34%	N=275	16%	N=127	5%	N=39	28%	N=227	100%	N=813
Recreation centers or facilities	14%	N=113	37%	N=298	18%	N=145	4%	N=33	27%	N=221	100%	N=809
Land use, planning and zoning	7%	N=59	25%	N=198	26%	N=211	12%	N=93	30%	N=245	100%	N=806
Code enforcement (weeds, abandoned buildings, etc.)	5%	N=37	21%	N=173	29%	N=234	17%	N=141	28%	N=226	100%	N=811
Animal control	9%	N=75	35%	N=287	20%	N=165	8%	N=62	27%	N=222	100%	N=810
Economic development	7%	N=60	36%	N=287	28%	N=224	12%	N=96	17%	N=141	100%	N=807
Health services	13%	N=101	43%	N=345	23%	N=187	8%	N=66	13%	N=106	100%	N=805
Public library services	23%	N=187	38%	N=307	12%	N=100	3%	N=27	23%	N=188	100%	N=808
Public information services	12%	N=97	41%	N=329	18%	N=145	6%	N=47	23%	N=189	100%	N=806
Cable television	7%	N=53	25%	N=205	22%	N=181	21%	N=171	24%	N=197	100%	N=807
Emergency preparedness (services that prepare the community for natural disasters or other emergency situations)	8%	N=64	32%	N=258	20%	N=163	6%	N=51	34%	N=278	100%	N=813
Preservation of natural areas such as open space, farmlands and greenbelts	11%	N=86	37%	N=297	22%	N=180	9%	N=69	22%	N=181	100%	N=812
Lynchburg open space	11%	N=89	34%	N=269	28%	N=223	9%	N=76	18%	N=144	100%	N=801
City-sponsored special events	13%	N=101	41%	N=328	23%	N=186	7%	N=53	17%	N=135	100%	N=803
Overall customer service by Lynchburg employees (police, receptionists, planners, etc.)	14%	N=112	45%	N=362	23%	N=182	6%	N=52	12%	N=95	100%	N=802

Table 45: Question 11

Overall, how would you rate the quality of the services provided by each of the following?	Excellent		Good		Fair		Poor		Don't know		Total	
The City of Lynchburg	12%	N=100	52%	N=424	24%	N=196	7%	N=54	5%	N=37	100%	N=811
The Federal Government	4%	N=33	30%	N=244	32%	N=257	21%	N=171	13%	N=108	100%	N=814

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Table 46: Question 12

Please rate the following categories of Lynchburg government performance:	Excellent		Good		Fair		Poor		Don't know		Total	
The value of services for the taxes paid to Lynchburg	8%	N=66	34%	N=265	32%	N=249	16%	N=127	10%	N=78	100%	N=786
The overall direction that Lynchburg is taking	13%	N=101	47%	N=366	25%	N=194	10%	N=80	5%	N=43	100%	N=783
The job Lynchburg government does at welcoming citizen involvement	9%	N=72	35%	N=272	25%	N=195	12%	N=91	19%	N=152	100%	N=782
Overall confidence in Lynchburg government	9%	N=67	38%	N=296	30%	N=235	15%	N=117	9%	N=68	100%	N=783
Generally acting in the best interest of the community	9%	N=73	41%	N=318	28%	N=222	14%	N=114	7%	N=58	100%	N=786
Being honest	10%	N=75	35%	N=275	28%	N=222	13%	N=100	14%	N=113	100%	N=785
Treating all residents fairly	8%	N=61	35%	N=278	28%	N=220	17%	N=135	12%	N=92	100%	N=786

Table 47: Question 13

Please rate how important, if at all, you think it is for the Lynchburg community to focus on each of the following in the coming two years:	Essential		Very important		Somewhat important		Not at all important		Total	
Overall feeling of safety in Lynchburg	49%	N=390	40%	N=315	9%	N=73	2%	N=12	100%	N=791
Overall ease of getting to the places you usually have to visit	33%	N=263	47%	N=373	17%	N=135	2%	N=18	100%	N=790
Quality of overall natural environment in Lynchburg	30%	N=232	48%	N=375	20%	N=160	2%	N=18	100%	N=786
Overall "built environment" of Lynchburg (including overall design, buildings, parks and transportation systems)	30%	N=237	46%	N=362	21%	N=167	2%	N=18	100%	N=783
Health and wellness opportunities in Lynchburg	39%	N=305	41%	N=321	18%	N=140	3%	N=22	100%	N=787
Overall opportunities for education and enrichment	40%	N=315	43%	N=335	14%	N=114	3%	N=20	100%	N=784
Overall economic health of Lynchburg	48%	N=380	44%	N=344	6%	N=50	2%	N=13	100%	N=787
Sense of community	29%	N=232	48%	N=374	20%	N=154	3%	N=27	100%	N=787

Table 48: Question 14

Please indicate how much of a source, if at all, you consider each of the following to be for obtaining information about the City government and its activities, events and services?	Major source		Minor source		Not a source		Total	
City web site (www.lyncburgva.gov)	54%	N=407	29%	N=216	17%	N=125	100%	N=748
Local news media (i.e., television, newspapers, etc.)	62%	N=463	28%	N=208	11%	N=81	100%	N=752
The local government Comcast Cable Channel 15	14%	N=101	35%	N=263	51%	N=379	100%	N=744
Monthly City newsletter in the News & Advance (City Source)	17%	N=128	43%	N=321	40%	N=298	100%	N=747
City Council meetings and other public meetings	24%	N=181	40%	N=299	36%	N=271	100%	N=752
City communications via social media (i.e. Facebook, Twitter, etc.)	42%	N=313	31%	N=232	27%	N=204	100%	N=749

Table 49: Question 15

Some cities provide citizens with locations other than City Hall (convenience/neighborhood stores, etc.) to pay for water, real estate and other bills and services. If the City of Lynchburg provided this option, how likely or unlikely would you be to use this service?	Percent	Number
Very likely	25%	N=185
Somewhat likely	23%	N=176
Somewhat unlikely	15%	N=114
Very unlikely	28%	N=210
Don't know	9%	N=66
Total	100%	N=750

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Table 50: Question 16 Priorities

Please indicate how much of a priority, if at all, each of the following areas should be to the City and its community partners (businesses, academic institutions, non-profits, etc.):	High priority		Moderate priority		Low priority		Not a priority		Total	
Building partnerships with the business community, surrounding counties, local institutions of higher learning and other organizations	45%	N=328	41%	N=300	10%	N=74	3%	N=22	100%	N=724
Reducing poverty	64%	N=463	24%	N=173	8%	N=59	3%	N=24	100%	N=719
Increasing access to out-of-school activities for children	44%	N=319	41%	N=294	11%	N=77	5%	N=34	100%	N=724
Ensuring children are kindergarten ready	54%	N=383	27%	N=194	14%	N=97	6%	N=39	100%	N=712
Providing a comprehensive transportation system (e.g., bikeways, trails, transit, etc.)	42%	N=303	41%	N=299	14%	N=99	4%	N=28	100%	N=729
Providing access to quality health care services	65%	N=465	28%	N=198	6%	N=45	1%	N=10	100%	N=719
Providing quality affordable housing for all income levels	55%	N=399	28%	N=205	13%	N=94	4%	N=28	100%	N=725
Providing stable, quality employment opportunities for residents	69%	N=498	24%	N=174	5%	N=36	2%	N=16	100%	N=724
Treating all residents fairly and equally regardless of race or any other factor	74%	N=539	18%	N=131	6%	N=45	2%	N=12	100%	N=727
Ensuring children are successful in school	68%	N=497	25%	N=181	4%	N=29	3%	N=18	100%	N=725

Table 51: Question 16 Progress

Please rate to what extent progress has been made in each area in the last two years:	Significant progress		Some progress		Little progress		No progress		Total	
Building partnerships with the business community, surrounding counties, local institutions of higher learning and other organizations	12%	N=64	66%	N=343	17%	N=87	5%	N=26	100%	N=520
Reducing poverty	4%	N=19	38%	N=204	40%	N=212	18%	N=96	100%	N=531
Increasing access to out-of-school activities for children	7%	N=34	54%	N=277	28%	N=141	11%	N=58	100%	N=510
Ensuring children are kindergarten ready	6%	N=30	52%	N=263	28%	N=140	14%	N=72	100%	N=505
Providing a comprehensive transportation system (e.g., bikeways, trails, transit, etc.)	15%	N=78	54%	N=280	23%	N=121	9%	N=45	100%	N=523
Providing access to quality health care services	18%	N=91	53%	N=272	23%	N=117	7%	N=37	100%	N=518
Providing quality affordable housing for all income levels	6%	N=32	40%	N=207	38%	N=199	15%	N=80	100%	N=517
Providing stable, quality employment opportunities for residents	3%	N=15	47%	N=240	38%	N=194	13%	N=65	100%	N=514
Treating all residents fairly and equally regardless of race or any other factor	13%	N=69	53%	N=276	23%	N=119	11%	N=55	100%	N=518
Ensuring children are successful in school	7%	N=34	55%	N=284	26%	N=133	13%	N=69	100%	N=520

Table 52: Question D1

How often, if at all, do you do each of the following, considering all of the times you could?	Never		Rarely		Sometimes		Usually		Always		Total	
Recycle at home	18%	N=134	14%	N=109	13%	N=99	15%	N=113	40%	N=301	100%	N=756
Purchase goods or services from a business located in Lynchburg	2%	N=17	1%	N=8	19%	N=146	52%	N=398	25%	N=190	100%	N=758
Eat at least 5 portions of fruits and vegetables a day	4%	N=29	15%	N=111	37%	N=277	29%	N=222	16%	N=117	100%	N=757
Participate in moderate or vigorous physical activity	6%	N=48	12%	N=94	40%	N=300	24%	N=181	18%	N=137	100%	N=759
Read or watch local news (via television, paper, computer, etc.)	8%	N=58	11%	N=83	16%	N=125	27%	N=201	38%	N=291	100%	N=759
Vote in local elections	7%	N=51	7%	N=57	13%	N=98	21%	N=161	52%	N=394	100%	N=761

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Table 53: Question D2

Would you say that in general your health is:	Percent	Number
Excellent	17%	N=131
Very good	38%	N=293
Good	31%	N=233
Fair	11%	N=85
Poor	2%	N=19
Total	100%	N=761

Table 54: Question D3

What impact, if any, do you think the economy will have on your family income in the next 6 months? Do you think the impact will be:	Percent	Number
Very positive	7%	N=52
Somewhat positive	22%	N=169
Neutral	53%	N=404
Somewhat negative	14%	N=102
Very negative	4%	N=32
Total	100%	N=759

Table 55: Question D4

What is your employment status?	Percent	Number
Working full time for pay	57%	N=434
Working part time for pay	10%	N=77
Unemployed, looking for paid work	5%	N=39
Unemployed, not looking for paid work	5%	N=35
Fully retired	23%	N=174
Total	100%	N=759

Table 56: Question D5

Do you work inside the boundaries of Lynchburg?	Percent	Number
Yes, outside the home	56%	N=407
Yes, from home	7%	N=49
No	38%	N=277
Total	100%	N=733

Table 57: Question D6

How many years have you lived in Lynchburg?	Percent	Number
Less than 2 years	10%	N=79
2 to 5 years	12%	N=92
6 to 10 years	15%	N=114
11 to 20 years	18%	N=132
More than 20 years	45%	N=337
Total	100%	N=754

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Table 58: Question D7

Which best describes the building you live in?	Percent	Number
One family house detached from any other houses	60%	N=458
Building with two or more homes (duplex, townhome, apartment or condominium)	37%	N=279
Mobile home	1%	N=5
Other	2%	N=18
Total	100%	N=760

Table 59: Question D8

Is this house, apartment or mobile home...	Percent	Number
Rented	46%	N=345
Owned	54%	N=410
Total	100%	N=755

Table 60: Question D9

About how much is your monthly housing cost for the place you live (including rent, mortgage payment, property tax, property insurance and homeowners' association (HOA) fees)?	Percent	Number
Less than \$300 per month	9%	N=69
\$300 to \$599 per month	19%	N=142
\$600 to \$999 per month	40%	N=297
\$1,000 to \$1,499 per month	19%	N=142
\$1,500 to \$2,499 per month	9%	N=65
\$2,500 or more per month	4%	N=27
Total	100%	N=742

Table 61: Question D10

Do any children 17 or under live in your household?	Percent	Number
No	68%	N=521
Yes	32%	N=241
Total	100%	N=763

Table 62: Question D11

Are you or any other members of your household aged 65 or older?	Percent	Number
No	74%	N=568
Yes	26%	N=195
Total	100%	N=763

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Table 63: Question D12

How much do you anticipate your household's total income before taxes will be for the current year? (Please include in your total income money from all sources for all persons living in your household.)	Percent	Number
Less than \$25,000	23%	N=168
\$25,000 to \$49,999	26%	N=187
\$50,000 to \$99,999	33%	N=242
\$100,000 to \$149,999	10%	N=73
\$150,000 or more	8%	N=57
Total	100%	N=727

Table 64: Question D13

Are you Spanish, Hispanic or Latino?	Percent	Number
No, not Spanish, Hispanic or Latino	98%	N=726
Yes, I consider myself to be Spanish, Hispanic or Latino	2%	N=18
Total	100%	N=744

Table 65: Question D14

What is your race? (Mark one or more races to indicate what race(s) you consider yourself to be.)	Percent	Number
American Indian or Alaskan Native	1%	N=11
Asian, Asian Indian or Pacific Islander	4%	N=28
Black or African American	20%	N=153
White	70%	N=525
Other	7%	N=54

Total may exceed 100% as respondents could select more than one option.

Table 66: Question D15

In which category is your age?	Percent	Number
18 to 24 years	8%	N=57
25 to 34 years	26%	N=200
35 to 44 years	16%	N=121
45 to 54 years	15%	N=111
55 to 64 years	16%	N=121
65 to 74 years	11%	N=86
75 years or older	8%	N=62
Total	100%	N=758

Table 67: Question D16

What is your sex?	Percent	Number
Female	54%	N=404
Male	46%	N=345
Total	100%	N=749

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Table 68: Question D17

Do you consider a cell phone or landline your primary telephone number?	Percent	Number
Cell	73%	N=556
Land line	14%	N=108
Both	13%	N=97
Total	100%	N=761

Appendix B: Benchmark Comparisons

Comparison Data

NRC's database of comparative resident opinion is comprised of resident perspectives gathered in surveys from over 500 communities whose residents evaluated the same kinds of topics on The National Citizen Survey™. The comparison evaluations are from the most recent survey completed in each community; most communities conduct surveys every year or in alternating years. NRC adds the latest results quickly upon survey completion, keeping the benchmark data fresh and relevant. The communities in the database represent a wide geographic and population range. The City of Lynchburg chose to have comparisons made to the entire database and a subset of similar jurisdictions from the database (communities from the Southern region of the U.S. with populations between 50,000 to 100,000).

Interpreting the Results

Ratings are compared when there are at least five communities in which a similar question was asked. Where comparisons are available, four columns are provided in the table. The first column is Lynchburg's "percent positive." The percent positive is the combination of the top two most positive response options (i.e., "excellent" and "good," "very safe" and "somewhat safe," etc.), or, in the case of resident behaviors/participation, the percent positive represents the proportion of respondents indicating "yes" or participating in an activity at least once a month. The second column is the rank assigned to Lynchburg's rating among communities where a similar question was asked. The third column is the number of communities that asked a similar question. The final column shows the comparison of Lynchburg's rating to the benchmark.

In that final column, Lynchburg's results are noted as being "higher" than the benchmark, "lower" than the benchmark or "similar" to the benchmark, meaning that the average rating given by Lynchburg residents is statistically similar to or different (greater or lesser) than the benchmark. More extreme differences are noted as "much higher" or "much lower."

Benchmark Database Characteristics	
Region	Percent
New England	3%
Middle Atlantic	5%
East North Central	15%
West North Central	13%
South Atlantic	22%
East South Central	3%
West South Central	7%
Mountain	16%
Pacific	16%
Population	Percent
Less than 10,000	10%
10,000 to 24,999	22%
25,000 to 49,999	23%
50,000 to 99,999	22%
100,000 or more	23%

National Benchmark Comparisons

Table 69: Community Characteristics General

	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
The overall quality of life in Lynchburg	74%	320	447	Similar
Overall image or reputation of Lynchburg	63%	243	338	Similar
Lynchburg as a place to live	81%	277	383	Similar
Your neighborhood as a place to live	79%	190	303	Similar
Lynchburg as a place to raise children	78%	218	374	Similar
Lynchburg as a place to retire	67%	156	349	Similar
Overall appearance of Lynchburg	68%	232	350	Similar

Table 70: Community Characteristics by Facet

		Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Safety	Overall feeling of safety in Lynchburg	74%	232	323	Similar
	In your neighborhood during the day	93%	201	346	Similar
	In Lynchburg's downtown/commercial area during the day	82%	236	303	Similar
Mobility	Overall ease of getting to the places you usually have to visit	60%	200	231	Lower
	Availability of paths and walking trails	70%	108	303	Similar
	Ease of walking in Lynchburg	50%	228	291	Similar
	Ease of travel by bicycle in Lynchburg	33%	262	294	Lower
	Ease of travel by public transportation in Lynchburg	32%	118	195	Similar
	Ease of travel by car in Lynchburg	61%	188	294	Similar
	Ease of public parking	33%	165	193	Lower
	Traffic flow on major streets	39%	246	336	Similar
	Quality of overall natural environment in Lynchburg	82%	124	267	Similar
Natural Environment	Cleanliness of Lynchburg	69%	190	274	Similar
	Air quality	82%	110	232	Similar
Built Environment	Overall "built environment" of Lynchburg (including overall design, buildings, parks and transportation systems)	53%	165	220	Similar
	Overall quality of new development in Lynchburg	60%	109	278	Similar
	Availability of affordable quality housing	50%	101	293	Similar
	Variety of housing options	55%	142	269	Similar
	Public places where people want to spend time	63%	133	212	Similar
	Overall economic health of Lynchburg	53%	158	226	Similar
Economy	Vibrant downtown/commercial area	53%	90	204	Similar
	Overall quality of business and service establishments in Lynchburg	62%	162	261	Similar
	Cost of living in Lynchburg	64%	16	223	Higher
	Shopping opportunities	40%	218	284	Lower
	Employment opportunities	37%	154	302	Similar
	Lynchburg as a place to visit	54%	166	240	Similar
	Lynchburg as a place to work	55%	222	350	Similar
	Health and wellness opportunities in Lynchburg	69%	133	221	Similar
	Availability of affordable quality mental health care	42%	118	192	Similar
	Availability of preventive health services	63%	133	222	Similar
Recreation and Wellness	Availability of affordable quality health care	59%	144	249	Similar
	Availability of affordable quality food	69%	118	225	Similar
	Recreational opportunities	70%	136	289	Similar

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		Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
	Fitness opportunities (including exercise classes and paths or trails, etc.)	76%	66	211	Similar
	Overall opportunities for education and enrichment	69%	119	222	Similar
	Opportunities to participate in religious or spiritual events and activities	85%	28	192	Similar
	Opportunities to attend cultural/arts/music activities	60%	145	288	Similar
	Adult educational opportunities	61%	87	198	Similar
	K-12 education	61%	193	258	Similar
	Availability of affordable quality child care/preschool	47%	177	238	Similar
Education and Enrichment	Opportunities to participate in social events and activities	61%	138	250	Similar
	Neighborliness of Lynchburg	59%	143	215	Similar
	Openness and acceptance of the community toward people of diverse backgrounds	49%	245	282	Similar
	Opportunities to participate in community matters	67%	116	262	Similar
Community Engagement	Opportunities to volunteer	78%	60	254	Similar

Table 71: Governance General

	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Services provided by the City of Lynchburg	68%	299	424	Similar
Overall customer service by Lynchburg employees (police, receptionists, planners, etc.)	67%	276	368	Similar
Value of services for the taxes paid to Lynchburg	47%	261	393	Similar
Overall direction that Lynchburg is taking	63%	133	308	Similar
Job Lynchburg government does at welcoming citizen involvement	55%	154	308	Similar
Overall confidence in Lynchburg government	51%	141	224	Similar
Generally acting in the best interest of the community	54%	140	224	Similar
Being honest	52%	142	217	Similar
Treating all residents fairly	49%	156	222	Similar
Services provided by the Federal Government	39%	160	238	Similar

Table 72: Governance by Facet

		Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
	Police/Sheriff services	77%	279	451	Similar
	Fire services	88%	263	375	Similar
	Ambulance or emergency medical services	85%	256	343	Similar
	Crime prevention	61%	243	349	Similar
	Fire prevention and education	71%	216	274	Similar
	Animal control	61%	191	331	Similar
	Emergency preparedness (services that prepare the community for natural disasters or other emergency situations)	60%	177	266	Similar
Safety	Traffic enforcement	58%	284	364	Similar
	Street repair	37%	267	387	Similar
	Street cleaning	51%	247	313	Similar
	Street lighting	57%	185	318	Similar
	Snow removal	49%	253	288	Lower
	Sidewalk maintenance	46%	209	313	Similar
	Traffic signal timing	40%	219	252	Similar
Mobility	Bus or transit services	45%	135	216	Similar
	Garbage collection	79%	267	352	Similar

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		Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Natural Environment	Recycling	45%	344	352	Much lower
	Yard waste pick-up	56%	237	268	Lower
	Drinking water	73%	154	314	Similar
	Preservation of natural areas such as open space, farmlands and greenbelts	61%	139	246	Similar
	Lynchburg open space	55%	137	201	Similar
Built Environment	Storm drainage	66%	169	344	Similar
	Sewer services	76%	205	316	Similar
	Utility billing	60%	164	194	Similar
	Land use, planning and zoning	46%	148	295	Similar
	Code enforcement (weeds, abandoned buildings, etc.)	36%	291	379	Similar
	Cable television	42%	161	193	Similar
Economy	Economic development	52%	160	276	Similar
Recreation and Wellness	City parks	80%	162	319	Similar
	Recreation programs or classes	72%	141	315	Similar
	Recreation centers or facilities	70%	141	266	Similar
	Health services	64%	133	204	Similar
Education and Enrichment	City-sponsored special events	64%	150	242	Similar
	Public library services	80%	245	335	Similar
Community Engagement	Public information services	69%	151	273	Similar

Table 73: Participation General

	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Sense of community	58%	210	303	Similar
Recommend living in Lynchburg to someone who asks	78%	219	274	Similar
Remain in Lynchburg for the next five years	80%	197	265	Similar
Contacted Lynchburg (in-person, phone, email or web) for help or information	51%	86	307	Similar

Table 74: Participation by Facet

		Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Safety	Stocked supplies in preparation for an emergency	41%	62	195	Similar
	Did NOT report a crime to the police	80%	104	217	Similar
	Household member was NOT a victim of a crime	89%	136	263	Similar
Mobility	Used bus, rail, subway or other public transportation instead of driving	20%	91	176	Similar
	Carpooled with other adults or children instead of driving alone	44%	89	204	Similar
	Walked or biked instead of driving	37%	197	213	Much lower
Natural Environment	Made efforts to conserve water	74%	180	201	Similar
	Made efforts to make your home more energy efficient	73%	157	201	Similar
	Recycle at home	68%	224	247	Lower
Built Environment	Did NOT observe a code violation or other hazard in Lynchburg	45%	157	207	Similar
	NOT experiencing housing costs stress	72%	92	244	Similar
Economy	Purchase goods or services from a business located in Lynchburg	97%	118	211	Similar

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		Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
	Economy will have positive impact on income	29%	124	245	Similar
	Work inside boundaries of Lynchburg	62%	34	212	Much higher
Recreation and Wellness	Used Lynchburg recreation centers or their services	50%	183	225	Similar
	Visited a neighborhood park or City park	81%	183	257	Similar
	Eat at least 5 portions of fruits and vegetables a day	81%	131	203	Similar
	Participate in moderate or vigorous physical activity	81%	156	207	Similar
	In very good to excellent health	56%	172	207	Similar
	Used Lynchburg public libraries or their services	52%	203	233	Lower
Education and Enrichment	Participated in religious or spiritual activities in Lynchburg	63%	19	190	Higher
	Attended City-sponsored event	59%	75	213	Similar
	Campaigned or advocated for an issue, cause or candidate	30%	30	194	Similar
Community Engagement	Contacted Lynchburg elected officials (in-person, phone, email or web) to express your opinion	18%	88	210	Similar
	Volunteered your time to some group/activity in Lynchburg	56%	30	252	Higher
	Participated in a club	31%	61	227	Similar
	Talked to or visited with your immediate neighbors	87%	178	207	Similar
	Done a favor for a neighbor	76%	171	202	Similar
	Attended a local public meeting	19%	149	252	Similar
	Watched (online or on television) a local public meeting	34%	45	216	Similar
	Read or watch local news (via television, paper, computer, etc.)	81%	173	212	Similar
	Vote in local elections	86%	81	246	Similar

Communities included in national comparisons

The communities included in Lynchburg's comparisons are listed on the following pages along with their population according to the 2010 Census.

Adams County, CO441,603
 Airway Heights city, WA 6,114
 Albany city, OR 50,158
 Albemarle County, VA..... 98,970
 Albert Lea city, MN..... 18,016
 Alexandria city, VA139,966
 Algonquin village, IL..... 30,046
 Aliso Viejo city, CA 47,823
 Altoona city, IA 14,541
 American Canyon city, CA..... 19,454
 Ames city, IA 58,965
 Andover CDP, MA..... 8,762
 Ankeny city, IA 45,582
 Ann Arbor city, MI.....113,934
 Annapolis city, MD 38,394
 Apache Junction city, AZ..... 35,840
 Arapahoe County, CO.....572,003
 Arkansas City city, AR..... 366
 Arlington city, TX365,438
 Arvada city, CO106,433

Asheville city, NC 83,393
 Ashland city, OR 20,078
 Ashland town, MA 16,593
 Ashland town, VA..... 7,225
 Aspen city, CO 6,658
 Athens-Clarke County, GA115,452
 Auburn city, AL 53,380
 Augusta CCD, GA134,777
 Aurora city, CO325,078
 Austin city, TX790,390
 Avon town, CO 6,447
 Avon town, IN 12,446
 Avondale city, AZ 76,238
 Azusa city, CA..... 46,361
 Bainbridge Island city, WA..... 23,025
 Baltimore city, MD.....620,961
 Bartonville town, TX 1,469
 Battle Creek city, MI..... 52,347
 Bay City city, MI..... 34,932
 Bay Village city, OH..... 15,651

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Baytown city, TX.....	71,802	Clayton city, MO	15,939
Bedford city, TX.....	46,979	Clearwater city, FL	107,685
Bedford town, MA	13,320	Cleveland Heights city, OH	46,121
Bellevue city, WA	122,363	Clinton city, SC	8,490
Bellingham city, WA	80,885	Clive city, IA	15,447
Benbrook city, TX.....	21,234	Clovis city, CA.....	95,631
Bend city, OR.....	76,639	College Park city, MD	30,413
Bettendorf city, IA.....	33,217	College Station city, TX	93,857
Billings city, MT.....	104,170	Columbia city, MO.....	108,500
Blaine city, MN.....	57,186	Columbia city, SC.....	129,272
Bloomfield Hills city, MI	3,869	Columbia Falls city, MT.....	4,688
Bloomington city, IN	80,405	Commerce City city, CO.....	45,913
Bloomington city, MN	82,893	Concord city, CA	122,067
Blue Springs city, MO	52,575	Concord town, MA.....	17,668
Boise City city, ID	205,671	Conshohocken borough, PA	7,833
Bonner Springs city, KS	7,314	Coon Rapids city, MN	61,476
Boone County, KY	118,811	Copperas Cove city, TX.....	32,032
Boulder city, CO.....	97,385	Coral Springs city, FL.....	121,096
Bowling Green city, KY	58,067	Coronado city, CA	18,912
Bozeman city, MT	37,280	Corvallis city, OR.....	54,462
Brentwood city, MO.....	8,055	Cottonwood Heights city, UT	33,433
Brentwood city, TN	37,060	Creve Coeur city, MO	17,833
Brighton city, CO.....	33,352	Cross Roads town, TX	1,563
Brighton city, MI	7,444	Dacono city, CO.....	4,152
Bristol city, TN	26,702	Dade City city, FL.....	6,437
Broken Arrow city, OK	98,850	Dakota County, MN.....	398,552
Brookfield city, WI	37,920	Dallas city, OR	14,583
Brookline CDP, MA	58,732	Dallas city, TX.....	1,197,816
Brooklyn Center city, MN	30,104	Danville city, KY.....	16,218
Brooklyn city, OH	11,169	Dardenne Prairie city, MO	11,494
Broomfield city, CO	55,889	Darien city, IL.....	22,086
Brownsburg town, IN	21,285	Davenport city, FL.....	2,888
Buffalo Grove village, IL	41,496	Davenport city, IA.....	99,685
Burien city, WA.....	33,313	Davidson town, NC.....	10,944
Burleson city, TX.....	36,690	Dayton city, OH	141,527
Burlingame city, CA.....	28,806	Dayton town, WY.....	757
Cabarrus County, NC.....	178,011	Decatur city, GA.....	19,335
Cambridge city, MA.....	105,162	Del Mar city, CA.....	4,161
Cannon Beach city, OR.....	1,690	DeLand city, FL.....	27,031
Cañon City city, CO	16,400	Delaware city, OH	34,753
Canton city, SD.....	3,057	Delray Beach city, FL.....	60,522
Cape Coral city, FL	154,305	Denison city, TX.....	22,682
Cape Girardeau city, MO.....	37,941	Denton city, TX.....	113,383
Carlisle borough, PA.....	18,682	Denver city, CO.....	600,158
Carlsbad city, CA.....	105,328	Derby city, KS.....	22,158
Carroll city, IA.....	10,103	Des Moines city, IA	203,433
Cartersville city, GA.....	19,731	Des Peres city, MO	8,373
Cary town, NC	135,234	Destin city, FL.....	12,305
Castine town, ME	1,366	Dothan city, AL	65,496
Castle Pines North city, CO	10,360	Douglas County, CO	285,465
Castle Rock town, CO.....	48,231	Dover city, NH	29,987
Cedar Hill city, TX	45,028	Dublin city, CA	46,036
Cedar Rapids city, IA.....	126,326	Dublin city, OH	41,751
Celina city, TX.....	6,028	Duluth city, MN.....	86,265
Centennial city, CO.....	100,377	Durham city, NC	228,330
Chandler city, AZ	236,123	Durham County, NC	267,587
Chandler city, TX	2,734	Eagan city, MN	64,206
Chanhassen city, MN	22,952	Eagle Mountain city, UT.....	21,415
Chapel Hill town, NC	57,233	Eagle town, CO.....	6,508
Chardon city, OH	5,148	East Grand Forks city, MN	8,601
Charles County, MD	146,551	East Lansing city, MI	48,579
Charlotte city, NC.....	731,424	Eau Claire city, WI	65,883
Charlotte County, FL	159,978	Eden Prairie city, MN.....	60,797
Charlottesville city, VA.....	43,475	Edgerton city, KS	1,671
Chattanooga city, TN.....	167,674	Edgewater city, CO	5,170
Chautauqua town, NY	4,464	Edina city, MN	47,941
Chesterfield County, VA.....	316,236	Edmond city, OK.....	81,405
Citrus Heights city, CA.....	83,301	Edmonds city, WA.....	39,709
Clackamas County, OR	375,992	El Cerrito city, CA.....	23,549
Clarendon Hills village, IL	8,427	El Dorado County, CA.....	181,058

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Elk Grove city, CA	153,015	Hopkinton town, MA.....	14,925
Elko New Market city, MN.....	4,110	Hoquiam city, WA	8,726
Elmhurst city, IL.....	44,121	Horry County, SC	269,291
Encinitas city, CA	59,518	Howard village, WI.....	17,399
Englewood city, CO.....	30,255	Hudson city, OH.....	22,262
Erie town, CO	18,135	Hudson town, CO.....	2,356
Escambia County, FL.....	297,619	Huntley village, IL	24,291
Estes Park town, CO.....	5,858	Hurst city, TX.....	37,337
Euclid city, OH	48,920	Hutchinson city, MN	14,178
Fairview town, TX	7,248	Hutto city, TX	14,698
Farmersville city, TX.....	3,301	Independence city, MO.....	116,830
Farmington Hills city, MI.....	79,740	Indianola city, IA	14,782
Fayetteville city, NC.....	200,564	Indio city, CA.....	76,036
Fernandina Beach city, FL.....	11,487	Iowa City city, IA	67,862
Fishers town, IN	76,794	Irving city, TX.....	216,290
Flagstaff city, AZ.....	65,870	Issaquah city, WA	30,434
Flower Mound town, TX.....	64,669	Jackson County, MI.....	160,248
Forest Grove city, OR	21,083	James City County, VA	67,009
Fort Collins city, CO.....	143,986	Jefferson County, NY.....	116,229
Fort Lauderdale city, FL.....	165,521	Jefferson Parish, LA	432,552
Fort Smith city, AR.....	86,209	Johnson City city, TN.....	63,152
Franklin city, TN.....	62,487	Johnston city, IA	17,278
Fremont city, CA	214,089	Jupiter town, FL.....	55,156
Friendswood city, TX.....	35,805	Kalamazoo city, MI.....	74,262
Fruita city, CO.....	12,646	Kansas City city, KS.....	145,786
Gahanna city, OH.....	33,248	Kansas City city, MO.....	459,787
Gaithersburg city, MD.....	59,933	Keizer city, OR.....	36,478
Galveston city, TX.....	47,743	Kenmore city, WA	20,460
Gardner city, KS.....	19,123	Kennedale city, TX	6,763
Georgetown city, TX.....	47,400	Kennett Square borough, PA.....	6,072
Germantown city, TN	38,844	Kent city, WA.....	92,411
Gilbert town, AZ.....	208,453	Kerrville city, TX.....	22,347
Gillette city, WY	29,087	Kettering city, OH	56,163
Glen Ellyn village, IL.....	27,450	Key West city, FL	24,649
Glendora city, CA	50,073	King City city, CA	12,874
Glenview village, IL.....	44,692	King County, WA.....	1,931,249
Globe city, AZ	7,532	Kirkland city, WA.....	48,787
Golden city, CO.....	18,867	Kirkwood city, MO	27,540
Golden Valley city, MN.....	20,371	Knoxville city, IA	7,313
Goodyear city, AZ	65,275	La Plata town, MD.....	8,753
Grafton village, WI.....	11,459	La Porte city, TX	33,800
Grand Blanc city, MI.....	8,276	La Vista city, NE.....	15,758
Grants Pass city, OR.....	34,533	Lafayette city, CO	24,453
Grass Valley city, CA	12,860	Laguna Beach city, CA.....	22,723
Greeley city, CO.....	92,889	Laguna Niguel city, CA	62,979
Greenville city, NC.....	84,554	Lake Forest city, IL	19,375
Greenwich town, CT.....	61,171	Lake in the Hills village, IL.....	28,965
Greenwood Village city, CO.....	13,925	Lake Stevens city, WA	28,069
Greer city, SC	25,515	Lake Worth city, FL	34,910
Gunnison County, CO	15,324	Lake Zurich village, IL	19,631
Hailey city, ID	7,960	Lakeville city, MN	55,954
Haines Borough, AK	2,508	Lakewood city, CO	142,980
Haltom City city, TX	42,409	Lakewood city, WA.....	58,163
Hamilton city, OH.....	62,477	Lane County, OR.....	351,715
Hamilton town, MA	7,764	Lansing city, MI	114,297
Hanover County, VA.....	99,863	Laramie city, WY.....	30,816
Harrisburg city, SD.....	4,089	Larimer County, CO.....	299,630
Harrisonburg city, VA	48,914	Las Cruces city, NM.....	97,618
Harrisonville city, MO	10,019	Las Vegas city, NM.....	13,753
Hayward city, CA	144,186	Las Vegas city, NV	583,756
Henderson city, NV	257,729	Lawrence city, KS.....	87,643
Herndon town, VA.....	23,292	Lawrenceville city, GA	28,546
High Point city, NC.....	104,371	Lee's Summit city, MO.....	91,364
Highland Park city, IL	29,763	Lehi city, UT	47,407
Highlands Ranch CDP, CO	96,713	Lenexa city, KS	48,190
Holland city, MI.....	33,051	Lewis County, NY	27,087
Homer Glen village, IL.....	24,220	Lewiston city, ID.....	31,894
Honolulu County, HI.....	953,207	Lewisville city, TX.....	95,290
Hooksett town, NH.....	13,451	Lewisville town, NC	12,639
Hopkins city, MN.....	17,591	Libertyville village, IL.....	20,315

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Lincoln city, NE	258,379	New Hope city, MN	20,339
Lindsborg city, KS	3,458	New Orleans city, LA	343,829
Little Chute village, WI	10,449	New Port Richey city, FL	14,911
Littleton city, CO	41,737	New Smyrna Beach city, FL	22,464
Livermore city, CA	80,968	New Ulm city, MN	13,522
Lombard village, IL	43,165	Newberg city, OR	22,068
Lone Tree city, CO	10,218	Newport city, RI	24,672
Long Grove village, IL	8,043	Newport News city, VA	180,719
Longmont city, CO	86,270	Newton city, IA	15,254
Longview city, TX	80,455	Noblesville city, IN	51,969
Lonsdale city, MN	3,674	Nogales city, AZ	20,837
Los Alamos County, NM	17,950	Norcross city, GA	9,116
Los Altos Hills town, CA	7,922	Norfolk city, VA	242,803
Louisville city, CO	18,376	North Mankato city, MN	13,394
Lower Merion township, PA	57,825	North Port city, FL	57,357
Lynchburg city, VA	75,568	North Richland Hills city, TX	63,343
Lynnwood city, WA	35,836	North Yarmouth town, ME	3,565
Macomb County, MI	840,978	Novato city, CA	51,904
Manassas city, VA	37,821	Novi city, MI	55,224
Manhattan Beach city, CA	35,135	O'Fallon city, IL	28,281
Manhattan city, KS	52,281	O'Fallon city, MO	79,329
Mankato city, MN	39,309	Oak Park village, IL	51,878
Maple Grove city, MN	61,567	Oakland city, CA	390,724
Maricopa County, AZ	3,817,117	Oakley city, CA	35,432
Marion city, IA	34,768	Oklahoma City city, OK	579,999
Marshfield city, WI	19,118	Olathe city, KS	125,872
Martinez city, CA	35,824	Old Town city, ME	7,840
Marysville city, WA	60,020	Olmsted County, MN	144,248
Matthews town, NC	27,198	Olympia city, WA	46,478
McAllen city, TX	129,877	Orange village, OH	3,323
McKinney city, TX	131,117	Orland Park village, IL	56,767
McMinnville city, OR	32,187	Orleans Parish, LA	343,829
Menlo Park city, CA	32,026	Oshkosh city, WI	66,083
Menomonee Falls village, WI	35,626	Oshtemo charter township, MI	21,705
Mercer Island city, WA	22,699	Oswego village, IL	30,355
Meridian charter township, MI	39,688	Otsego County, MI	24,164
Meridian city, ID	75,092	Ottawa County, MI	263,801
Merriam city, KS	11,003	Paducah city, KY	25,024
Mesa city, AZ	439,041	Palm Beach Gardens city, FL	48,452
Mesa County, CO	146,723	Palm Coast city, FL	75,180
Miami Beach city, FL	87,779	Palo Alto city, CA	64,403
Miami city, FL	399,457	Palos Verdes Estates city, CA	13,438
Middleton city, WI	17,442	Papillion city, NE	18,894
Midland city, MI	41,863	Paradise Valley town, AZ	12,820
Milford city, DE	9,559	Park City city, UT	7,558
Milton city, GA	32,661	Parker town, CO	45,297
Minneapolis city, MN	382,578	Parkland city, FL	23,962
Missouri City city, TX	67,358	Pasco city, WA	59,781
Modesto city, CA	201,165	Pasco County, FL	464,697
Monterey city, CA	27,810	Payette city, ID	7,433
Montgomery city, MN	2,956	Pearland city, TX	91,252
Monticello city, UT	1,972	Peoria city, AZ	154,065
Montrose city, CO	19,132	Peoria city, IL	115,007
Monument town, CO	5,530	Pflugerville city, TX	46,936
Mooreville town, NC	32,711	Phoenix city, AZ	1,445,632
Moraga town, CA	16,016	Pinehurst village, NC	13,124
Morristown city, TN	29,137	Piqua city, OH	20,522
Morrisville town, NC	18,576	Pitkin County, CO	17,148
Morro Bay city, CA	10,234	Plano city, TX	259,841
Mountain Village town, CO	1,320	Platte City city, MO	4,691
Mountlake Terrace city, WA	19,909	Pleasant Hill city, IA	8,785
Murphy city, TX	17,708	Pleasanton city, CA	70,285
Naperville city, IL	141,853	Plymouth city, MN	70,576
Napoleon city, OH	8,749	Polk County, IA	430,640
Needham CDP, MA	28,886	Pompano Beach city, FL	99,845
Nevada City city, CA	3,068	Port Orange city, FL	56,048
Nevada County, CA	98,764	Portland city, OR	583,776
New Braunfels city, TX	57,740	Post Falls city, ID	27,574
New Brighton city, MN	21,456	Powell city, OH	11,500
New Hanover County, NC	202,667	Prince William County, VA	402,002

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Prior Lake city, MN	22,796	Sioux Center city, IA	7,048
Pueblo city, CO	106,595	Sioux Falls city, SD	153,888
Purcellville town, VA	7,727	Skokie village, IL	64,784
Queen Creek town, AZ	26,361	Snellville city, GA	18,242
Raleigh city, NC	403,892	Snoqualmie city, WA	10,670
Ramsey city, MN	23,668	Somerset town, MA	18,165
Raymond town, ME	4,436	South Jordan city, UT	50,418
Raymore city, MO	19,206	South Lake Tahoe city, CA	21,403
Redmond city, OR	26,215	Southlake city, TX	26,575
Redmond city, WA	54,144	Spearfish city, SD	10,494
Reno city, NV	225,221	Spring Hill city, KS	5,437
Reston CDP, VA	58,404	Springboro city, OH	17,409
Richland city, WA	48,058	Springfield city, MO	159,498
Richmond city, CA	103,701	Springville city, UT	29,466
Richmond Heights city, MO	8,603	St. Augustine city, FL	12,975
Rio Rancho city, NM	87,521	St. Charles city, IL	32,974
River Falls city, WI	15,000	St. Cloud city, FL	35,183
Riverside city, CA	303,871	St. Cloud city, MN	65,842
Riverside city, MO	2,937	St. Joseph city, MO	76,780
Roanoke city, VA	97,032	St. Joseph town, WI	3,842
Roanoke County, VA	92,376	St. Louis County, MN	200,226
Rochester Hills city, MI	70,995	State College borough, PA	42,034
Rock Hill city, SC	66,154	Steamboat Springs city, CO	12,088
Rockville city, MD	61,209	Sterling Heights city, MI	129,699
Roeland Park city, KS	6,731	Sugar Grove village, IL	8,997
Rogers city, MN	8,597	Sugar Land city, TX	78,817
Rohnert Park city, CA	40,971	Suisun City city, CA	28,111
Rolla city, MO	19,559	Summit city, NJ	21,457
Roselle village, IL	22,763	Summit County, UT	36,324
Rosemount city, MN	21,874	Summit village, IL	11,054
Rosenberg city, TX	30,618	Sunnyvale city, CA	140,081
Roseville city, MN	33,660	Surprise city, AZ	117,517
Round Rock city, TX	99,887	Suwanee city, GA	15,355
Royal Oak city, MI	57,236	Tacoma city, WA	198,397
Saco city, ME	18,482	Takoma Park city, MD	16,715
Sahuarita town, AZ	25,259	Tamarac city, FL	60,427
Salida city, CO	5,236	Temecula city, CA	100,097
Sammamish city, WA	45,780	Tempe city, AZ	161,719
San Anselmo town, CA	12,336	Temple city, TX	66,102
San Diego city, CA	1,307,402	Texarkana city, TX	36,411
San Francisco city, CA	805,235	The Woodlands CDP, TX	93,847
San Jose city, CA	945,942	Thousand Oaks city, CA	126,683
San Juan County, NM	130,044	Tigard city, OR	48,035
San Marcos city, CA	83,781	Tracy city, CA	82,922
San Marcos city, TX	44,894	Trinidad CCD, CO	12,017
San Rafael city, CA	57,713	Tualatin city, OR	26,054
Sanford city, FL	53,570	Tulsa city, OK	391,906
Sangamon County, IL	197,465	Twin Falls city, ID	44,125
Santa Clarita city, CA	176,320	Tyler city, TX	96,900
Santa Fe city, NM	67,947	University Heights city, OH	13,539
Santa Fe County, NM	144,170	University Park city, TX	23,068
Santa Monica city, CA	89,736	Upper Arlington city, OH	33,771
Sarasota County, FL	379,448	Urbandale city, IA	39,463
Savage city, MN	26,911	Vail town, CO	5,305
Schaumburg village, IL	74,227	Vancouver city, WA	161,791
Schertz city, TX	31,465	Ventura CCD, CA	111,889
Scott County, MN	129,928	Vernon Hills village, IL	25,113
Scottsdale city, AZ	217,385	Vestavia Hills city, AL	34,033
Seaside city, CA	33,025	Victoria city, MN	7,345
Sevierville city, TN	14,807	Vienna town, VA	15,687
Shakopee city, MN	37,076	Virginia Beach city, VA	437,994
Sharonville city, OH	13,560	Walnut Creek city, CA	64,173
Shawnee city, KS	62,209	Washington County, MN	238,136
Shawnee city, OK	29,857	Washington town, NH	1,123
Sherborn town, MA	4,119	Washoe County, NV	421,407
Shoreview city, MN	25,043	Washougal city, WA	14,095
Shorewood village, IL	15,615	Wauwatosa city, WI	46,396
Shorewood village, WI	13,162	Waverly city, IA	9,874
Sierra Vista city, AZ	43,888	Weddington town, NC	9,459
Silverton city, OR	9,222	Wentzville city, MO	29,070

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West Carrollton city, OH	13,143
West Chester borough, PA.....	18,461
West Des Moines city, IA.....	56,609
Western Springs village, IL	12,975
Westerville city, OH.....	36,120
Westlake town, TX.....	992
Westminster city, CO.....	106,114
Weston town, MA.....	11,261
White House city, TN	10,255
Wichita city, KS.....	382,368
Williamsburg city, VA.....	14,068
Willowbrook village, IL	8,540
Wilmington city, NC.....	106,476
Wilsonville city, OR.....	19,509

Windsor town, CO.....	18,644
Windsor town, CT	29,044
Winnetka village, IL	12,187
Winter Garden city, FL.....	34,568
Woodbury city, MN.....	61,961
Woodland city, CA.....	55,468
Wrentham town, MA	10,955
Wyandotte County, KS	157,505
Yakima city, WA.....	91,067
York County, VA.....	65,464
Yorktown town, IN.....	9,405
Yorkville city, IL	16,921
Yountville city, CA	2,933

Southern Communities with Populations 50,000-100,000 Benchmark Comparisons

Table 75: Community Characteristics General

	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
The overall quality of life in Lynchburg	74%	29	38	Similar
Overall image or reputation of Lynchburg	63%	25	30	Lower
Lynchburg as a place to live	81%	23	29	Similar
Your neighborhood as a place to live	79%	17	24	Similar
Lynchburg as a place to raise children	78%	20	32	Similar
Lynchburg as a place to retire	67%	20	30	Similar
Overall appearance of Lynchburg	68%	25	32	Similar

Table 76: Community Characteristics by Facet

		Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Safety	Overall feeling of safety in Lynchburg	74%	24	27	Similar
	In your neighborhood during the day	93%	21	33	Similar
	In Lynchburg's downtown/commercial area during the day	82%	21	26	Similar
Mobility	Overall ease of getting to the places you usually have to visit	60%	16	18	Similar
	Availability of paths and walking trails	70%	5	22	Similar
	Ease of walking in Lynchburg	50%	13	25	Similar
	Ease of travel by bicycle in Lynchburg	33%	20	25	Similar
	Ease of travel by public transportation in Lynchburg	32%	4	12	Similar
	Ease of travel by car in Lynchburg	61%	17	26	Similar
	Ease of public parking	33%	15	16	Lower
	Traffic flow on major streets	39%	25	32	Similar
	Quality of overall natural environment in Lynchburg	82%	13	23	Similar
Natural Environment	Cleanliness of Lynchburg	69%	18	25	Similar
	Air quality	82%	11	21	Similar
Built Environment	Overall "built environment" of Lynchburg (including overall design, buildings, parks and transportation systems)	53%	15	17	Similar
	Overall quality of new development in Lynchburg	60%	15	27	Similar
	Availability of affordable quality housing	50%	9	23	Similar
	Variety of housing options	55%	16	23	Similar
	Public places where people want to spend time	63%	14	17	Similar
Economy	Overall economic health of Lynchburg	53%	14	18	Lower
	Vibrant downtown/commercial area	53%	6	15	Similar
	Overall quality of business and service establishments in Lynchburg	62%	17	22	Similar
	Cost of living in Lynchburg	64%	4	17	Similar
	Shopping opportunities	40%	22	22	Lower
	Employment opportunities	37%	18	26	Similar

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		Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
	Lynchburg as a place to visit	54%	13	19	Similar
	Lynchburg as a place to work	55%	22	29	Similar
Recreation and Wellness	Health and wellness opportunities in Lynchburg	69%	16	18	Similar
	Availability of affordable quality mental health care	42%	11	14	Similar
	Availability of preventive health services	63%	13	17	Similar
	Availability of affordable quality health care	59%	13	18	Similar
	Availability of affordable quality food	69%	15	19	Similar
	Recreational opportunities	70%	13	21	Similar
	Fitness opportunities (including exercise classes and paths or trails, etc.)	76%	6	17	Similar
	Overall opportunities for education and enrichment	69%	14	18	Similar
Education and Enrichment	Opportunities to participate in religious or spiritual events and activities	85%	4	17	Similar
	Opportunities to attend cultural/arts/music activities	60%	14	25	Similar
	Adult educational opportunities	61%	10	17	Similar
	K-12 education	61%	19	22	Lower
	Availability of affordable quality child care/preschool	47%	16	20	Similar
Community Engagement	Opportunities to participate in social events and activities	61%	14	21	Similar
	Neighborhoodliness of Lynchburg	59%	14	18	Similar
	Openness and acceptance of the community toward people of diverse backgrounds	49%	22	24	Lower
	Opportunities to participate in community matters	67%	12	22	Similar
	Opportunities to volunteer	78%	7	22	Similar

Table 77: Governance General

	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Services provided by the City of Lynchburg	68%	29	34	Similar
Overall customer service by Lynchburg employees (police, receptionists, planners, etc.)	67%	27	31	Similar
Value of services for the taxes paid to Lynchburg	47%	31	38	Similar
Overall direction that Lynchburg is taking	63%	13	24	Similar
Job Lynchburg government does at welcoming citizen involvement	55%	15	23	Similar
Overall confidence in Lynchburg government	51%	12	17	Similar
Generally acting in the best interest of the community	54%	12	17	Similar
Being honest	52%	13	17	Similar
Treating all residents fairly	49%	14	17	Similar
Services provided by the Federal Government	39%	16	20	Similar

Table 78: Governance by Facet

		Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Safety	Police/Sheriff services	77%	22	36	Similar
	Fire services	88%	20	31	Similar
	Ambulance or emergency medical services	85%	20	25	Similar
	Crime prevention	61%	21	31	Similar
	Fire prevention and education	71%	20	25	Similar
	Animal control	61%	16	20	Similar
	Emergency preparedness (services that prepare the community for natural disasters or other emergency situations)	60%	21	24	Similar
Mobility	Traffic enforcement	58%	26	31	Similar

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		Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
	Street repair	37%	18	23	Similar
	Street cleaning	51%	15	20	Similar
	Street lighting	57%	12	28	Similar
	Snow removal	49%	10	10	Similar
	Sidewalk maintenance	46%	16	22	Similar
	Traffic signal timing	40%	18	20	Similar
	Bus or transit services	45%	9	16	Similar
Natural Environment	Garbage collection	79%	31	35	Similar
	Recycling	45%	34	34	Much lower
	Yard waste pick-up	56%	28	29	Lower
	Drinking water	73%	16	27	Similar
	Preservation of natural areas such as open space, farmlands and greenbelts	61%	11	19	Similar
	Lynchburg open space	55%	11	15	Similar
Built Environment	Storm drainage	66%	12	28	Similar
	Sewer services	76%	13	21	Similar
	Utility billing	60%	16	18	Similar
	Land use, planning and zoning	46%	12	20	Similar
	Code enforcement (weeds, abandoned buildings, etc.)	36%	29	34	Similar
	Cable television	42%	13	14	Similar
Economy	Economic development	52%	15	21	Similar
Recreation and Wellness	City parks	80%	14	25	Similar
	Recreation programs or classes	72%	13	27	Similar
	Recreation centers or facilities	70%	17	28	Similar
	Health services	64%	12	14	Similar
Education and Enrichment	City-sponsored special events	64%	14	21	Similar
	Public library services	80%	22	27	Similar
Community Engagement	Public information services	69%	15	22	Similar

Table 79: Participation General

	Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Sense of community	58%	17	23	Similar
Recommend living in Lynchburg to someone who asks	78%	21	23	Lower
Remain in Lynchburg for the next five years	80%	18	22	Similar
Contacted Lynchburg (in-person, phone, email or web) for help or information	51%	10	28	Similar

Table 80: Participation by Facet

		Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Safety	Stocked supplies in preparation for an emergency	41%	6	16	Similar
	Did NOT report a crime to the police	80%	9	16	Similar
	Household member was NOT a victim of a crime	89%	15	21	Similar
Mobility	Used bus, rail, subway or other public transportation instead of driving	20%	4	15	Similar
	Carpooled with other adults or children instead of driving alone	44%	5	17	Similar
	Walked or biked instead of driving	37%	14	17	Similar
	Made efforts to conserve water	74%	16	16	Similar

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		Percent positive	Rank	Number of communities in comparison	Comparison to benchmark
Natural Environment	Made efforts to make your home more energy efficient	73%	12	16	Similar
	Recycle at home	68%	19	21	Lower
Built Environment	Did NOT observe a code violation or other hazard in Lynchburg	45%	13	16	Similar
	NOT experiencing housing costs stress	72%	9	22	Similar
Economy	Purchase goods or services from a business located in Lynchburg	97%	12	16	Similar
	Economy will have positive impact on income	29%	13	21	Similar
	Work inside boundaries of Lynchburg	62%	3	16	Higher
Recreation and Wellness	Used Lynchburg recreation centers or their services	50%	16	22	Similar
	Visited a neighborhood park or City park	81%	16	25	Similar
	Eat at least 5 portions of fruits and vegetables a day	81%	10	15	Similar
	Participate in moderate or vigorous physical activity	81%	12	16	Similar
	In very good to excellent health	56%	12	16	Similar
Education and Enrichment	Used Lynchburg public libraries or their services	52%	19	20	Similar
	Participated in religious or spiritual activities in Lynchburg	63%	4	17	Similar
	Attended City-sponsored event	59%	7	17	Similar
Community Engagement	Campaigned or advocated for an issue, cause or candidate	30%	4	15	Similar
	Contacted Lynchburg elected officials (in-person, phone, email or web) to express your opinion	18%	6	16	Similar
	Volunteered your time to some group/activity in Lynchburg	56%	2	22	Higher
	Participated in a club	31%	5	19	Similar
	Talked to or visited with your immediate neighbors	87%	13	16	Similar
	Done a favor for a neighbor	76%	14	17	Similar
	Attended a local public meeting	19%	15	21	Similar
	Watched (online or on television) a local public meeting	34%	3	18	Similar
	Read or watch local news (via television, paper, computer, etc.)	81%	14	16	Similar
	Vote in local elections	86%	6	20	Similar

Communities included in Southern, similarly sized comparisons

The communities included in Lynchburg's Southern, similarly sized comparisons are listed below along with their population according to the 2010 Census.

Albemarle County, VA..... 98,970
 Asheville city, NC 83,393
 Auburn city, AL 53,380
 Baytown city, TX..... 71,802
 Bowling Green city, KY 58,067
 Broken Arrow city, OK 98,850
 Chapel Hill town, NC 57,233
 College Station city, TX 93,857
 Delray Beach city, FL..... 60,522
 Dothan city, AL 65,496
 Edmond city, OK 81,405

Flower Mound town, TX..... 64,669
 Fort Smith city, AR 86,209
 Franklin city, TN..... 62,487
 Gaithersburg city, MD..... 59,933
 Greenville city, NC..... 84,554
 Hanover County, VA..... 99,863
 James City County, VA 67,009
 Johnson City city, TN..... 63,152
 Jupiter town, FL..... 55,156
 Lewisville city, TX..... 95,290
 Longview city, TX..... 80,455

The National Citizen Survey™

Lynchburg city, VA	75,568	Roanoke County, VA	92,376
Miami Beach city, FL	87,779	Rock Hill city, SC.....	66,154
Missouri City city, TX.....	67,358	Rockville city, MD.....	61,209
New Braunfels city, TX	57,740	Round Rock city, TX.....	99,887
North Port city, FL.....	57,357	Sanford city, FL.....	53,570
North Richland Hills city, TX.....	63,343	Sugar Land city, TX.....	78,817
Palm Coast city, FL.....	75,180	Tamarac city, FL	60,427
Pearland city, TX.....	91,252	Temple city, TX.....	66,102
Pompano Beach city, FL	99,845	The Woodlands CDP, TX.....	93,847
Port Orange city, FL	56,048	Tyler city, TX	96,900
Reston CDP, VA	58,404	York County, VA.....	65,464
Roanoke city, VA.....	97,032		

Appendix C: Detailed Survey Methods

The National Citizen Survey (The NCS™), conducted by National Research Center, Inc., was developed to provide communities an accurate, affordable and easy way to assess and interpret resident opinion about important local topics. Standardization of common questions and survey methods provide the rigor to assure valid results, and each community has enough flexibility to construct a customized version of The NCS.

Results offer insight into residents' perspectives about the community as a whole, including local amenities, services, public trust, resident participation and other aspects of the community in order to support budgeting, land use and strategic planning and communication with residents. Resident demographic characteristics permit comparison to the Census as well as comparison of results for different subgroups of residents. The City of Lynchburg funded this research. Please contact JoAnn Martin Brown of the City of Lynchburg at joann.martin@lynchburgva.gov if you have any questions about the survey.

Survey Validity

The question of survey validity has two parts: 1) how can a community be confident that the results from those who completed the questionnaire are representative of the results that would have been obtained had the survey been administered to the entire population? and 2) how closely do the perspectives recorded on the survey reflect what residents really believe or do?

To answer the first question, the best survey research practices were used for the resources spent to ensure that the results from the survey respondents reflect the opinions of residents in the entire community. These practices include:

- Using a mail-out/mail-back methodology, which typically gets a higher response rate than phone for the same dollars spent. A higher response rate lessens the worry that those who did not respond are different than those who did respond.
- Selecting households at random within the community to receive the survey to ensure that the households selected to receive the survey are representative of the larger community.
- Over-sampling multi-family housing units to improve response from hard-to-reach, lower income or younger apartment dwellers.
- Selecting the respondent within the household using an unbiased sampling procedure; in this case, the "birthday method." The cover letter included an instruction requesting that the respondent in the household be the adult (18 years old or older) who most recently had a birthday, irrespective of year of birth.
- Contacting potential respondents three times to encourage response from people who may have different opinions or habits than those who would respond with only a single prompt.
- Inviting response in a compelling manner (using appropriate letterhead/logos and a signature of a visible leader) to appeal to recipients' sense of civic responsibility.
- Providing a pre-addressed, postage-paid return envelope.
- Offering the survey in Spanish or other language when requested by a given community.
- Weighting the results to reflect the demographics of the population.

The answer to the second question about how closely the perspectives recorded on the survey reflect what residents really believe or do is more complex. Resident responses to surveys are influenced by a variety of factors. For questions about service quality, residents' expectations for service quality play a role as well as the "objective" quality of the service provided, the way the resident perceives the entire community (that is, the context in which the service is provided), the scale on which the resident is asked to record his or her opinion and, of course, the opinion, itself, that a resident holds about the service. Similarly a resident's report of certain behaviors is colored by what he or she believes is the socially desirable response (e.g., reporting tolerant behaviors toward "oppressed groups," likelihood of voting for a tax increase for services to poor people, use of alternative modes of travel to work besides the single occupancy vehicle), his or her memory of the actual behavior (if it is not a question speculating about future actions, like a vote), his or her confidence that he or she can be honest without suffering any negative consequences (thus the need for anonymity) as well as the actual behavior itself.

How closely survey results come to recording the way a person really feels or behaves often is measured by the coincidence of reported behavior with observed current behavior (e.g., driving habits), reported intentions to behave with observed future behavior (e.g., voting choices) or reported opinions about current community quality

with objective characteristics of the community (e.g., feelings of safety correlated with rates of crime). There is a body of scientific literature that has investigated the relationship between reported behaviors and actual behaviors. Well-conducted surveys, by and large, do capture true respondent behaviors or intentions to act with great accuracy. Predictions of voting outcomes tend to be quite accurate using survey research, as do reported behaviors that are not about highly sensitive issues (e.g., family abuse or other illegal or morally sanctioned activities). For self-reports about highly sensitive issues, statistical adjustments can be made to correct for the respondents' tendency to report what they think the "correct" response should be.

Research on the correlation of resident opinion about service quality and "objective" ratings of service quality vary, with some showing stronger relationships than others. NRC's own research has demonstrated that residents who report the lowest ratings of street repair live in communities with objectively worse street conditions than those who report high ratings of street repair (based on road quality, delay in street repair, number of road repair employees). Similarly, the lowest rated fire services appear to be "objectively" worse than the highest rated fire services (expenditures per capita, response time, "professional" status of firefighters, breadth of services and training provided). Resident opinion commonly reflects objective performance data but is an important measure on its own. NRC principals have written, "If you collect trash three times a day but residents think that your trash haul is lousy, you still have a problem."

Selecting Survey Recipients

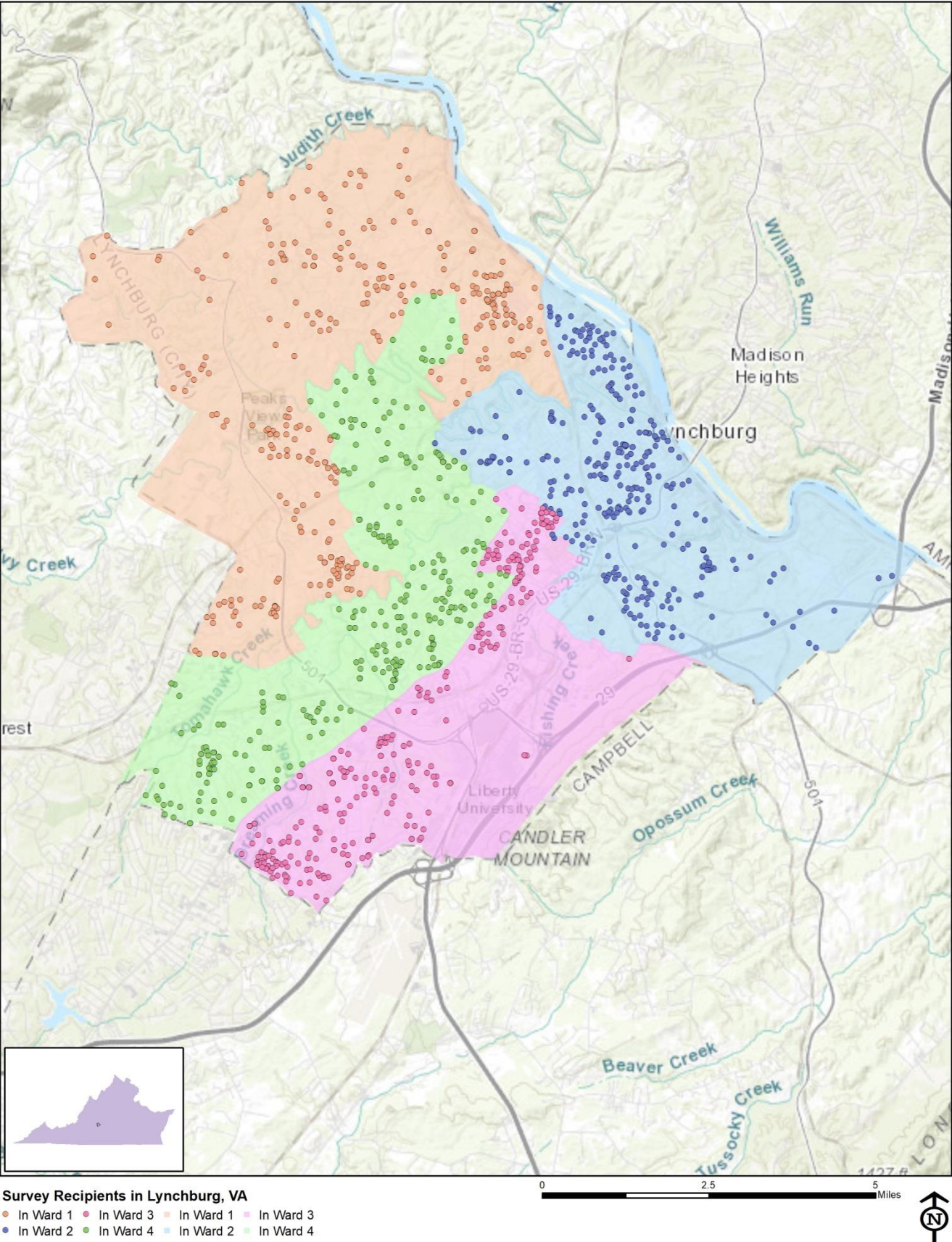
"Sampling" refers to the method by which households were chosen to receive the survey. All households within the City of Lynchburg were eligible to participate in the survey. A list of all households within the zip codes serving Lynchburg was purchased from Go-Dog Direct based on updated listings from the United States Postal Service. Since some of the zip codes that serve the City of Lynchburg households may also serve addresses that lie outside of the community, the exact geographic location of each housing unit was compared to community boundaries using the most current municipal boundary file (updated on a quarterly basis) and addresses located outside of the City of Lynchburg boundaries were removed from consideration. Each address identified as being within City boundaries was further identified as being within one of the four Council Wards.

To choose the 1,500 survey recipients, a systematic sampling method was applied to the list of households previously screened for geographic location. Systematic sampling is a procedure whereby a complete list of all possible households is culled, selecting every *Nth* one, giving each eligible household a known probability of selection, until the appropriate number of households is selected. Multi-family housing units were selected at a higher rate as residents of this type of housing typically respond at lower rates to surveys than do those in single-family housing units. Figure 1 displays a map of the households selected to receive the survey. In general, because of the random sampling techniques used, the displayed sampling density will closely mirror the overall housing unit density (which may be different from the population density). While the theory of probability assumes no bias in selection, there may be some minor variations in practice (meaning, an area with only 15% of the housing units might be selected at an actual rate that is slightly above or below that).

An individual within each household was selected using the birthday method. The birthday method selects a person within the household by asking the "person whose birthday has most recently passed" to complete the questionnaire. The underlying assumption in this method is that day of birth has no relationship to the way people respond to surveys. This instruction was contained in the cover letter accompanying the questionnaire.

In addition to the scientific, random selection of households, a link to an online "opt-in" survey was publicized and posted to the City of Lynchburg website. This opt-in survey was identical to the scientific survey and open to all City residents.

Figure 1: Location of Survey Recipients



Survey Administration and Response

Selected households received three mailings, one week apart, beginning on September 5, 2017. The first mailing was a prenotification postcard announcing the upcoming survey. The next mailing contained a letter from the Mayor inviting the household to participate, a questionnaire and a postage-paid return envelope. The final mailing contained a reminder letter, another survey and a postage-paid return envelope. The second cover letter asked those who had not completed the survey to do so and those who had already done so to refrain from turning in another survey. The survey was available in English only. The City of Lynchburg chose to augment their administration of The NCS with several addition services, including demographic and geographic subgroup comparisons, an open-ended question and custom benchmark comparisons. The results of these additional services have been provided under separate cover. Completed surveys were collected over the following seven weeks. The online “opt-in” survey became available to all residents on October 6, 2017 and remained open for two weeks.

About 5% of the 1,500 surveys mailed were returned because the housing unit was vacant or the postal service was unable to deliver the survey as addressed. Of the remaining 1,426 households that received the survey, 345 completed the survey, providing an overall response rate of 24%. Of the 345 completed surveys, 22 were completed online. Additionally, responses were tracked by Ward; response rates by Ward ranged from 17% to 29%. The response rates were calculated using AAPOR’s response rate #2¹ for mailed surveys of unnamed persons. Additionally, 618 residents completed the online opt-in survey, providing a grand total of 963 completed surveys.

Table 81: Survey Response Rates by Ward

	Ward 1	Ward 2	Ward 3	Ward 4	Overall
Total sample used	375	375	375	375	1500
I=Complete Interviews	102	58	78	103	341
P=Partial Interviews	0	1	1	2	4
R=Refusal and break off	0	0	0	0	0
NC=Non Contact	0	0	0	0	0
O=Other	0	0	0	0	0
UH=Unknown household	0	0	0	0	0
UO=Unknown other	254	282	291	254	1081
Response rate: (I+P)/(I+P) + (R+NC+O) + (UH+UO)	29%	17%	21%	29%	24%

Confidence Intervals

It is customary to describe the precision of estimates made from surveys by a “level of confidence” and accompanying “confidence interval” (or margin of error). A traditional level of confidence, and the one used here, is 95%. The 95% confidence interval can be any size and quantifies the sampling error or imprecision of the survey results because some residents’ opinions are relied on to estimate all residents’ opinions.²

The margin of error for the City of Lynchburg survey is no greater than plus or minus three³ percentage points around any given percent reported for all respondents (963 completed surveys).

For subgroups of responses, the margin of error increases because the number of respondents for the subgroup is smaller. For subgroups of approximately 100 respondents, the margin of error is plus or minus 10 percentage points.

¹ See AAPOR’s Standard Definitions here: [http://www.aapor.org/Standards-Ethics/Standard-Definitions-\(1\).aspx](http://www.aapor.org/Standards-Ethics/Standard-Definitions-(1).aspx) for more information

² A 95% confidence interval indicates that for every 100 random samples of this many residents, 95 of the confidence intervals created will include the “true” population response. This theory is applied in practice to mean that the “true” perspective of the target population lies within the confidence interval created for a single survey. For example, if 75% of residents rate a service as “excellent” or “good,” then the 4% margin of error (for the 95% confidence interval) indicates that the range of likely responses for the entire community is between 71% and 79%. This source of uncertainty is called sampling error. In addition to sampling error, other sources of error may affect any survey, including the non-response of residents with opinions different from survey responders. Though standardized on The NCS, on other surveys, differences in question wording, order, translation and data entry, as examples, can lead to somewhat varying results.

³ Although this has become the traditional way to describe survey research precision, when opt-in results are blended with scientific results, assumptions about randomness of responses are not the same as when results come only from the random sample. Consequently other terms sometimes are used in place of “confidence interval” or “margin of error,” such as “credibility intervals.” We hew to the traditional way of describing sample-driven uncertainty while we work with the industry to sort out the best ways to describe these new approaches.

Survey Processing (Data Entry)

Upon receipt, completed surveys were assigned a unique identification number. Additionally, each survey was reviewed and “cleaned” as necessary. For example, a question may have asked a respondent to pick two items out of a list of five, but the respondent checked three; in this case, NRC would use protocols to randomly choose two of the three selected items for inclusion in the dataset.

All surveys then were entered twice into an electronic dataset; any discrepancies were resolved in comparison to the original survey form. Range checks as well as other forms of quality control were also performed.

NRC used Qualtrics, a web-based survey and analytics platform, to collect the online survey data. Use of an online system means all collected data are entered into the dataset when the respondents submit the surveys. Skip patterns are programmed into system so respondents are automatically “skipped” to the appropriate question based on the individual responses being given. Online programming also allows for more rigid control of the data format, making extensive data cleaning unnecessary.

A series of quality control checks were also performed in order to ensure the integrity of the web data. Steps may include and not be limited to reviewing the data for clusters of repeat IP addresses and time stamps (indicating duplicate responses) and removing empty submissions (questionnaires submitted with no questions answered).

Survey Data Weighting

Upon completion of data collection for both the scientific (probability) and nonscientific open participation online opt-in (non-probability) surveys, data were compared in order to determine whether it was appropriate to combine, or blend, both datasets together. In the case of Lynchburg, characteristics of respondents to the non-probability survey were similar to the probability survey, in both respondent trait and opinion, indicating that the two datasets could be blended. This decision reflects a growing trend in survey research toward integration of traditional scientific probability survey respondents and non-probability survey respondents (opt-in).

The demographic characteristics of the survey respondents were compared to those found in the 2010 Census and American Community Survey estimates for adults in the City of Lynchburg. The primary objective of weighting survey data is to make the survey respondents reflective of the larger population of the community. Both survey datasets were weighted independently and then combined into one final dataset. The characteristics used for weighting were tenure (rent versus own), housing unit type (attached versus detached), race, ethnicity, gender, age and Ward. A further adjustment was made such that the scientific and opt-in data were each represented equally in the final dataset. No adjustments were made for design effects.

The results of the weighting scheme are presented in the table on the following page.

Table 82: City of Lynchburg, VA 2017 Weighting Table

Characteristic	Population Norm	Unweighted Data	Weighted Data
Housing			
Rent home	47%	31%	46%
Own home	53%	69%	54%
Detached unit	60%	69%	61%
Attached unit	40%	31%	39%
Race and Ethnicity			
White	66%	77%	68%
Not white	34%	23%	32%
Not Hispanic	97%	99%	98%
Hispanic	3%	1%	2%
Sex and Age			
Female	54%	59%	54%
Male	46%	41%	46%
18-34 years of age	35%	14%	34%
35-54 years of age	31%	19%	31%
55+ years of age	34%	67%	35%
Females 18-34	18%	9%	18%
Females 35-54	16%	11%	16%
Females 55+	20%	39%	21%
Males 18-34	17%	5%	16%
Males 35-54	15%	8%	15%
Males 55+	14%	27%	14%
Ward			
Ward 1	27%	30%	28%
Ward 2	25%	17%	25%
Ward 3	19%	23%	20%
Ward 4	28%	30%	27%
Survey Mode			
Scientific mailed survey	--	36%	50%
Opt-in web survey	--	64%	50%

Survey Data Analysis and Reporting

The survey dataset was analyzed using the Statistical Package for the Social Sciences (SPSS). For the most part, the percentages presented in the reports represent the “percent positive.” The percent positive is the combination of the top two most positive response options (i.e., “excellent” and “good,” “very safe” and “somewhat safe,” “essential” and “very important,” etc.), or, in the case of resident behaviors/participation, the percent positive represents the proportion of respondents indicating “yes” or participating in an activity at least once a month.

On many of the questions in the survey respondents may answer “don’t know.” The proportion of respondents giving this reply is shown in the full set of responses included in Appendix A. However, these responses have been removed from the analyses presented in the reports. In other words, the tables and graphs display the responses from respondents who had an opinion about a specific item.

Appendix D: Survey Materials

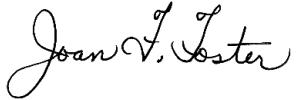
Dear Lynchburg Resident,

It won't take much of your time to make a big difference!

Your household has been randomly selected to participate in a survey about your community. Your survey will arrive in a few days.

Thank you for helping create a better City!

Sincerely,

A handwritten signature in black ink that reads "Joan F. Foster". The script is cursive and fluid, with the first letters of each word being capitalized and prominent.

Joan F. Foster
Mayor

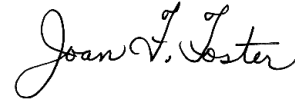
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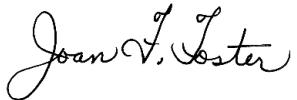
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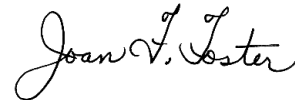
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Joan F. Foster
Mayor



Council/Manager Offices
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Lynchburg, VA 24504

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Office of Mayor

900 Church Street • Lynchburg • Virginia • 24504
www.lynchburgva.gov • P 434-455-3995 • F 434-847-1536

September 2017

Dear City of Lynchburg Resident:

Please help us shape the future of Lynchburg! You have been selected at random to participate in the 2017 Lynchburg Citizen Survey.

Please take a few minutes to fill out the enclosed survey. Your participation in this survey is very important – especially since your household is one of only a small number of households being surveyed. Your feedback will help Lynchburg make decisions that affect our City.

A few things to remember:

- **Your responses are completely anonymous.**
- In order to hear from a diverse group of residents, the adult 18 years or older in your household who most recently had a birthday should complete this survey.
- **You may return the survey by mail in the enclosed postage-paid envelope, or you can complete the survey online at:**

<http://bit.ly/2wF2BMz>

If you have any questions about the survey please call 434-455-3800. Thank you for your time and participation!

Sincerely,

A handwritten signature in black ink that reads "Joan F. Foster". The signature is written in a cursive, flowing style.

Joan F. Foster
Mayor



Office of Mayor

900 Church Street • Lynchburg • Virginia • 24504
www.lynchburgva.gov • P 434-455-3995 • F 434-847-1536

September 2017

Dear City of Lynchburg Resident:

Here's a second chance if you haven't already responded to the 2017 Lynchburg Citizen Survey! **(If you completed it and sent it back, we thank you for your time and ask you to recycle this survey. Please do not respond twice.)**

Please help us shape the future of Lynchburg! You have been selected at random to participate in the 2017 Lynchburg Citizen Survey.

Please take a few minutes to fill out the enclosed survey. Your participation in this survey is very important – especially since your household is one of only a small number of households being surveyed. Your feedback will help Lynchburg make decisions that affect our City.

A few things to remember:

- **Your responses are completely anonymous.**
- In order to hear from a diverse group of residents, the adult 18 years or older in your household who most recently had a birthday should complete this survey.
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Joan F. Foster
Mayor

The City of Lynchburg 2017 Citizen Survey

Please complete this questionnaire if you are the adult (age 18 or older) in the household who most recently had a birthday. The adult's year of birth does not matter. Please select the response (by circling the number or checking the box) that most closely represents your opinion for each question. Your responses are anonymous and will be reported in group form only.

1. Please rate each of the following aspects of quality of life in Lynchburg:

	<i>Excellent</i>	<i>Good</i>	<i>Fair</i>	<i>Poor</i>	<i>Don't know</i>
Lynchburg as a place to live.....	1	2	3	4	5
Your neighborhood as a place to live.....	1	2	3	4	5
Lynchburg as a place to raise children	1	2	3	4	5
Lynchburg as a place to work	1	2	3	4	5
Lynchburg as a place to visit.....	1	2	3	4	5
Lynchburg as a place to retire.....	1	2	3	4	5
The overall quality of life in Lynchburg.....	1	2	3	4	5

2. Please rate each of the following characteristics as they relate to Lynchburg as a whole:

	<i>Excellent</i>	<i>Good</i>	<i>Fair</i>	<i>Poor</i>	<i>Don't know</i>
Overall feeling of safety in Lynchburg	1	2	3	4	5
Overall ease of getting to the places you usually have to visit	1	2	3	4	5
Quality of overall natural environment in Lynchburg	1	2	3	4	5
Overall "built environment" of Lynchburg (including overall design, buildings, parks and transportation systems).....	1	2	3	4	5
Health and wellness opportunities in Lynchburg.....	1	2	3	4	5
Overall opportunities for education and enrichment.....	1	2	3	4	5
Overall economic health of Lynchburg.....	1	2	3	4	5
Sense of community	1	2	3	4	5
Overall image or reputation of Lynchburg.....	1	2	3	4	5

3. Please indicate how likely or unlikely you are to do each of the following:

	<i>Very likely</i>	<i>Somewhat likely</i>	<i>Somewhat unlikely</i>	<i>Very unlikely</i>	<i>Don't know</i>
Recommend living in Lynchburg to someone who asks	1	2	3	4	5
Remain in Lynchburg for the next five years	1	2	3	4	5

4. Please rate how safe or unsafe you feel:

	<i>Very safe</i>	<i>Somewhat safe</i>	<i>Neither safe nor unsafe</i>	<i>Somewhat unsafe</i>	<i>Very unsafe</i>	<i>Don't know</i>
In your neighborhood during the day	1	2	3	4	5	6
In Lynchburg's downtown/commercial area during the day.....	1	2	3	4	5	6

5. Please rate each of the following characteristics as they relate to Lynchburg as a whole:

	<i>Excellent</i>	<i>Good</i>	<i>Fair</i>	<i>Poor</i>	<i>Don't know</i>
Traffic flow on major streets	1	2	3	4	5
Ease of public parking	1	2	3	4	5
Ease of travel by car in Lynchburg.....	1	2	3	4	5
Ease of travel by public transportation in Lynchburg.....	1	2	3	4	5
Ease of travel by bicycle in Lynchburg.....	1	2	3	4	5
Ease of walking in Lynchburg.....	1	2	3	4	5
Availability of paths and walking trails.....	1	2	3	4	5
Air quality	1	2	3	4	5
Cleanliness of Lynchburg	1	2	3	4	5
Overall appearance of Lynchburg	1	2	3	4	5
Public places where people want to spend time	1	2	3	4	5
Variety of housing options	1	2	3	4	5
Availability of affordable quality housing.....	1	2	3	4	5
Fitness opportunities (including exercise classes and paths or trails, etc.).....	1	2	3	4	5
Recreational opportunities.....	1	2	3	4	5
Availability of affordable quality food	1	2	3	4	5
Availability of affordable quality health care	1	2	3	4	5
Availability of preventive health services.....	1	2	3	4	5
Availability of affordable quality mental health care	1	2	3	4	5

6. Please rate each of the following characteristics as they relate to Lynchburg as a whole:

	<i>Excellent</i>	<i>Good</i>	<i>Fair</i>	<i>Poor</i>	<i>Don't know</i>
Availability of affordable quality child care/preschool	1	2	3	4	5
K-12 education.....	1	2	3	4	5
Adult educational opportunities.....	1	2	3	4	5
Opportunities to attend cultural/arts/music activities.....	1	2	3	4	5
Opportunities to participate in religious or spiritual events and activities	1	2	3	4	5
Employment opportunities	1	2	3	4	5
Shopping opportunities.....	1	2	3	4	5
Cost of living in Lynchburg	1	2	3	4	5
Overall quality of business and service establishments in Lynchburg.....	1	2	3	4	5
Vibrant downtown/commercial area.....	1	2	3	4	5
Overall quality of new development in Lynchburg.....	1	2	3	4	5
Opportunities to participate in social events and activities.....	1	2	3	4	5
Opportunities to volunteer.....	1	2	3	4	5
Opportunities to participate in community matters.....	1	2	3	4	5
Openness and acceptance of the community toward people of diverse backgrounds.....	1	2	3	4	5
Neighborliness of residents in Lynchburg.....	1	2	3	4	5

7. Please indicate whether or not you have done each of the following in the last 12 months.

	<i>No</i>	<i>Yes</i>
Made efforts to conserve water	1	2
Made efforts to make your home more energy efficient.....	1	2
Observed a code violation or other hazard in Lynchburg (weeds, abandoned buildings, etc.).....	1	2
Household member was a victim of a crime in Lynchburg.....	1	2
Reported a crime to the police in Lynchburg.....	1	2
Stocked supplies in preparation for an emergency	1	2
Campaigned or advocated for an issue, cause or candidate.....	1	2
Contacted the City of Lynchburg (in-person, phone, email or web) for help or information.....	1	2
Contacted Lynchburg elected officials (in-person, phone, email or web) to express your opinion.....	1	2

8. In the last 12 months, about how many times, if at all, have you or other household members done each of the following in Lynchburg?

	<i>2 times a week or more</i>	<i>2-4 times a month</i>	<i>Once a month or less</i>	<i>Not at all</i>
Used Lynchburg recreation centers or their services	1	2	3	4
Visited a local park	1	2	3	4
Used Lynchburg public libraries or their services.....	1	2	3	4
Participated in religious or spiritual activities in Lynchburg	1	2	3	4
Attended a City-sponsored event	1	2	3	4
Used bus, rail or other public transportation instead of driving.....	1	2	3	4
Carpooled with other adults or children instead of driving alone	1	2	3	4
Walked or biked instead of driving.....	1	2	3	4
Volunteered your time to some group/activity in Lynchburg.....	1	2	3	4
Participated in a club.....	1	2	3	4
Talked to or visited with your immediate neighbors.....	1	2	3	4
Done a favor for a neighbor.....	1	2	3	4

9. Thinking about local public meetings (of local elected officials like City Council, advisory boards, town halls, HOA, neighborhood watch, etc.), in the last 12 months, about how many times, if at all, have you or other household members attended or watched a local public meeting?

	<i>2 times a week or more</i>	<i>2-4 times a month</i>	<i>Once a month or less</i>	<i>Not at all</i>
<u>Attended</u> a local public meeting	1	2	3	4
<u>Watched</u> (online or on television) a local public meeting.....	1	2	3	4

The City of Lynchburg 2017 Citizen Survey

10. Please rate the quality of each of the following services in Lynchburg:

	<i>Excellent</i>	<i>Good</i>	<i>Fair</i>	<i>Poor</i>	<i>Don't know</i>
Police services.....	1	2	3	4	5
Fire services.....	1	2	3	4	5
Ambulance or emergency medical services.....	1	2	3	4	5
Crime prevention.....	1	2	3	4	5
Fire prevention and education.....	1	2	3	4	5
Traffic enforcement.....	1	2	3	4	5
Street repair.....	1	2	3	4	5
Street cleaning.....	1	2	3	4	5
Street lighting.....	1	2	3	4	5
Snow removal.....	1	2	3	4	5
Sidewalk maintenance.....	1	2	3	4	5
Traffic signal timing.....	1	2	3	4	5
Bus or transit services.....	1	2	3	4	5
Garbage collection.....	1	2	3	4	5
Recycling.....	1	2	3	4	5
Yard waste pick-up.....	1	2	3	4	5
Storm drainage.....	1	2	3	4	5
Drinking water.....	1	2	3	4	5
Sewer services.....	1	2	3	4	5
Water utility billing.....	1	2	3	4	5
City parks.....	1	2	3	4	5
Recreation programs or classes.....	1	2	3	4	5
Recreation centers or facilities.....	1	2	3	4	5
Land use, planning and zoning.....	1	2	3	4	5
Code enforcement (weeds, abandoned buildings, etc.).....	1	2	3	4	5
Animal control.....	1	2	3	4	5
Economic development.....	1	2	3	4	5
Health services.....	1	2	3	4	5
Public library services.....	1	2	3	4	5
Public information services.....	1	2	3	4	5
Cable television.....	1	2	3	4	5
Emergency preparedness (services that prepare the community for natural disasters or other emergency situations).....	1	2	3	4	5
Preservation of natural areas such as open space, farmlands and greenbelts.....	1	2	3	4	5
Lynchburg open space.....	1	2	3	4	5
City-sponsored special events.....	1	2	3	4	5
Overall customer service by Lynchburg employees (police, receptionists, planners, etc.).....	1	2	3	4	5

11. Overall, how would you rate the quality of the services provided by each of the following?

	<i>Excellent</i>	<i>Good</i>	<i>Fair</i>	<i>Poor</i>	<i>Don't know</i>
The City of Lynchburg.....	1	2	3	4	5
The Federal Government.....	1	2	3	4	5

12. Please rate the following categories of Lynchburg government performance:

	<i>Excellent</i>	<i>Good</i>	<i>Fair</i>	<i>Poor</i>	<i>Don't know</i>
The value of services for the taxes paid to Lynchburg.....	1	2	3	4	5
The overall direction that Lynchburg is taking.....	1	2	3	4	5
The job Lynchburg government does at welcoming citizen involvement.....	1	2	3	4	5
Overall confidence in Lynchburg government.....	1	2	3	4	5
Generally acting in the best interest of the community.....	1	2	3	4	5
Being honest.....	1	2	3	4	5
Treating all residents fairly.....	1	2	3	4	5

13. Please rate how important, if at all, you think it is for the Lynchburg community to focus on each of the following in the coming two years:

	<i>Essential</i>	<i>Very important</i>	<i>Somewhat important</i>	<i>Not at all important</i>
Overall feeling of safety in Lynchburg	1	2	3	4
Overall ease of getting to the places you usually have to visit	1	2	3	4
Quality of overall natural environment in Lynchburg	1	2	3	4
Overall “built environment” of Lynchburg (including overall design, buildings, parks and transportation systems)	1	2	3	4
Health and wellness opportunities in Lynchburg.....	1	2	3	4
Overall opportunities for education and enrichment.....	1	2	3	4
Overall economic health of Lynchburg.....	1	2	3	4
Sense of community	1	2	3	4

14. Please indicate how much of a source, if at all, you consider each of the following to be for obtaining information about the City government and its activities, events and services?

	<i>Major source</i>	<i>Minor source</i>	<i>Not a source</i>
City web site (www.lyncburgva.gov).....	1	2	3
Local news media (i.e., television, newspapers, etc.)	1	2	3
The local government Comcast Cable Channel 15	1	2	3
Monthly City newsletter in the <i>News & Advance</i> (City Source)	1	2	3
City Council meetings and other public meetings	1	2	3
City communications via social media (i.e. Facebook, Twitter, etc.).....	1	2	3

15. Some cities provide citizens with locations other than City Hall (convenience/neighborhood stores, etc.) to pay for water, real estate and other bills and services. If the City of Lynchburg provided this option, how likely or unlikely would you be to use this service?

☐ Very likely ☐ Somewhat likely ☐ Somewhat unlikely ☐ Very unlikely ☐ Don't know

16. First, please indicate how much of a priority, if at all, each of the following areas should be to the City and its community partners (businesses, academic institutions, non-profits, etc.) and second, please rate to what extent progress has been made in each area in the last two years:

	<i>High priority</i>	<i>Moderate priority</i>	<i>Low priority</i>	<i>Not a priority</i>	<i>Significant progress</i>	<i>Some progress</i>	<i>Little progress</i>	<i>No progress</i>
Building partnerships with the business community, surrounding counties, local institutions of higher learning and other organizations	1	2	3	4	1	2	3	4
Reducing poverty	1	2	3	4	1	2	3	4
Increasing access to out-of-school activities for children	1	2	3	4	1	2	3	4
Ensuring children are kindergarten ready	1	2	3	4	1	2	3	4
Providing a comprehensive transportation system (e.g., bikeways, trails, transit, etc.).....	1	2	3	4	1	2	3	4
Providing access to quality health care services ...	1	2	3	4	1	2	3	4
Providing quality affordable housing for all income levels.....	1	2	3	4	1	2	3	4
Providing stable, quality employment opportunities for residents	1	2	3	4	1	2	3	4
Treating all residents fairly and equally regardless of race or any other factor.....	1	2	3	4	1	2	3	4
Ensuring children are successful in school.....	1	2	3	4	1	2	3	4

17. Is there a community issue or concern to you that is not addressed in this survey? Please explain.

The City of Lynchburg 2017 Citizen Survey

Our last questions are about you and your household. Again, all of your responses to this survey are completely anonymous and will be reported in group form only.

D1. How often, if at all, do you do each of the following, considering all of the times you could?

	<i>Never</i>	<i>Rarely</i>	<i>Sometimes</i>	<i>Usually</i>	<i>Always</i>
Recycle at home.....	1	2	3	4	5
Purchase goods or services from a business located in Lynchburg.....	1	2	3	4	5
Eat at least 5 portions of fruits and vegetables a day	1	2	3	4	5
Participate in moderate or vigorous physical activity	1	2	3	4	5
Read or watch local news (via television, paper, computer, etc.).....	1	2	3	4	5
Vote in local elections	1	2	3	4	5

D2. Would you say that in general your health is:

- ☐ Excellent ☐ Very good ☐ Good ☐ Fair ☐ Poor

D3. What impact, if any, do you think the economy will have on your family income in the next 6 months? Do you think the impact will be:

- ☐ Very positive ☐ Somewhat positive ☐ Neutral ☐ Somewhat negative ☐ Very negative

D4. What is your employment status?

- ☐ Working full time for pay
☐ Working part time for pay
☐ Unemployed, looking for paid work
☐ Unemployed, not looking for paid work
☐ Fully retired

D5. Do you work inside the boundaries of Lynchburg?

- ☐ Yes, outside the home
☐ Yes, from home
☐ No

D6. How many years have you lived in Lynchburg?

- ☐ Less than 2 years ☐ 11-20 years
☐ 2-5 years ☐ More than 20 years
☐ 6-10 years

D7. Which best describes the building you live in?

- ☐ One family house detached from any other houses
☐ Building with two or more homes (duplex, townhome, apartment or condominium)
☐ Mobile home
☐ Other

D8. Is this house, apartment or mobile home...

- ☐ Rented
☐ Owned

D9. About how much is your monthly housing cost for the place you live (including rent, mortgage payment, property tax, property insurance and homeowners' association (HOA) fees)?

- ☐ Less than \$300 per month
☐ \$300 to \$599 per month
☐ \$600 to \$999 per month
☐ \$1,000 to \$1,499 per month
☐ \$1,500 to \$2,499 per month
☐ \$2,500 or more per month

D10. Do any children 17 or under live in your household?

- ☐ No ☐ Yes

D11. Are you or any other members of your household aged 65 or older?

- ☐ No ☐ Yes

D12. How much do you anticipate your household's total income before taxes will be for the current year? (Please include in your total income money from all sources for all persons living in your household.)

- ☐ Less than \$25,000
☐ \$25,000 to \$49,999
☐ \$50,000 to \$99,999
☐ \$100,000 to \$149,999
☐ \$150,000 or more

Please respond to both questions D13 and D14:

D13. Are you Spanish, Hispanic or Latino?

- ☐ No, not Spanish, Hispanic or Latino
☐ Yes, I consider myself to be Spanish, Hispanic or Latino

D14. What is your race? (Mark one or more races to indicate what race you consider yourself to be.)

- ☐ American Indian or Alaskan Native
☐ Asian, Asian Indian or Pacific Islander
☐ Black or African American
☐ White
☐ Other

D15. In which category is your age?

- ☐ 18-24 years ☐ 55-64 years
☐ 25-34 years ☐ 65-74 years
☐ 35-44 years ☐ 75 years or older
☐ 45-54 years

D16. What is your sex?

- ☐ Female ☐ Male

D17. Do you consider a cell phone or land line your primary telephone number?

- ☐ Cell ☐ Land line ☐ Both

Thank you for completing this survey. Please return the completed survey in the postage-paid envelope to: National Research Center, Inc., PO Box 549, Belle Mead, NJ 08502



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LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **November 14, 2017**

AGENDA ITEM #: **4**

CONSENT:
ACTION: **X**

REGULAR:
INFORMATION:

WORK SESSION: **X**

CLOSED SESSION:
(Confidential)

ITEM TITLE: Rotary Centennial Riverfront Skatepark Operation

KEY ELEMENTS:

☒ Economic Development ☐ Excellent Government ☒ Natural and Built Environment ☒ Safe Community ☒ Vibrant Community

RECOMMENDATION: Uphold the adopted Memorandum of Understanding between the City of Lynchburg and Amazement Square, Inc. (Attachment A) by requesting a deed transfer of 1.56 acres of land adjacent to the signal tower from Amazement Square, Inc. back to the City. The property known as Rotary Centennial Riverfront Skatepark and all improvements on said property to be transferred to the City. Approve the operation of Rotary Centennial Riverfront Skatepark under the umbrella of Lynchburg Parks and Recreation Department. Approve the Proposed Budget (attachment) for an unsupervised, skate-at-your-own-risk skatepark.

SUMMARY: November 6, 2003 – Memorandum of Understanding (Attachment A) signed between City Manager and Amazement Square Executive Director. Key elements include:

- City contributes \$50,000 for construction.
- City will donate 1.56 acres adjacent Signal Tower building to Amazement Square Incorporated.
- The City will retain an easement through the property for purposes of expanding the trail system in conjunction with riverfront development.
- Amazement Square will have sole cost and expense of operating the complex.
- Amazement Square will obtain liability insurance and name the City as additionally insured.
- Amazement Square will raise the funds for design and capital costs with anticipated capital cost of \$150,000-\$225,000.
- "The Agreement shall remain in effect as long as Amazement Square Incorporated operates a skatepark and utilizes the donated property for such purposes. At any time that Amazement Square no longer operates a skatepark on the donated property, such property and all improvements located on said property will revert to the ownership of the City. With such an occurrence, the City, at its discretion, may operate the skatepark, enter into agreement with another party to operate the park, or develop the property for other purposes."

Summer of 2004 - Skatepark opens

May 2004 - City Council agrees to sign an MOU whereby real estate taxes on the skateboard park would be returned to Amazement Square Inc., as a contribution to operating costs.

October 2008 - Council voted to continue the real estate reimbursement to Amazement Square Inc.

January 6, 2017 – Letter from President and CEO of Amazement Square Inc. to Lynchburg City Manager. Key elements from Amazement Square Inc. CEO:

- "After more than 10 years of trying to operate the park, we are finding that we are unable to continue absorbing operational losses."
- "Admission was reduced from \$5 to \$1 and safety requirements were lowered as well."
- "The Parks and Recreation Department had indicated to me an interest in managing the park. If the City would be willing to incorporate the park into the Parks and Recreation programs by acquiring it from Amazement Square."

April and May 2016 – Fairview Neighborhood Meetings. Key Action Item: More positive places and programs for teenagers.

PRIOR ACTION(S): December 10, 2002 – City Council Work Session Item: Skatepark. Director Kay Frazier

presented information regarding building a skatepark in Lynchburg. The subject had been explored from 1992-1999 when the original proposal for a skatepark in Lynchburg was first presented to City Council. The concept floundered due to capital funding and location issues. Then in 2002, another presentation to City Council revealed that Amazement Square Incorporated made a proposal to Lynchburg Parks and Recreation to build a skatepark for the youth of Lynchburg. This proposal involved transferring City owned property to Amazement Square.

August 12, 2003 – City Council Work Session Item: Skatepark Memorandum of Understanding. City Council approves the basic elements of the agreement.

May 25, 2004 - City Council agrees to sign an MOU whereby real estate taxes on the Skatepark would be returned to Amazement Square Inc., as a contribution to operating costs.

October 27, 2008 - Council voted to continue the real estate reimbursement to Amazement Square Inc. for the skatepark and every year thereafter as part of the budget process.

FISCAL IMPACT: Estimated total cost of the Proposed Budget is \$13,574. The amount will be offset by a 70/30 split of operational cost at between Lynchburg Parks and Recreation and the Public Works Department.

CONTACT(S): Charles Hartgrove, Deputy City Manager, 455-3990
Jennifer Jones, Director of Parks and Recreation, 455-5858

ATTACHMENT(S): Resolution
A - Memorandum of Understanding
B - Amazement Square Incorporated Letter – January 2017
C - Centennial Riverfront Skatepark Proposal
D - Proposed Budget – Unsupervised
E - Save our Skatepark Executive Summary
F - Lynchburg Police Statistics
G - Newspaper Articles
H - Letter from Amazement Square VP of Operations 11-6-17
I - Letter from City Manager to Amazement Square 6-3-04
J - Powerpoint presentation

REVIEWED BY: BMS

RESOLUTION:

WHEREAS, Lynchburg City Council endorsed Amazement Square Inc. to build Rotary Centennial Riverfront Skatepark for Lynchburg youth in 2003 per Memorandum of Understanding,

WHEREAS, Amazement Square Incorporated after more than 10 years of trying to operate the park, were unable to continue absorbing operational expenses and requested the City to incorporate the park into the Parks and Recreation programs by acquiring it from Amazement Square, Inc.

WHEREAS, numerous neighborhood meetings urge key action by the City to provide more positive places and programs for teenagers. Opening the skatepark will be another positive place for teens fulfilling the action item from the Fairview Neighborhood meetings.

WHEREAS, Lynchburg Parks and Recreation Department's mission is to contribute to a healthy, active, and educated community, providing stewardship and management of parklands, trails and civic facilities and creating opportunities for all people to participate in a rich variety of recreational activities. Providing the infrastructure for healthy active living, specifically for children, teenagers and young adults is a goal of Lynchburg Parks and Recreation.

WHEREAS, opening and operating the Skatepark will provide a safe and legal place for skateboarders to be active and practice their extreme sport. Providing a free sport facility is in line with parks and recreation's social equity pillar removing barriers to parks and recreation benefits by being affordable for all.

BE IT RESOLVED THAT THE COUNCIL OF THE CITY OF LYNCHBURG hereby approves the staff recommendation to uphold the adopted Memorandum of Understanding between the City of Lynchburg and Amazement Square, Inc. (Attachment A) by requesting a deed transfer of 1.56 acres of land adjacent to the signal tower known as the Rotary Centennial Riverfront Skatepark and all improvements on said property from Amazement Square, Inc. back to the City.

BE IT FURTHER RESOLVED THAT THE COUNCIL OF THE CITY OF LYNCHBURG approves the operation of Rotary Centennial Riverfront Skatepark under the umbrella of Lynchburg Parks and Recreation Department and hereby approves the Proposed Budget (Attachment D) for [aan](#) unsupervised, skate-at-your-own-risk Skatepark.

Adopted:

Certified:

Clerk of Council

150K



MEMORANDUM OF UNDERSTANDING

BETWEEN THE CITY OF LYNCHBURG AND AMAZEMENT SQUARE, INC.

I. PURPOSE

The purpose of this Memorandum of Understanding (MOU) is to provide for the design, construction and operation of a skatepark to be built on the riverfront in conjunction with development by Amazement Square, Inc. of a skatepark complex. The complex includes a skatepark, museum, café, parking and skateshop. The City of Lynchburg (the City) and Amazement Square, Inc. (ASI) shall work cooperatively to design and construct a skatepark within the complex for the benefit of the Lynchburg community. The purpose of this MOU is to formalize the local government and non-governmental partnership, and to set forth the general terms and conditions that will guide these agencies/organizations in establishing and sustaining a long-term working relationship.

II. BACKGROUND

Citizens have consistently expressed a desire to have a skatepark located in the Central Virginia area. Most have looked towards the City to take a leading role to design, finance, build, and manage a skatepark. Records in Parks and Recreation show that this has been a topic of discussion since 1992. In December 1999, after benchmarking across the state and meeting with stakeholders, Parks and Recreation reported to City Council on a proposal for a skatepark. Subsequently, City Council appropriated fifty thousand dollars (\$50,000) in capital funding towards the project that was anticipated to cost \$100,000 to \$300,000. Major issues remained to be resolved to successfully build a skatepark: finding a suitable location, resourcing additional capital funding needs, and identifying a non-profit organization that could serve as the fund raising entity for the project.

In December 2002, City staff and a representative of ASI proposed to City Council that a partnership be formed between the two organizations to design and build a skatepark in conjunction with ASI's plans to renovate the Signal Tower building on the riverfront. City Council endorsed this proposal.

Since December 2002, community meetings have been held, conceptual site plans developed, and a partnership with a major civic organization is under development. Phase I of the construction is set to begin in October 2003 with opening day for the skatepark scheduled for May 2004.

It is the goal of both the City and ASI to design, construct and manage a skatepark of the highest quality for the benefit of the general public. This MOU serves to guide both organizations in the pursuit of that common goal.

III. THE CITY OF LYNCHBURG'S RESPONSIBILITIES

The City shall contribute fifty thousand dollars (\$50,000) for the construction of the skatepark. The City will also donate approximately .75 acres of land adjacent to the Signal Tower building to ASI. This property is to be used for the sole purpose of constructing and operating a skatepark. The City will retain an easement through the property for purposes of expanding the trail system in conjunction with riverfront development. Furthermore, the City shall be committed to a long-term partnership with ASI to promote the skatepark and to develop joint programs. The City shall provide expertise to ASI in the design, construction and operation of the skatepark.

IV. AMAZEMENT SQUARE, INC'S RESPONSIBILITIES

ASI, at its sole cost and expense, will operate the skatepark complex. The operation of the park includes, but is not limited to, maintenance, repair and replacement of ramps, utilities, development and enforcement of park rules, park supervision, and assumption of liability. ASI shall obtain liability insurance in the amount that they deem appropriate and name the City, its employees, and officials as an additional insured. In case of flood conditions, ASI will be responsible for securing the park and moving all portable ramps to a safe location. ASI will work to hold entrance fees to the skatepark at a reasonable, affordable rate. All revenues generated from the skatepark will belong to Amazement Square to assist with offsetting operating and improvement costs.

ASI will raise funds for the capital costs of the design and construction of the skatepark for all amounts necessary above the fifty thousand dollar (\$50,000) contribution of the City. The anticipated capital costs for the skatepark are \$150,000-\$225,000. ASI will work to develop a partnership with a major civic group and establish the civic group as a major contributor with potential naming rights of the skatepark.

ASI will manage the design and construction of the skatepark, seeking input from City representatives and park user groups.

V. TERMS AND TERMINATION CLAUSE

The parties acknowledge that a long-term, sustained relationship is essential to the benefit of all in order to build and operate a skatepark for the public good. This agreement shall remain in effect as long as ASI operates a skatepark and utilizes donated property for such purposes. At anytime that ASI no longer operates a skatepark on the donated property, such property and all improvements located on said property shall revert to the ownership of the City. With such an occurrence, the City, at its discretion, may operate the skatepark, enter into agreement with another party to operate the park, or develop the property for other purposes.

In consideration of the efforts of all parties, this MOU shall in effect until terminated by either the City or ASI. The MOU may only be terminated by either of the parties for good cause and not simply for the convenience of either party.

VI. COMPLIANCE WITH FEDERAL AND STATE RULES AND REGULATIONS

The City and ASI, in conformance with all applicable state and federal laws and regulations, shall perform all activities specified in this MOU.

VII. EFFECTIVE DATE

This agreement is effective immediately upon endorsement by ASI Board of Directors and the City of Lynchburg.

IX. CHANGES TO THIS MOU

ASI and the City may mutually agree, in writing, to modify this MOU at any time. This MOU shall be reviewed every twelve (12) months during a formal meeting between representatives of the City and ASI. The City representatives shall be appointed at the discretion of the City Manager.

WITNESS the following duly authorized signatures and seals:

CITY OF LYNCHBURG VA

By: L. Kimball Payne

L. Kimball Payne

Its: City Manager

Date: 11/6/03

COMMONWEALTH OF VIRGINIA,

CITY OF LYNCHBURG, to-wit:

Acknowledged before me by L. Limball Payne, this 6 day of
November, 2003.

Valeri P. Chant

Notary Public

My commission expires April 30, 2006.

AMAZEMENT SQUARE, INC.

By: Mort Sajadian

Its: Executive Director CEO

Date: 10/31/03

COMMONWEALTH OF VIRGINIA,

CITY OF LYNCHBURG, to-wit:

Acknowledged before me by Mort Sajadian, this 6 day of
November, 2003.

Valeri P. Chant

Notary Public

My commission expires April 30, 2006.



Mort Sajadian, PhD
President/CEO

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Ms. Bonnie Svrcek
Lynchburg City Manager
City Hall
900 Church Street
Lynchburg VA 24504

January 6, 2017

Dear Bonnie,

I trust you had a wonderful holiday season and a great start to the New Year.

As a follow up to our conversation in December about the Riverfront Skate Park, I ask that you and Lynchburg City Council to respectfully consider the following proposal.

As you know, Amazement Square, some 10 years ago undertook the task of creating a quality Skate Park for our community with care and aesthetic sensitivity that respected the historic surroundings of the park and downtown, and in anticipation of future revitalization plans for our riverfront.

After more than 10 years of trying to operate the park, we are finding that we are unable to continue absorbing the operation losses we have been incurring for the past several years. Since opening the park, we reduced admission from \$5 to \$1 and even lowered some safety requirements (the need for knee and elbow pads) to make the park more attractive to the older skaters in the community.

We are now at a point when, for the financial health of Amazement Square, we must reevaluate best options for the museum and the park facility. If the museum remains responsible for the park, we will need to wholly reconsider the purpose of this space. Based on a number of museum visitor surveys conducted over the past couple of years, we could convert the park into an outdoor exhibit/waterworks facility, something that would have wider appeal and better potential to supplement earned income for the museum and entertainment taxes for the City.

We realize that when we first initiated this project, the City partnered with Amazement Square and generously donated the land for the skate park. Amazement Square raised and invested almost \$600,000 to create the park, and perhaps we were ahead of the time in creating the type of Skate Park our skaters needed: a facility that would provide mentoring programs for younger beginning skaters, climate controlled lounge and bathroom facilities, have lights for evening skating and require the use of helmets.



As I indicated during our meeting in December, the Parks & Recreation Department had indicated to me an interest in managing the park, so perhaps all is not lost if the City would be willing to incorporate the park into the Parks & Recreation programs by acquiring it from Amazement Square. We would certainly be open to work with the City to make this process happen over a 5-6 year period so that it could, more easily, be incorporated into the City's annual operating budget.

To make this process a more positive experience for the City and our community, Amazement Square would be willing to recognize the positive nature of this transaction/partnership by offering museum visitors a \$2 admission discount to all residents of the City of Lynchburg for the duration of the 5-6 year buy-back period.

I believe this proposed transfer of ownership of the park is a win-win partnership for the City, Amazement Square and Parks & Recreation Department, and I look forward to hearing your thoughts. I would be happy to meet with you and members of the City Council at a close session meeting to further discuss how this plan could work.

Sincerely,

Mort Sajadian, PhD
President & CEO

Rotary Centennial Riverfront Skatepark Operation Proposal

Lynchburg Parks and Recreation Department

Background:

December 10, 2002 – City Council Work Session Item: Skatepark. Director Kay Frazier presented information regarding building a skatepark in Lynchburg. The subject had been explored from 1992-1999 when the original proposal for a skatepark in Lynchburg was first presented to City Council. The concept floundered due to capital funding and location issues. Then in 2002, another presentation to City Council revealed that Amazement Square Incorporated made a proposal to Lynchburg Parks and Recreation to build a skatepark for the youth of Lynchburg. This proposal involved transferring City owned property to Amazement Square.

August 11, 2003 – **The Lynchburg Rotary Club** is officially recognized for contributing approximately \$100,000 towards construction costs for the new Skatepark in trade for naming rights of the facility – Centennial Rotary Complex. Also in this document is a new estimate of \$370,000 for the skatepark construction. Today's assessed value of improvements is valued at approximately \$457,400. Currently two Lynchburg Rotary Clubs have contributed approximately \$120,000.

August 12, 2003 – City Council Work Session Item: Skatepark Memorandum of Understanding (City Council approves the basic elements of the agreement).

November 6, 2003 – Memorandum of Understanding (see attachment) signed between City Manager, Kim Payne and Amazement Square Executive Director, Mort Sajadian. Key elements include:

- City contributes \$50,000 for construction
- City will donate 1.56 acres adjacent to the Signal Tower building to Amazement Square.
- The City will retain an easement through the property for purposes of expanding the trail system in conjunction with riverfront development.
- Amazement Square will have sole cost and expense of operating the complex.
- Amazement Square will obtain liability insurance and name the City as additionally insured.
- Amazement Square will raise the funds for design and capital costs with anticipated capital cost of \$150,000-\$225,000.
- The Agreement shall remain in effect as long as Amazement Square Incorporated operates a skatepark and utilizes the donated property for such purposes. **At any time that Amazement Square no longer operates a skatepark on the donated property, such property and all improvements located on said property will revert to the ownership of the City. With such an occurrence, the City, at its discretion, may operate the skatepark, enter into agreement with another party to operate the park, or develop the property for other purposes.**

Summer of 2004 Skatepark opens

May 2004 – City Council agrees to sign an MOU whereby real estate taxes on the skateboard park would be returned to Amazement Square Inc., as a contribution to operating costs.

October 2008 – Council voted to continue the real estate reimbursement to Amazement Square prompted by new real estate assessment.

January 6, 2017 – Letter from Mort Sajadian, President and CEO of Amazement Square Inc. to Bonnie Svrcek, Lynchburg City Manager. Key elements from Mort Sadjadian:

- “After more than 10 years of trying to operate the park, we are finding that we are unable to continue absorbing operational losses.”
- “Admission was reduced from \$5 to \$1 and safety requirements were lowered as well.”
- “The Parks and Recreation Department had indicated to me an interest in managing the park....if the City would be willing to incorporate the park into the Parks and Recreation programs by acquiring it from Amazement Square.”

Points to Consider:

- If **helmets are required** then staffing to enforce the requirement should also be implemented.
- If **skating at your own risk** with safety equipment recommended is the preferred model then man-hours for supervision could be significantly cut back.
- **Lynchburg Rotary was promised naming rights** for a Skatepark. Conversion to something else would be bad form.
- According to the Memorandum of Understanding, now that the President and CEO of Amazement Square has acknowledged closing the park due to the cost prohibitive nature of Skatepark operation, it should **revert back to the City free of charge per MOU**.
- **The Director of Parks and Recreation acknowledges the desire to operate the Rotary Centennial Riverfront Skatepark based on citizen feedback in the form of telephone calls and public requests regarding the skatepark.** In other words, this healthy active recreation opportunity should be provided to our City’s youth per disgruntled Skateboarding parents who want a safe and legal place for their children to skateboard. **The prolonged interest** in this activity (it has been studied and considered since 1992) compels our department to provide this recreation infrastructure to the youth of Lynchburg and the surrounding area. Parks and Recreation **was charged with providing more positive places and programs for teens** after the Younger Park shootings as a result of the Fairview Neighborhood meetings. This addition to the park system would create a positive place for teens.
- Should a fee be charged to use the facility? **If we decide to staff the facility then a \$1 admission fee** would be in line with our mission to provide infrastructure for healthy active living as well as our social equity pillar (affordability) while still defraying direct staff costs. For instance we don’t charge to use basketball courts, tennis courts or parks and trails, but we do charge for the pool, leagues and classes because there are direct staff costs associated with their operation.
- The facility when operated by the Lynchburg Parks and Recreation fall under **State Code of Virginia § 15.2-1809. Liability of localities in the operation of parks, recreational facilities and playgrounds.**
“No city or town which operates any park, recreational facility or playground shall be liable in any civil action or proceeding for damages resulting from any injury to the person or from a loss

of or damage to the property of any person caused by any act or omission constituting ordinary negligence on the part of any officer or agent of such city or town in the maintenance or operation of any such park, recreational facility or playground. Every such city or town shall, however, be liable in damages for the gross negligence of any of its officers or agents in the maintenance or operation of any such park, recreational facility or playground. The immunity created by this section is hereby conferred upon counties in addition to, and not limiting on, other immunity existing at common law or by statute.” The skatepark would certainly fall under a “recreation facility”. This means that gross negligence must be proven in any law suit. Gross negligence means that we knew of a hazard and didn’t fix it – **very different from negligence and the liability standard that Amazement Square, a private corporation operated under.**

- **The City’s excess coverage insurance policy would cover the operation of the skate board park.** The City would need to list the skate board park as one of the facilities the City operates on the list of facilities we provide to the insurance carrier. The fact the City’s excess coverage insurance will cover the skate board however, the city has to pay the first \$500,000 of any claim. **For all the aforementioned laws and liability to apply, the ownership must come back to the City.** The City Attorney’s office can prepare the deed for signature by Amazement Square Inc. to convey the property back to the City.

City Staff Recommendation:

Accept the land and improvements transfer of the Rotary Centennial Riverfront Skatepark back to the City for operation via deed conveyance.

Approve the Proposed Budget. The skatepark rules will change to state “**Skate at Your Own Risk**” – helmets, elbow and knee pads strongly recommended.”

| The Rotary Centennial Riverfront Skatepark will be **daily with operating hours to be determined, possibly dusk to dawn.**

The entrance gate will be left open unless unacceptable behaviors, accidents or legitimate complaints dictate otherwise.

The skatepark will be unsupervised unless unacceptable behaviors, accidents or legitimate complaints dictate otherwise.

This is a pilot project that will be reviewed every 3 months with a full reassessment after 1 year of operation. After a year of operation the City may open the café and skate shop **only if** the attendance and feedback indicates that operating either of these amenities would be sustainable.

*These recommendations are made with the knowledge that operating costs must be at a minimum in fiscal year 2018 as the funds are unrequested in FY2018 budget. **The Lynchburg Parks and Recreation Department and Public Works Department will share the cost of operation in the first year.** Therefore:

Proposed Budget – Unmanned skate park total cost = \$13,574

Total Cost	\$9,574/PR Responsibility
	\$4,037/PW

These recommendations may change after a year of operation of the skatepark as appropriate feedback about use patterns and customer requests can be studied. This bare minimum unmanned skate park operation could be done for about **\$13,574 per year**.

A donation Pipe Safe will be added to the facility to help defray expenses.

A partnership will be formed with both the Skatepark Advocacy Group and the Girl Skate Group. The City will request assistance with maintenance, programming and fund raising.

The potential opportunity cost of not providing the skatepark (a positive place and program for teens) is \$81,444/ year based on an oft cited study: *The Rationale for Recreation Services for Youth: An Evidenced Based Approach” by Witt and Caldwell. This study suggests that **for every dollar spent on afterschool programs and providing positive places for children and teens saves \$6 in crime court and detention costs.**

Additional General Information about Skate Parks:

Helmet Required National Study reveals that out of 1000 skate park policies surveyed, 37.7% indicated that helmets were required.

Skateboarding Injuries; most skateboarding injuries happen to inexperienced skateboarders about 2% of participants per year and the most common injuries among skateboarders are ankles (26%) and wrists (74%). Skateboarding ranks 7 out of the top 14 injury related type sport or recreational activity with football and basketball at #1 and #2.

The summary of the skateboarding injury statistics: There are 8.5 million skateboard participants, each year 66,000 are injured which is 2%. Most of the injuries are ankles and wrists and involve novice skaters. Head injuries occur more often on playgrounds, playing contact sports and riding bicycles. The conclusion was that head injuries though not very common, when they do occur during skateboarding tend to be more severe.

Skateboarding ranks # 2 as the most popular extreme sport in the US and # 3 among young adult outdoor activities.

No additional insurance is needed for a skate park whether helmets are required or not.

In a 2014 study, polling from both National and Virginia localities revealed:

- Areas that have Skate Parks in operation, the majority do have fenced areas.
- Of those polled in Virginia, 8 parks required helmets though only 3 of 8 enforced the rule with an attendant while 2 loosely enforced the rule and 3 did not enforce the rule at all.
- In the National survey, 5 of 8 parks required helmets, 4 enforced the rule through the use of an attendant and one was loosely enforced. Three of the 8 parks only recommend helmets. The skate parks with 100% helmet enforcement had paid attendants/monitors to enforce the rule.

Projected Budget: Rotary Centennial Riverfront Skatepark - Unsupervised

There are models for “skate-at- your-own-risk” skateparks. One of the longer operating unsupervised skateparks is in Staunton, Virginia. Their signage is explicit about inherent risks and that helmets are strongly recommended. There is no admission fee for the unsupervised skatepark model.

Estimated 2018 Lynchburg Parks and Recreation Operating Budget Expenses

<u>On-Site Personnel / Part-time staff - Unsupervised</u>	0
<u>Management/Administrative Staff</u>	
2 hours per week @ \$15/hour X 52 weeks	\$1,560.00
Taxes and Benefits	\$514.80
Maintenance Staff	\$6,500.00
Total Personnel	\$8,574.80
 <u>Facility Operation</u>	
Maintenance Supplies	\$5000.00
 Total Estimated Cost to Operate	 \$13,574.80

ROTARY CENTENNIAL SKATEPARK- SAVE OUR SKATEPARK LYH



Executive Summary

Prepared for: City of Lynchburg Council and Manager

November 5, 2017

Prepared by: L. B. Dianich

Save our Skatepark Advocacy Group

Co-Organizers: Jeff Gray and Lauren Dianich

Youth Advocate: Eric Braithwaite

Treasurer: Jeff Suter

Secretary: Katie Addis Basten

Community and Girl Skate Advocate: Paula Brent

ROTARY CENTENNIAL SKATEPARK- SAVE OUR SKATEPARK LYH EXECUTIVE SUMMARY

Objective Reopen the Rotary Centennial Skatepark so that it is available to the general public 7 days a week from dawn to dusk. Transfer operation and ownership from Amazement Square Inc (ASI) to the City of Lynchburg per 2003 Memorandum of Understanding.

Fiscal Responsibility: Taxpayer dollars paid for \$50,000 of the park and the \$50,000 land cost. It is irresponsible to ignore that aspect. Loss of tourist revenue from visiting skate families will ensue.

Breach of trust to the Rotary Club whose name is on the park to close it and ignore donor intent

Environmental Responsibility: Park has a lifespan of 80-100 years based on the high-quality, high strength concrete used. Closing the park now is irresponsible and adds unnecessary waste to our landfill.

History of Skatepark Park and Mismanagement from 2013-2017

2003-2008 Planning for the park took place

2003 Memorandum of Understanding signed by Lynchburg's City Manager and ASI Executive Director Mort Sajadian

2008-2013 Skaters were pleased with the park but requested more operational hours. No increase despite requests. Volunteers were active and helped on Saturday hours.

2013-2016 Park hours limited to two days a week from 12pm -5pm. With hours only 2 days a week, participation will decline rapidly for any gym, YMCA, or business.

2013 Requests for more hours on Facebook and in meetings with ASI Exec Director led to no increase in hours. Save our Skatepark becomes more vocal.

2016 News and Advance included a detailed article the dispute between the skaters and ASI on 2-19-16

2016-2017 ASI told skaters park was closing for renovations which never took place. Later they said they were closed due to construction on the new museum wing on other side of the train tracks. This construction did not infringe on the operation of the skatepark. This was an empty excuse.

Inactive Website: The website has been inactive for so long that the domain name has been taken over by a mid-western skatepark.

Advocacy Group ASI did not provide an advocacy group or subcommittee for the skatepark. They repeatedly ignored skater and parent concerns and left all decisions up to the sole discretion of Mort Sajadian.

Safety Per 10-23-17 call to Lynchburg Police Officer Isner, there have been 6 citations, no arrests, in 9 years. In 13 years, there have been 111 calls, most from Amazement Square for skaters skating after hours Bedford Sheriff Deputy Captain Mike Miller relayed that the unmanned Falling Creek Skatepark, "has been the best thing to happen to Bedford in a long time"....lots of young children, families with picnics, teenagers, and older skaters use the park in harmony with no arrests.

Maintenance: Skateparks do not require mowing, referees, or coaches like some other sports.

ROTARY CENTENNIAL SKATEPARK- SAVE OUR SKATEPARK LYH EXECUTIVE SUMMARY

History of Skatepark Park and Mismanagement from 2013-2017

- 2003-2008 Planning for the park took place
- 2003 Memorandum of Understanding signed by Lynchburg's City Manager and ASI Executive Director Mort Sajadian
- 2008-2013 Skaters were pleased with the park but requested more operational hours. No increase despite requests. Volunteers were active and helped on Saturday hours. The park was never allowed to be open before 2:30pm on school days to avoid "attracting truants". This kept homeschooling families out of the park as well as city visitors and college students.
- 2013-2016 Park hours limited to two days a week from 12pm -5pm.
With hours only 2 days a week, even our YMCA would lose membership.
Signs were not posted during this period showing the hours. Only Facebook was used and ASI would wait until 11 am each day to list if the park would be open for that Saturday or Sunday.
-Repeated long-term closures: Mort Sajadian relayed to us on 10-3-17 that he would close the park for a month if there was any vandalism to "make a point". All skaters shouldn't be punished for the act of one individual. If our schools did this they would never be open.
- 2013 Requests for more hours on Facebook and in meetings with ASI Exec Director led to no increase in hours. Save our Skatepark becomes more vocal. **
- 2016 News and Advance included a detailed article the frustration of the skaters and ASI on 2-19-16 and the **formation of Save Our Skatepark in 2016**
- 2016-2017 ASI told skaters park was closing for renovations which never took place. Later they said they were closed due to construction on the new museum wing on other side of the train tracks. This construction did not infringe on the operation of the skatepark.
- Memorandum of Understanding clearly states that the park was to transfer back to the city if ASI stopped running it. ASI stopped running it between October 2015 and Jan 2016**
- Inactive Website:** The website has been inactive for so long that the domain name Rotary Centennial Riverfront Skatepark has been taken over by a mid-western skatepark.

Lack of Advocacy Group Despite repeated requests for more hours and news articles covering the issues, Amazement Square never created a committee to review the Skatepark needs or to meet with skaters and the public to develop hours that work for homeschoolers and

Maintenance Despite ASI saying in 2016 that the park would be closed for renovations, **no renovations took place.** Only removal of one significant ramp and then removal of the steel edging.

**** Our advocacy group has taken screen shots of all of the ASI Facebook postings to show the repeated closings and requests for more hours.**

Activities by Save Our Skatepark LYH as of 11-7-17

We are working to keep the park open because we love it and our kids love it! Since August 19th our SOS group have engaged in the following tasks:

1. Meeting with Amazement Square Executive Director and ASI Boardmember on 10-3-17 to verify that they did not want to run the park anymore (8-19-17 M. Sajadian quotes from News & Advance).
 2. Created **new Facebook Page Save our Skatepark LYH** in October to educate our community. **252 followers** in 3 weeks
 3. Coordination with both Rotary Clubs, area fitness venues, churches, and non-profits.
 4. Public meetings on 10-3-17, 10-28-17, 11-3-17
 5. Met with 12 downtown business people to compose and send an open letter to Amazement Square individual board members stating our desire for them to follow the Memo of Understanding.
 6. Set up a **five-person Advisory Board** that will continue once the park is reopened by the city.
 7. Media Coverage

Feb 19, 2016 News and Advance	October 14, 2017 News and Advance
August 18, 2017 News and Advance	Oct 20, 2017 Editorial "Our View" News and Advance
Sept 16, 2017 Girls Skate Program begins	Nov 1, 2017 The 'Burg regarding Benefit Concert-
 8. TV and Radio Coverage:
 - a. WSET News 13
 - b. WIQO Radio Interview w/ Eric Braithwaite
 - c. WSLS New 10
 - d. WDBJ News 7
 - e. News and Advance
 - f. Facebook Save Our Skatepark LYH
 9. Petition drive with **712 signatures to date**. Petitions are located at Blackwater Bikes, White Hart Cafe, Scene 3, Two food trucks, and Liberty Mountain Skatepark.
 10. Contacted City Police office to verify that vandalism issues are minor and not pervasive and that there have been NO ARRESTS and only 6 "incidents" which did not lead to any arrests.
 11. Reconnected with early supporters of Skatepark to compile past information.
 12. Contacted Bedford Sheriff's Office and Bedford Parks and Rec and found there have been NO INCIDENTS or problems and the Sheriff said we could quote him, "The skatepark is the best thing that has happened in Bedford in a long time".
 13. Set up public rally, set up 11-3-17 Benefit Concert (put on by skaters) & **raised money** rebuilding the ramps that Amazement Square removed.
 - 11-7-17 Poster Making
 - 11-17-17 Free Skate Movie night at Riverviews Artspace 7pm
 - February 2018 Skate Art show at Riverviews.
-

MAINTENANCE COMPARISON

Rotary Centennial Riverfront Skatepark



Tasks & Requirements	Skatepark	Youth Football- Baseball- Soccer
Mowing Fields	None	2 x per week
Striping Fields	None	3 x per week
Coordinating Teams	None	REQUIRED
Securing Referees	None	REQUIRED
Weather Calls	None	REQUIRED
Mailing Lists	None-Advocacy Group	REQUIRED
Equipment Storage	None	REQUIRED
Coord, Coaches	None	REQUIRED
Coordinating Teams	None	REQUIRED
Trash Pick up	Yes- By Advocacy Group	REQUIRED
Yearly Maintenance	REQUIRED	REQUIRED

The skatepark is a \$400,000 investment that donors already paid for.

It does not need nearly the constant maintenance and coordination that ballfields require

Estimated users per year : 750 per Liberty Mountain Skatepark documented users



Skate Park Calls for Service (11 9th St. Lynchburg, VA)

Identifying calls for service for the Skate Park posed several issues.

1. Calls for service to the skate park were logged at two separate addresses:
 - a. 11 9th St.
 - b. 27 9th St.
2. There was no effective way to determine if a call was related to the skate park, or the surrounding area.

Below is a breakdown of calls for service for each address without separating out those related to the skate park. The final page is those identified as linked to the skate park.

11 9th St. Calls for Service

Since 2004 there have been a total of 112 Calls for Service listed at 11 9th St. Many of these calls appear to not be related to the Skate Park. Below is a breakdown of those calls.

Year	Calls for Service
2004	1
2005	0
2006	1
2007	9
2008	21
2009	12
2010	3
2011	6
2012	12
2013	4
2014	9
2015	15
2016	11
2017	8
Total:	112

Call Nature	Calls for Service
ESCORTS	1
FOUND PROPERTY	1
CALL HANG UP	1
INJURED ANIMAL	1
DRUNK IN PUBLIC	1
ACCIDENT / PROPERTY DAMAGE	1
RECKLESS DRIVING	1
LARCENY	1
ESCORTS	1
LOUD MUSIC	1
DISORDERLY	1
MISCELLANEOUS	1
JUVENILE NUISANCES	2
GIVE ASSISTANCE	2
TRESPASSING/BARRER LETTER	2
SUSPICIOUS VEHICLE	2
BURGLARY	2
COMMUNITY POLICING	2
SUSPICIOUS PERSON	2
PERSON CHECK	3
FOLLOW-UP INVESTIGATION	3
PROPERTY DAMAGE/VANDALISM	6
SUSPICIOUS ACTIVITY	6
SUBJECT STOP	7
VEHICLE STOP	11
DIRECTED PATROL	18
TRESPASSING	32

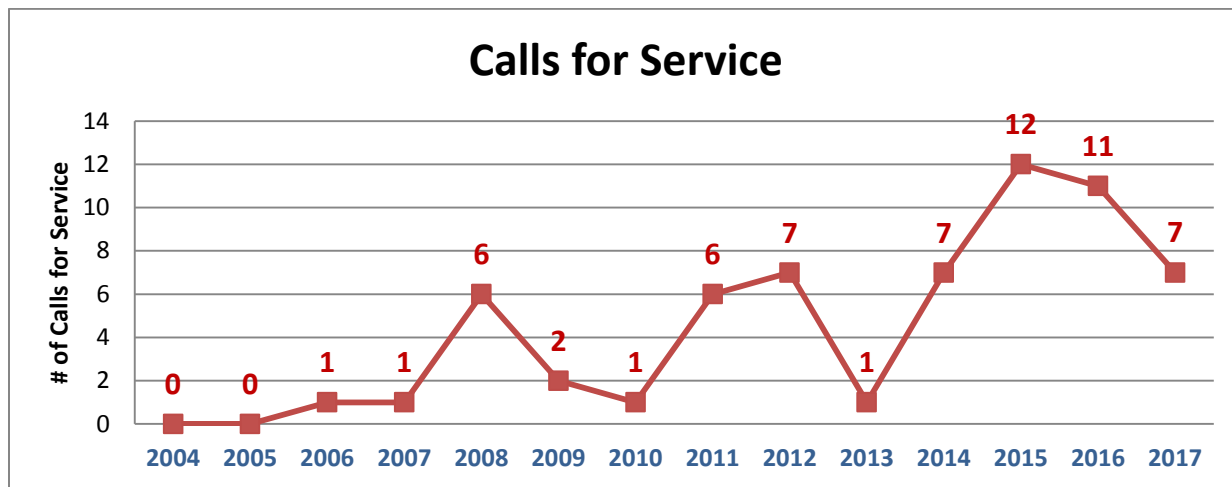
27 9TH St. Calls for Service

Since 2004 there have been a total of 230 Calls for Service listed at 27 9th St. Most of these calls for service are related to Amazement Square. Below is a breakdown of those calls.

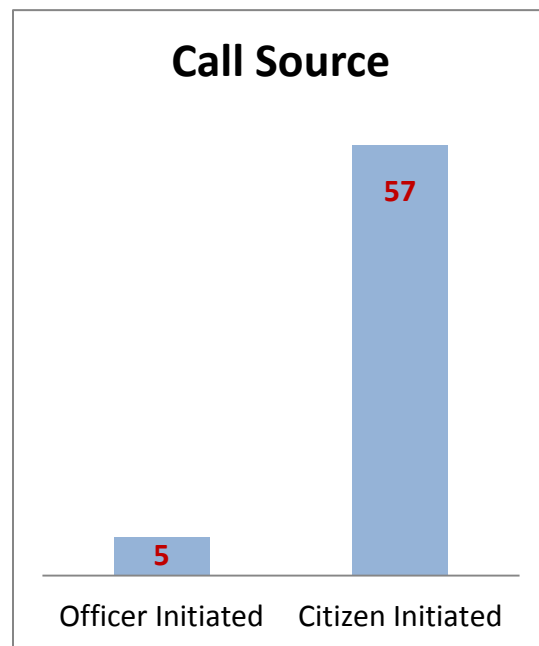
Year	Calls for Service
2004	24
2005	15
2006	12
2007	12
2008	17
2009	16
2010	20
2011	17
2012	14
2013	20
2014	24
2015	12
2016	12
2017	15
Total	230

Call Nature	Calls for Service
INJURED PERSON	1
TAMPERING WITH VEHICLE	1
LOST PROPERTY	1
CHILD ABUSE/NEGLECT	1
LOUD MUSIC	1
DOMESTIC VIOLENCE	1
MISCELLANEOUS	1
FRAUD	1
MISCELLANEOUS ANIMAL	1
DOMESTIC VIOLENCE	1
PHONE ANNOYANCE/MISUSE	1
BURGLARY	1
POLICE INFO BROADCAST	1
DRINKING IN PUBLIC	1
SHOTS FIRED	1
ACCIDENT / PROPERTY DAMAGE	2
ESCORTS	2
FIREARM VIOLATIONS	2
WARRANT	2
HIT & RUN ACCIDENT	2
STOLEN VEHICLE	2
OPEN DOOR	2
SUSPICIOUS PERSON	2
DUI	2
SUSPICIOUS VEHICLE	2
INJURED ANIMAL	2
LARCENY FROM VEHICLE	2
INDECENT EXPOSURE	2
TROUBLE UNKNOWN	2
JUVENILE NUISANCES	3
MISSING PERSON	3
FOUND PROPERTY	3
PARKING VIOLATION	3
DRUNK IN PUBLIC	4
ANIMAL CHECK	4
DISORDERLY	4
BUILDING CHECK	4
HAZARDS	5
UNLOCK VEHICLE	5
GIVE ASSISTANCE	5
CALL HANG UP	6
SUBJECT STOP	8
FOLLOW-UP INVESTIGATION	8
SUSPICIOUS ACTIVITY	8
LARCENY	9
TRESPASSING	11
PERSON CHECK	12
PROPERTY DAMAGE/VANDALISM	13
POLICE ALARM	13
COMMUNITY POLICING	13
DIRECTED PATROL	21
VEHICLE STOP	22

Skate Park related Calls for Service (Both Addresses Combined)



CALL TYPE	Number of Calls
MISCELLANEOUS	1
JUVENILE NUISANCES	1
LARCENY	1
FOLLOW-UP INVESTIGATION	1
CALL HANG UP	1
GIVE ASSISTANCE	1
PHONE ANNOYANCE/MISUSE	1
TAMPERING WITH VEHICLE	1
RECKLESS DRIVING	1
INJURED ANIMAL	1
SUBJECT STOP	1
FOUND PROPERTY	1
SUSPICIOUS VEHICLE	1
BURGLARY	2
DISORDERLY	2
DIRECTED PATROL	2
PERSON CHECK	2
TRESPASSING/BARRERED LETTER	2
SUSPICIOUS ACTIVITY	4
PROPERTY DAMAGE/VANDALISM	6
TRESPASSING	29
TOTAL	62



Conclusion

- In the past 13 years there has been an average of 5 calls for service per year at the skate park.
- The highest three years have been the most recent three years (2015, 2016 and 2017)
- During the 30 month time period, there has been an average of 1 call for service per month.
- 47% of the calls for service were citizen initiated trespassing calls, most related to kids skating in the skate park after it was closed.

RECENT ARTICLES ABOUT THE
SKATE PARK

http://www.newsadvance.com/news/local/amazement-square-questions-future-of-skate-park/article_45f5ca74-ecc4-5d2d-9ad0-af4527884eed.html

Amazement Square questions future of skate park

Operating losses, vandalism prompt children's museum to re-evaluate site

Sherese A. Gore Aug 19, 2017



The skate park behind Amazement Square has not been open in 2017. (News & Advance photo)

Buy Now

Amazement Square appears ready to get out of the skate park business.

The downtown children's museum owns the Rotary Centennial Riverfront Skatepark, which became fully operational in 2008 but has been closed this year owing to vandalism and construction in the area.

Museum and city officials are in preliminary conversations about the future of the skate park at the bottom of 9th Street, such as determining how the park could function differently or finding an alternative use for the property, said Mort Sajadian, President and CEO of Amazement Square.

"If anyone, including the city of Lynchburg, is interested in operating the skate park as a skate park, we would be happy to sell it to them," Sajadian said.

In a January letter from Sajadian to City Manager Bonnie Svrcek, Sajadian said after more than 10 years of operating the park, the museum is finding it is unable to continue to absorb operating losses incurred during the past several years. Admission prices have been reduced, and the park has lowered some safety requirements, such as the use of knee and elbow pads, to make the park more attractive to older skaters.

"We are now at a point when, for the financial health of Amazement Square, we must re-evaluate best options for the museum and the park facility," Sajadian wrote in the letter, which was obtained by The News & Advance through a Freedom of Information Act request.

Sajadian wrote if the museum were to continue to be responsible for the park, which is located behind Amazement Square, it would need to "wholly reconsider the purpose of this space." The park could be converted into an outdoor exhibit or "waterworks facility," ideas that are based on museum visitor surveys and would have wider appeal and better supplement the museum's income and entertainment taxes to the city.

Amazement Square has a memorandum of understanding from 2003 with the city for the operation of the park. In 2002, Lynchburg City Council committed \$50,000 and a parcel of land near the riverfront for the park's creation.

According to that 2003 agreement, if Amazement Square no longer were to operate the skate park on the donated property, the property and all improvements would revert to city ownership. If that scenario were to occur, the city, at its discretion, may operate the skate park, enter into an agreement with another entity to operate the park or develop the property for other purposes.

In the January letter to Svrcek, Sajadian said the city's parks and recreation department had indicated to him an interest in managing the park, "so perhaps all is not lost if the City would be willing to incorporate the park into the Parks & Recreation programs by acquiring it from Amazement Square."

The Rotary Centennial Riverfront Skatepark opened after a years-long discussion between local skaters and city officials about the need for a skate park in Lynchburg. Amazement Square spearheaded the campaign. Two Lynchburg Rotary Clubs donated \$100,000, while the city contributed \$50,000 and three-fourths of an acre of land along the riverfront for the park's construction. The total cost of the project was about \$600,000.

According to Sajadian, the park was created as a place for skaters to appreciate and enjoy while also serving as a learning environment through mentoring programs for younger skaters that were offered early on.

The park competed with other skate parks that have opened in the region, which has contributed to a decline in the park's attendance. It also did not have regular operating hours because of weather or a lack of volunteers to staff the admissions office on site, among other factors.

The News & Advance reported last year that in the early days of the Rotary Centennial Riverfront Skatepark, the park was open from Thursday to Sunday and averaged more than 100 visitors per week.

The number of visitors was decreasing by 2011, which coincides with the openings of Liberty Mountain Skate Park, an indoor skating facility owned by Liberty University, and a skate park in Bedford County. That year, there were perhaps 25 to 30 skaters per week at the Rotary Centennial Riverfront Skatepark.

Efforts through the years to make the park more attractive to skaters, such as reducing the cost of admissions or allowing free use of the park for skaters who volunteered with upkeep and mentoring, have not made an impact on attendance, Sajadian said.

"... None of those things encouraged people to come back other than the same few skaters who wanted to have the freedom to do what they want," Sajadian said. "This is not a place to do that."

Vandalism through the years has included broken security cameras, signs and banners that were taken down and even vending machines that were pulled down after being chained to the back of a truck, Sajadian said.

The skate park generally opens the week of Lynchburg City Schools' spring break and when school lets out in summer through the fall. It has not opened this year due to construction in the area, notably an expansion project at Amazement Square.

In anticipation of the park opening around July, Amazement Square determined certain items, such as a wooden ramp, needed refurbishing. While that project was underway, the park was vandalized on two occasions, Amazement Square Vice President of Operations Amanda Fortner said. Two bars on the fence were sawed through and the wooden shutters to the train car admissions office were broken.

Fortner said a third act of vandalism occurred when a panel, placed over the section of the fence that was damaged, was torn down.

"My initial thought was, if we keep having people vandalizing the space, why would we keep the place open if they keep misusing it?" Sajadian said.

"Right now, we have no intention of opening it until we come up with the best way of using and operating the space," Sajadian said.

Sajadian said videotaped surveillance provides a clue as to the source of vandalism incidents.

"On a day when the poles get cut, and you see on the camera that there are skaters coming into the park, who [is] going to cut those poles, for whatever reason, other than to have easier access to the skate park?"

In an email, Lt. David Gearhart of the Lynchburg Police Department said there has been one reported incident for property damage this year at the skate park that occurred on July 4, "however in this one incident, the reporting party showed the officer two different areas of damage that occurred on separate occasions."

"Damage had been done to two of the metal fence posts (occurred unknown date), and on July 4 damage had been done to wooden shutters on a building," he said.

The process in determining the future of the skate park has to be well thought out, Sajadian said.

"We want to make sure that it's a positive, safe productive environment that we've invested a lot of funds in," Sajadian said. "You don't want to make irrational decisions or react to negative actions."

City Manager Bonnie Svrcek said she has had lunch with Sajadian on two occasions during the past few months during which the future of the skate park was a topic of discussion.

"We really are in a very beginning stage of conversation," Svrcek said.

In an email to Svrcek dated April 4, Sajadian said he wasn't sure if Svrcek had much time to consider or discuss the skate park proposal with Lynchburg City Council, but he would like to get a sense about whether the proposal was doable.

"If the city [is] not interested, I would like to start the process of redesigning/redeveloping the park space into an outdoor exhibit/waterworks/program environment so that we could get it ready by the time the 1st phase of the education center construction is completed," Sajadian wrote.

Sajadian said in an interview if Amazement Square were to consider another use for the space, the museum would give all of the elements of the skate park, such as the ramps and other items, to the city's department of parks and recreation.

In an Aug. 3 email to Sajadian, Svrcek said to pursue an alternative use of the skatepark property would require actions such as conversation between the city and Amazement Square, amending the memorandum of understanding if appropriate and going before City Council for its approval.

"Amazement Square is a really critical anchor in our downtown," Svrcek said in an interview. "As a community partner, we need to make sure it stays that way."

In an emailed statement, Bob Blevins, president of the Rotary Club of Lynchburg, noted the club "contributed significantly to funding the skate park's construction."

"We are saddened that the skate park concept has not materialized in the way that our club, as its funder, would have liked," Blevins wrote. "The Rotary Club of Lynchburg holds hope that the City of Lynchburg and Amazement Square might be able to come to an agreement such that the park might continue as envisioned, and we offer our best wishes to both parties in this respect."

Svrcek said Parks and Recreation Director Jenny Jones estimated it would cost the city about \$40,000 to operate the skate park. Parks and Recreation's budget in fiscal year 2018 is \$2.8 million.

"I do not have the resources to ~~add operation of a skate park to an already constrained operating budget,~~" Svrcek said.

According to Sajadian, the cost to operate the park, depending on the operating hours, could be \$30,000 to \$40,000 per year, including utilities, maintenance and staff time.

Jones has experience in running municipal skate parks. Prior to her position in Lynchburg, she previously served in leadership roles in the parks and recreation departments in Staunton and Winchester. The Staunton skate park was very successful, while the Winchester skate park eventually was shut down by the city because users refused to wear protective gear, Jones said.

Jones said several parents have contacted Lynchburg Parks and Recreation to ask the city to operate the skate park.

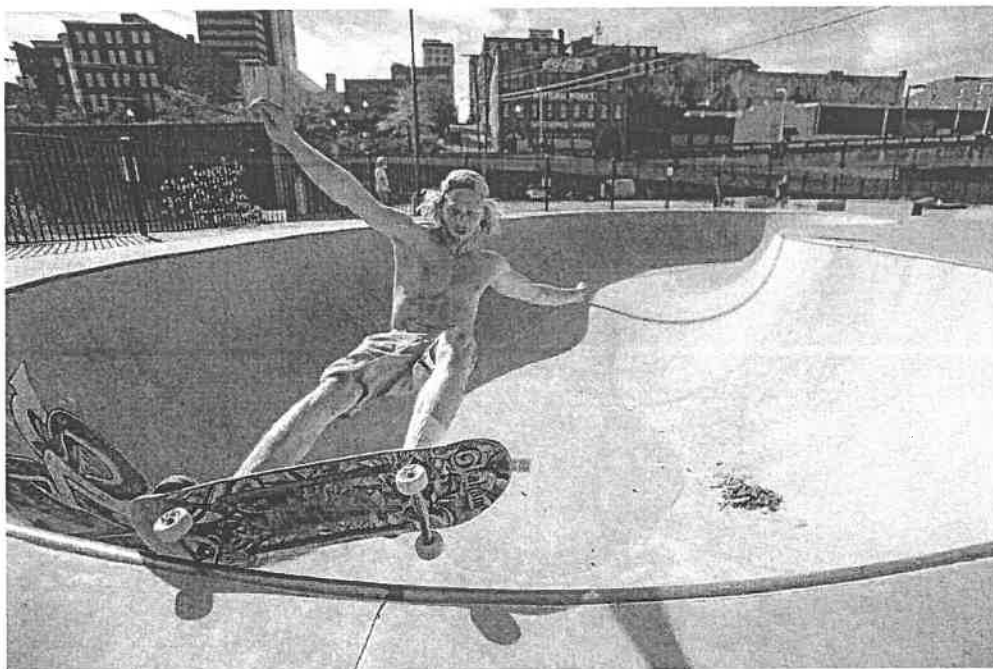
"A skate park is needed in this city, but it has to be monitored, and it has to be manned, and you need money to do that," Jones said.

Sherese Gore

http://www.newsadvance.com/news/local/tensions-remain-over-management-of-lynchburg-skate-park/article_ccb5e5cc-bc8e-5fd4-976c-0ffca7ec3fe.html

Tensions remain over management of Lynchburg skate park

Sherese A. Gore Feb 19, 2016



Ethan Smith, of Virginia Beach, performs a "frontside 5-0 grind" while skateboarding at the Rotary Centennial Riverfront Skatepark in Lynchburg, Va. on Sunday, Nov. 15, 2015. (Photo by Jay Westcott/The News & Advance)

Buy Now

JAY WESTCOTT

Spring skating season is approaching, but some downtown skaters don't see eye-to-eye with Amazement Square's management of the skate park in downtown Lynchburg near the James River.

The comments on the [Save the Skate Park's Facebook page](#) range from calls to boycott the skate park to a suggestion the park should be bought out from its current owner.

While public frustration about the Rotary Centennial Riverfront Skatepark not being open on a greater basis has been bubbling up on social media lately, Amazement Square President and CEO Mort Sajadian affirms the skate park isn't going anywhere nor does it need to be saved.

"We would welcome the skating community who so enthusiastically have promoted this notion of 'save the skate park' to partner with Amazement Square to create a positive, productive and workable approach to have more access to the skate park and to respect this wonderful facility we have created for the community."

The Amazement Square-owned skatepark became fully operational in early 2008 as an effort made possible through partnerships that include the city of Lynchburg, which contributed land and \$50,000 and two Lynchburg Rotary clubs which donated \$100,000. The total cost of the park was about \$600,000.

While it now sits silent and void of skaters, the Rotary Centennial Skate Park is set to reopen weekends starting at about Lynchburg City Schools' Spring Break and continuing through September, a schedule it has maintained for the last few years, Sajadian said.

In its early days, the park was open from Thursday to Sunday and averaged more than 100 visitors per week, but soon after its opening there were problems.

Vandalism has been a concern and some skaters do not wish to abide by the park's rules such as a requirement for helmet usage and a prohibition against smoking, Sajadian said. In response to acts of vandalism in 2008, Amazement Square threatened to close the park and followed through on the threat.

Certain skaters were asked not to return, and cameras have been put in place.

The number of visitors began to dwindle by 2011 — at about the time of the opening of two other Lynchburg-area skate parks: Liberty Mountain Skate Park, an indoor skating facility owned by Liberty University, and a skate park at Falling Creek Park in Bedford County. That year, there were perhaps 25 to 30 skaters per week, a number that since has declined. According to Sajadian, it's not feasible to keep the park open more than two days per week, and during the winter the weather is not conducive to a skating environment.

If more people would show up when the park is open, the park would extend its hours of operations, Sajadian said.

E.C. Glass High School senior Ben Suter has skated half his life and visited the Rotary Centennial Riverfront Skatepark its opening day.

"There are kids here that love to skate together," Suter said. "We're a huge family that all love the skate park, but Amazement Square doesn't allow us to use it, and that's a safe spot for us to be."

There is only one employee allocated to staff the skate park but volunteers may be used to supplement staffing. With more volunteers and an increase in the number of people using the facility, Amazement Square would be willing to consider additional hours of operation, Sajadian said.

Suter said many people would absolutely use the park all the time, but "if people aren't using it, it's because we're not allowed to."

There's no regularity with skate park's hours, Suter said, and skaters may not show up to the park because they didn't know that it is open.

Sajadian said the park may be closed during regularly-scheduled hours owing to weather issues or a volunteer not being available. If the park is not open, that information is placed on the website, he said.

Suter said many skate parks post signs informing visitors to skate at his or her own risk.

Having the park open without supervision is not within the Amazement Square's policy, Sajadian said.

"Our policy is that it has to be facilitated for safety and insurance purposes," he said. "It has to be managed. The policy of 'skate at your own risk' does not indemnify us from someone potentially suing us."

Supervision of the facility also aims to deter vandalism and other unfavorable activities. In addition, vandalism acts as a discouraging factor in having the skate park open more often for only a few people, Sajadian said.

"We have a responsibility to make sure that the place is a safe place and a safe environment," Sajadian said. "There is nothing better to ensure that safety regulations and rules are addressed than by having someone there."

Jeff Gray, owner of scene3 skateboard and bicycle shop, said he hears complaints almost daily about why the Rotary Centennial Riverfront Skatepark is not open.

For some, the skate park not being open is no obstacle.

"They jump the fence and skate until they get kicked out," Gray said.

Confirming that observation, Sajadian said there were between 15 and 20 skaters in the skate park one day this week, despite the park's closure, and no skater was wearing a helmet.

Amazement Square wants the skate park to be enjoyed, he said, but it also wants the park to be appreciated and respected.

"We would be shortchanging all those individuals and donors that wanted to make this a positive place if we didn't ask our constituency to respect it," Sajadian said. "If they do, we'd be happy to work with them, to sit down and talk to them [and say] 'come on board with us and work with us.'"

Sherese Gore

SPS works to promote the development of new skate parks, and offers tips on what causes a park to fail or thrive on its Web site, www.skatepark.org.

The group's Mid-Atlantic director, John Bracken, said in most cases, "dollars to doughnuts," vandalism isn't caused by the skaters who often end up taking the public blame for it.

"People always assume it's the skaters, but that's their park," he said. "Why would they do that? They're the ones using it. It doesn't make sense."

Bracken, who lives in Winchester, encouraged park managers to find ways of improving security before they consider closure.

The city of Staunton - whose skate park is listed as a success story by the Tony Hawk Foundation - has done just that in its own fight against vandalism.

Superintendent of Recreation Jennifer Jones said the park has suffered "a good bit" of damage since first opening, pointing to it as one of the main reasons a long-planned expansion of the site hasn't moved forward.

"Equipment's been destroyed, structures around the park have been vandalized, doors busted in," she said. "It's been heavy vandalism, not just graffiti. We could handle it if it was just graffiti."

The specter of closing it down altogether has been raised there too, but earlier this year officials decided to go another way. The city council authorized the hiring of two "park monitors" who will police the public park that houses the skateboarding facility.

Those positions are expected to be in place by next summer, at the latest. Until then, the Staunton police force has stepped-up its own park patrol, even establishing a satellite office there for bike officers.

Jones said the extra presence has "drastically" reduced the problem.

"It's tough," she said when asked about the challenge of promoting teen activities while at the same time ensuring safety and security.

"There's such a need, though," she concluded. "You can't let a few who misbehave ruin it for those who need it. You have to spend time to pinpoint who's doing it."

"You can't just shut it all down. That's not fair."

http://www.newsadvance.com/lifestyles/skate-the-burg-saturday/article_679181e6-1563-5c59-80b8-e8b590d8b398.html

Skate the Burg Saturday

From staff reports Jun 19, 2008

Saturday's the day to Skate the Burg.

Lynchburg's downtown skateboard park, Rotary Centennial Riverfront Skatepark, and two churches with skateboard elements, Hyland Heights Baptist Church and Tree of Life Ministries, have teamed up to offer Lynchburg's first Skate the Burg, a day of skateboarding at three different sites.

"You've never seen skateboarding travel Lynchburg in one day," said Tabitha Abbott, director of operations at Amazement Square, which operates Riverfront Skatepark.

The events have been scheduled to coincide with National Skateboard Day, she said.

In years past before the city had any real skateboard facilities, she said some skateboarders figured that the national day meant, "I can skate anywhere" — without consequences.

Turned out, they couldn't. Some skated where they shouldn't have and got in trouble, she said.

This year, Abbott said the skatepark wanted to offer safe alternatives and coordinated them with other skateboard sites. Hence, the involvement of the churches, which she said have built skateboard elements at their sites as part of their youth ministries. (An element might be a quarter-pipe, a kick ramp or a fun box.)

Events start at 1 p.m. at Tree of Life Ministries on Greenview Drive with a beginner's contest as well as an open skate jam for all ages. Those activities run until 3:30 p.m. when skaters can take a shuttle to Hyland Heights on Wards Road.

There, skaters can participate in an intermediate skate contest or a free skate jam. There will be food and music, with events continuing until 6:30 p.m. when shuttles will head to the skatepark.

There, an advanced contest will be held, along with an awards ceremony, a skate jam and music. The day's events will conclude at 10 p.m.

Tickets, which go for \$15 apiece, will cover entry to all three facilities, shuttle transportation and a meal ticket. Plus, skaters will get a T-shirt that says, "I Skated the Burg. 6.1.08"



Monday, November 6, 2017

Mort Sajadian, PhD
President/CEO

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Dear Mort,

As a follow up to our discussions about the Rotary Riverfront Skate Park, I feel that it is important to mention that the perception the skaters are trying to portray that Amazement Square hasn't been willing to work with skaters and have been ignoring their requests for years, is completely false.

We've been very upfront with the information as to why the park was only open on weekends and on multiple occasions asked them that if we saw turnout on those days we are open that we would be willing to expand the hours again. We even tried to work with the Save the Skate park group a couple of years ago and set up a program that some of the parents agreed to volunteer on the weekends to help us open the park for them. After a year with no other volunteers stepping up to help, and not the best attendance, the few individuals who were volunteering stopped coming. Furthermore, when discussions of "if Amazement Square doesn't open the park for year it is transferred to the city" began to pop up on the Save the Skate Park page, members of the group began to post that they would no longer go when we are open in hopes that a boycott would make the city take the park from us. One of the Save the Skate park creators even posted "Boycott Downtown park if you want to see it live." Another great example of their purposeful boycotting is from just a couple of weeks ago when we said that in support of the skaters rally the park would be open on Thursday Oct 26th with no admission fee. The park was open from 12pm-5pm with not a single skater using it. However, when we checked the video footage after the park was closed at 5, over half a dozen skaters jumped the fence and skated in the park.

In 2016, the park was open every Saturday from 10am-5pm and Sunday from 12pm-5pm beginning in March with few exceptions for rainy weather. We had tried to staff the park previously with volunteer help, and when our volunteers stopped coming because very few skaters were showing we continued to facilitate the park with paid staff 15 hours per week including opening and closing procedures. However, during this period, as recorded on our security cameras, skaters used the park in late afternoons when the park was not open. In an 8 month period of time, when the park was officially open we had a total of 241 skaters. The number of skaters who actually used the park, however, was significantly more based on what we observed on our video footage daily when the park was not officially open. Our payroll indicates we paid more than \$480 per month to keep the park open in 2016, while the \$2/\$1 admissions collected for the entire year was less than one month of operation.



**National
Medal
Winner**
for Museum and
Library Service
www.ims.gov
Recipient of the nation's
highest honor for museums.

Amazement Square is a registered 501(c)(3) nonprofit organization with the IRS, Tax ID 54-1713204.

27 Ninth Street Lynchburg VA 24504 Phone (434) 845-1888 Fax (434) 845-5221
Website: www.amazementsquare.org Email: visitus@amazementsquare.org



Mort Sajadian, PhD
President/CEO

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In 2017, because of the start of the Education Center construction project, we decided the park would not be open until July, and at the end of the June we began to prepare the park for opening which included rebuilding the halfpipe. The weekend we began this project brought us two significant acts of vandalism; the cutting out of two rods from the fence, and skaters kicking in the parts of the ramp that we were trying to repair, and using one of these pieces to then break the window shutters of the train car in an attempt to get in. It was at this point in July that we decided to take a step back and reevaluate if absorbing all this negativity and vandalism was worth all of the trouble we were putting into the park.

Throughout 2016 and 2017 we've had skaters consistently use the park while it has been closed. There are occasions where we will go out there and ask them to leave, some of which are met with very respectful responses and some of which aren't, but the majority of the time the skaters come after we leave or if we do see them we haven't said anything. We have informed the police department multiple times to ask skaters to leave over the past few years, but those calls wouldn't contribute to half of the actual times we have had skaters in the park while it's closed.

As you have requested, I am providing you with a flash drive showing skaters in the park when the park has been closed.

Sincerely,

Amanda Fortner
Vice President for Operations
Amazement Square



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Cameron Sowers

February 14

Anyone wanna plan to skate the park this weekend? Everyone skates and nobody leaves till it's a huge deal. Maybe we'll get noticed at that point.

Jason Jones

August 25, 2014

What's a fence? I skate this park whenever I want.
187 on an OP

Craig Cassell

May 2, 2014

I know this sucks but from what Ive heard, we should ignore the park for 365 days straight, don't open it, don't even think about it and after that 365 days it returns to the City and the fence comes down. Then we will have a park. Presently, its viewed as a kids exhibit, not a skatepark. If Im wrong, let me know.

Like [Show more reactions](#)

Share

Seen by 450

2121

Comments



Christopher Smith We never grew up with skateparks and that's why I've ignored them completely. the rough streets are all I ever needed!

May 4, 2014 at 9:07am

Like

Remove



Mothman Oliver Yea that's what I was told. Jeff Gray?

May 5, 2014 at 3:46pm

Like

Remove



Jeff Gray Not exactly but your close, according to city documents. if the skatepark is closed for over a year, the city has the option to buy it from Amazeement square. I will post a link to the document as soon as I dig it up again.

May 5, 2014 at 6:40pm

Like

Remove



Craig Cassell The Rotary Club needs an update. They hold the political card.

May 5, 2014 at 8:39pm

Like

Remove





Mothman Oliver

August 25, 2014

Boycott Downtown park if you want to see it live. I am the one who started this whole Save the Skatepark, nothing's happened that's productive, and after reading what Mort said in the newspaper I'm furious and disgusted, do not let him win this. I miss the park a lot too, especially since I don't like hopping the fence, I've only done it twice, and left willingly when I was asked. If he wants to start a war against us, fine, but we have a chance to take our park back if we just boycott it.



Sam Miller

August 25, 2014

Here's an idea, cut down the fence towards the river and see who can do a flippy spinny trick into it first



Mothman Oliver

November 26, 2014

Haven't posted in a long time, hasn't been a reason to. Mort obviously found out we were boycotting and started opening the park again so that he doesn't lose it or his precious money. I'm sure everyone remembers the news paper article where he made himself sound like he doesn't care about the skaters and just wants his money, low key, so for now all i can say is go crazy when it's open, hop the fence on a weekend if you can't wait and its not open. I shouldn't say that being the one trying to save the park, but I don't see a point in fighting him, at least anytime soon, because the city doesn't care, none of us have time or even want to go to a city council meeting, be honest. So just skate. If nothing comes up for us to take the park back within a year, I'll probably delete this group. I mean I have people asking to join the page all the time still, and where have we gotten? Nowhere... Not a single step except exposing Amazement Square for what they really think of the park, an expense that they want their money back for... So much for a nonprofit organization... Especially when Mort's riding around in his nice Mercades or whatever it is now... So just ignore the left over ignorance of the corrupted old people of Lynchburg and just go skate and have fun, live your life and don't worry about people who try to put you down for being the good guy. At least we tried for what, 4 or 5 years now?

Everyone's been good support, and its good to know you care. Unfortunately unless we wanted to go on full out war against AS and had money to support us, like you have to have to get anywhere today, sure it'd be worth it. But for now, he's opening the park, and hoping the fence isn't even a thing anymore. Yours truly, Tyler.

June 3, 2004

Amazement Square
27 Ninth Street
Lynchburg, Virginia 24505

Attn: Mort Sajadian, Executive Director

Dear Mort:

The City and Amazement Square entered into a public/private partnership to design, build, manage and finance a skatepark complex in the riverfront area. As part of the public/private partnership the City contributed \$50,000 toward the cost of constructing the skateboard complex and donated 1.56 acres of land to Amazement Square to be used for the facility. Amazement Square agreed to raise the remaining funding for the project and to oversee the construction, operation and management of the skateboard complex.

Because of the special relationship between the City and Amazement Square concerning this project and because the skateboard complex will promote the public good and welfare, the City is willing to make a donation to Amazement Square to offset the payment of the annual real estate taxes that will be assessed against the skateboard complex. The initial donation by the City to Amazement Square will be in the amount of \$2000. Amazement Square will use the donation to pay the annual real estate taxes that are assessed against the skateboard complex. When the initial donation has been spent Amazement Square will notify the City and the City will consider making another donation to Amazement Square.

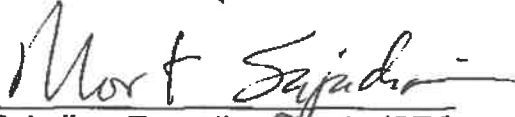
If these terms are agreeable to Amazement Square please sign the letter in the place I have indicated below and return it to me. The City is excited about partnering with Amazement Square to make the Riverfront Skatepark Complex available to our community.

Sincerely,



L. Kimball Payne
City Manager

Amazement Square understands and agrees to the terms set forth in this letter.



Mort Sajadian, Executive Director/CEO

7/23/04

Date

Please see attached note
MS



Mort Sajadian, PhD
Executive Director/CEO

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Mr. L. Kimball Payne, III
City Manager
The City of Lynchburg
P.O. Box 60
Lynchburg, VA 24504

July 26, 2004

Dear Kim,

On behalf of all of us at Amazement Square and the thousands of skaters who will benefit from the City's support of the Riverfront Skatepark, thank you for making it possible for us to receive a \$2,000 contribution to offset Real Estate Taxes for the skatepark complex.

I am assuming that when you say the City will "consider making another donation" in your June 3rd letter, you really mean will "undoubtedly make another donation." ☺

Your continued support of Amazement Square is greatly appreciated by all of us!

Sincerely,

Mort Sajadian, Ph.D.
Executive Director/CEO

RECEIVED

JUL 27 2004

CITY OF LYNCHBURG

The City of Lynchburg has not received any goods or services in consideration for this gift.

Rotary Centennial Riverfront Skatepark

City Council Report
November 14, 2017

1

Rotary Centennial Riverfront Skatepark

Background Information

2

History

- ▶ December 2002 – Skatepark proposal presented at City Council.
- ▶ August 2003 – The Noon and Morning Rotary Clubs, and the Greater Lynchburg Community Trust recognized for contributing approximately \$118,000 for construction costs of new skatepark.
- ▶ August 2003 – City Council approves basic elements of the Memorandum of Understanding agreement.
- ▶ November 2003 – Memorandum of Understanding signed between Amazement Square Inc. (ASI) and the City.
- ▶ May 2004 – City Council agrees to sign an MOU whereby real estate taxes on the skateboard park would be returned to ASI, as a contribution to operating costs.
- ▶ 2004 – Skatepark Opens.
- ▶ October 2008 – Council voted to continue the real estate reimbursement to ASI

3

Memorandum of Understanding

Key elements include:

- ▶ City contributes \$50,000 for construction
- ▶ City will donate 1.56 acres adjacent to the Signal Tower building to ASI.
- ▶ The City will retain an easement through the property for purposes of expanding the trail system in conjunction with riverfront development.
- ▶ ASI will have sole cost and expense of operating the complex.
- ▶ ASI will obtain liability insurance and name the City as additionally insured.
- ▶ ASI will raise the funds for design and capital costs with anticipated capital cost of \$150,000–\$225,000.

4

Memorandum of Understanding

- ▶ “The Agreement shall remain in effect as long as Amazement Square Incorporated operates a Skatepark and utilizes the donated property for such purposes. At any time that Amazement Square no longer operates a Skatepark on the donated property, such property and all improvements located on said property will revert to the ownership of the City. With such an occurrence, the City, at its discretion, may operate the Skatepark, enter into agreement with another party to operate the park, or develop the property for other purposes.”

5

What has changed?

January 6, 2017 – Letter from Mort Sajadian, President and CEO of Amazement Square Inc. to Bonnie Svrcek, Lynchburg City Manager. Key elements :

- ▶ “After more than 10 years of trying to operate the park, we are finding that we are unable to continue absorbing operational losses.”
- ▶ “Admission was reduced from \$5 to \$1 and safety requirements were lowered as well.”
- ▶ “The Parks and Recreation Department had indicated to me an interest in managing the park. If the City would be willing to incorporate the park into the Parks and Recreation programs by acquiring it from Amazement Square.”

6

The Problem Statement

- ▶ The Skatepark is currently closed while there is a group of skaters that want a convenient place to safely and legally skateboard. The skaters and their parents have formed a group called Save Our Skatepark (a.k.a. Skatepark Advocacy Group) with the goal of having the Skatepark opened for skateboarding use.
- ▶ The City recognizes the importance of donor intent during the original fundraising phase of this project.
- ▶ The City also values the collaborative relationships with our community stakeholders that have invested in the Skatepark and Downtown Lynchburg overall.

7

Relevant Facts

8

Lynchburg Police Department Statistics – Skatepark Related



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Lynchburg Police Department Statistics 2004–2017: Skatepark Related

CALL TYPE	Number of Calls
MISCELLANEOUS	1
JUVENILE NUISANCES	1
LARCENY	1
FOLLOW-UP INVESTIGATION	1
CALL HANG UP	1
GIVE ASSISTANCE	1
PHONE ANNOYANCE/MISUSE	1
TAMPERING WITH VEHICLE	1
RECKLESS DRIVING	1
INJURED ANIMAL	1
SUBJECT STOP	1
FOUND PROPERTY	1
SUSPICIOUS VEHICLE	1
BURGLARY	2
DISORDERLY	2
DIRECTED PATROL	2
PERSON CHECK	2
TRESPASSING/BARRER LETTER	2
SUSPICIOUS ACTIVITY	4
PROPERTY DAMAGE/VANDALISM	6
TRESPASSING	29
TOTAL	62

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Lynchburg Police Department

► Conclusion

- In the past 13 years there has been an average of 5 calls for service per year at the Skatepark.
- The highest three years have been the most recent three years (2015, 2016 and 2017)
- During the 30 month time period, there has been an average of 1 call for service per month.
- 47% of the calls for service were citizen initiated Skatepark trespassing calls related to people skating after the facility was closed.

11

The Need for Positive Places and Programs for Teens

- Fairview Community Meetings (2016) request **more positive places and programs for teens.**
- Studies – For every \$1 spent on afterschool programs and positive activities for youth saves \$6 in crime, court and detention costs*
- Activity – Skateboarding encourages physical activity which is a key factor in reducing youth obesity.
- Petition – 800 signatures suggest that there is a large contingent of folks who want the Skatepark open
- *The Rationale for Recreation Services for Youth: An Evidenced Based Approach" Witt and Caldwell

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Existing Sports and Participants – LPRD is Providing Facilities/Assistance

Lynchburg Youth Sport	2014 participant numbers	2016 participant numbers
Basketball	252	259
Dixie Youth Girls Softball	59	71
Blue Ridge Lacrosse	193	116
Central Virginia United Soccer	628	944
Central Virginia Volleyball	472	473
Hill City Youth Football	800	716
Lynchburg Little League	225	345
Lynchburg Youth Sports Totals	2,629	2,924

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Current Youth Partner Groups

- ▶ Blue Ridge Lacrosse
- ▶ Central Virginia United Soccer
- ▶ Central Virginia Volleyball Association
- ▶ Hill City Youth Football and Cheerleading
- ▶ Lynchburg Little League
- ▶ Lynchburg Tennis Patrons
- ▶ Girls on the Run
- ▶ Challenge Sport Exchange
- ▶ Boys and Girls Club of Greater Lynchburg
- ▶ Blackwater Rugby Football Club
- ▶ Greater Lynchburg Off-Road Cyclists

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Potential New Youth Partner Groups

(If City owns/operates Skatepark)

- ▶ Skatepark Advocacy Group
- ▶ Girls Skate

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Lynchburg Parks and Recreation Department (LPRD) Priorities 2017–2019

LPRD Focus Areas – Prioritized

- 1.) Develop Partnerships
- 2.) Upgrade Neighborhood Centers
- 3.) Quality vs. Quantity (Programming)
- 4.) Generating New Revenue/Fund Raising
- 5.) Staff Development
- 6.) Change Perceptions
- 7.) Park Building/Skate Park and Infrastructure Improvements
- 8.) Getting Clear on Special Events Administration and Implementation
- 9.) Staff Retention/Rewards
- 10.) James River Connection/Natural Resource Leverage

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Lynchburg Parks and Recreation Capital Improvement Priorities (FY2018)

Project Name
Community Park Investment Fund
General Park Maintenance
Field Maintenance
Lumos Network Connections (Community Centers then other Facilities)
Parks Paving, Lighting and Reconstruction
Pedestrian Suspension Bridge
Riverfront Phase II – Internet
Riverside Park Entry and Entrance Road Rebuild
Riverside Park Overlook Stabilization
Department Needs Assessment

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Options Moving Forward

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Important Caveat

- ▶ City Staff have not entered into any negotiations regarding financial or in-kind partnerships with any potential community partners regarding this issue.

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Option 1

- ▶ Nullify the Memorandum of Understanding and buy Rotary Centennial Riverfront Skatepark from Amazement Square Inc. (ASI)
- ▶ The property known as Rotary Centennial Riverfront Skatepark and all improvements on said property to be transferred to the City of Lynchburg.
- ▶ Designate the Skatepark as an official City park.
- ▶ The cost of the Skatepark to be determined based on the assessed value of the improvements minus contributions from the City (\$50K) and the Morning and Noon Rotary Clubs/Greater Lynchburg Community Trust (\$118K).
- ▶ A payment schedule to be negotiated over time

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Proposed Payment Schedule

- ▶ Reimburse ASI \$25,000 per year for the improvements made to the property until the assessed value of improvements of \$457,400 minus the contribution of the Lynchburg Rotary Clubs of \$118,000 and the City's contribution of \$50,000 is paid; total amount due ASI would be \$289,400. Under this scenario, ASI would be paid in full in 11 years

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Potential Funding Sources to Purchase Skatepark

- ▶ Lynchburg Parks and Recreation Department:
 - *Community Park Investment Fund Project
 - *50-50 matching funding fund
- ▶ Seek Donors to raise annual \$12,500 match for potential \$25,000 payment to ASI for 11 years
- ▶ Use secure process/container for on-site donations (e.g. Pipe Safe)

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Option 2

- ▶ Comply with the adopted Memorandum of Understanding between the City and Amazement Square, Inc.(Attachment A) by approving a deed transfer of the 1.56 acres of land known as the Rotary Centennial Riverfront Skatepark and all improvements on said property to the City of Lynchburg.
- ▶ Accept the operation of Rotary Centennial Riverfront Skatepark under the umbrella of Lynchburg Parks and Recreation Department. Approve the Proposed Budget (Attachment E) for a unsupervised, skate-at-your-own-risk Skatepark.

23

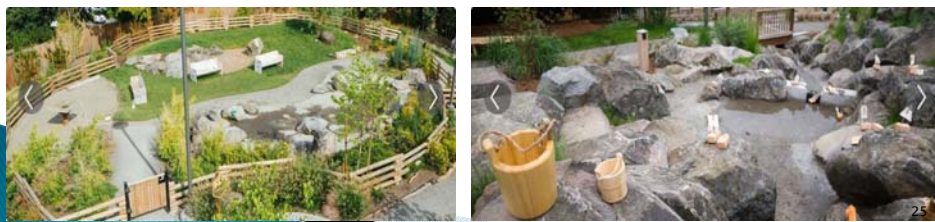
Potential Issues of Operating a Unsupervised Skatepark

- ▶ Vandalism
- ▶ Underage drinking
- ▶ Marijuana use
- ▶ Urinating in public
- ▶ Profanity
- ▶ Bullying/not sharing space
- ▶ Graffiti
- ▶ Loud Music
- ▶ Drinking in public park
- ▶ Litter
- ▶ Trespassing

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Option 3

- ▶ Nullify the Memorandum of Understanding thus paving the way for Amazement Square Inc. to convert the facility into a Outdoor Discovery Center. The new facility will focus on botanical, aquatic and environmental education similar to the Portland (OR) Children's Museum.



Option 4

- ▶ Amend the Memorandum of Understanding and subsidize the operation of Rotary Centennial Riverfront Skatepark for operating costs estimated at \$40,000 annually. This would be paid to Amazement Square.
- ▶ This option assumes Amazement Square Inc. will agree to open and operate the Skatepark with established hours. The Skatepark will be open at least 50 hours per week. Specifics to be determined.
- ▶ A new Memorandum of Understanding would be written with more specific parameters of operations.
- ▶ Amazement Square Inc. may not charge a fee.

Funding Source for Option 4

Close College Hill Neighborhood Center Labor		Miller Park Pool Operation Hours Reduced Labor		
Personnel	\$ Salary and Benefits	Weekly Reduction	% Change	Total \$ Amount
1 FT Senior Recreation Specialist	\$57,943	1 Day	14%	9,796
		2 Days	29%	20,292
1 PT Recreation Specialist	\$25, 040	3 Days	43%	30,088
		4 Days	57%	39,881
Total	\$82,983			

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Option 5

- ▶ Rotary Centennial Riverfront Skatepark remains closed. No resolution to the problem statement.

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Option 6

- ▶ What option(s) has staff not thought of or considered?

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Staff Recommendations

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Recommendation: Approve Option 2

- ▶ Uphold the adopted Memorandum of Understanding between the City of Lynchburg and Amusement Square, Inc.(Attachment A) by approving a deed transfer of the 1.56 acres of land adjacent to the signal tower. The property known as Rotary Centennial Riverfront Skatepark and all improvements on said property to be transferred to the City of Lynchburg to be operated as an officially designated City park.

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Recommendation: Option 2

- ▶ Accept the operation of Rotary Centennial Riverfront Skatepark under the umbrella of Lynchburg Parks and Recreation Department.
- ▶ Staff will evaluate operations on a quarterly basis to determine future viability of the Skatepark.

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Recommendations

- ▶ Approve the Proposed Budget (Attachment E) for a unsupervised, skate-at-your-own-risk Skatepark.

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Fiscal Impact of Option 2:

Total estimated cost of the Proposed Operating Budget is \$13,600.

The operating cost will be split by Lynchburg Park and Recreation (70%) and the Public Works Department (30%).

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Questions

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LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **November 14, 2017**

AGENDA ITEM #:

CONSENT:
ACTION:

REGULAR: **X**
INFORMATION: **X**

WORK SESSION:

CLOSED SESSION:
(Confidential)

ITEM TITLE: Virginia Park and Recreation Society Annual Awards

KEY ELEMENTS:

☒ Economic Development ☒ Excellent Government ☒ Natural and Built Environment ☐ Safe Community ☒ Vibrant Community

PRESENTATION: A presentation of awards by Virginia Parks and Recreation Society President Jim Stutts to Mayor Foster and relevant Lynchburg Parks and Recreation staff.

SUMMARY: Over 500 delegates from around the state gathered in October 2017 at the 63rd Annual Conference of the Virginia Recreation and Park Society held at the Hampton Roads Convention Center. Highlighting each year's conference is a formal presentation of awards.

This state-wide program honors individuals, departments and organizations throughout Virginia who have demonstrated excellence in any of several areas during the previous year. Over 100 applications were received vying for awards in 14 different categories. Judged by a jury of its peers, Lynchburg Parks and Recreation, was selected for five awards!
Population 50,001 – 100,000:

Best New Program- Hill City Hoops

Best New Facility (Bricks and Mortar) - Lynchburg City Stadium

Best New Renovation/Addition (Bricks and Mortar) - Riverside Park

Best New Environmental Sustainability - Please Do Hug the Trees

Best Promotional Effort (Specialty) – The Green Machine

The mission of the Virginia Recreation and Park Society is to unite all professionals, students, and interested lay persons engaged in the field of recreation, parks, and other leisure services in the Commonwealth of Virginia. For more information on the Society contact the state office at 804/730-9447 or visit them on the web at www.vrps.com.

PRIOR ACTION(S): City Council funded both Capital Improvement Project winners.

FISCAL IMPACT: No direct operating budget impact.

CONTACT(S): Jennifer Jones, Director of Parks and Recreation, 455-5858
Jim Stutts, Virginia Parks and Recreation Society President

ATTACHMENT(S):

A- Best New Program – Hill City Hoops

B- Best New Facility (Bricks and Mortar) – Lynchburg City Stadium

C- Best New Renovation/Addition (Bricks and Mortar) – Riverside Park

D- Best New Environmental Sustainability – Please Do Hug the Trees Campaign

E- Best Promotional Effort (Specialty)- The Green Machine

REVIEWED BY: bms

142K

Hill City Hoops – Best New Program

Hill City Hoops is a central city summer basketball league born out of a tragic shooting at Younger Park in Lynchburg in 2016. Outraged that a Lynchburg teen was shot in one of the City's parks, the Department called a community meeting at the Fairview Community Center. Sixty members from the Fairview community attended along with numerous City department representatives. After break-out session discussions and group reports, the City agreed to address 5 priority areas. The Lynchburg Parks and Recreation Department spearheaded the priority effort to provide "more positive programs and places for teens." Read more here: http://www.lynchburgva.gov/sites/default/files/COLFILES/Parks-Recreation/Documents/Fairview%20Neighborhood%20Meeting%20Next%20Steps%20July_Final.pdf

The Lynchburg Parks and Recreation partnered with Lynchburg Police Department and Lynchburg City Schools to develop and promote the league to at-risk and central city youth. All partners contributed resources to ensure the league was free and that lack of funds would not be a barrier to participation. Lynchburg City School Superintendent, Scott Brabrand, key player at the community meetings was instrumental in publicizing the basketball league opportunity in the schools.

The Lynchburg Police Chief Raul Diaz along with his brand new Community Action Team led discussions at the community meetings and took a lead role in developing the inaugural league. The Parks and Recreation Director led the Fairview meetings flanked by park service, recreation service and neighborhood center staff. She tapped the Neighborhood Centers Coordinator to assign a department representative to collaborate with the Police's CAT group to organize and oversee the summer basketball league.

The 2016 league kicked off with many businesses and churches contributing resources to provide meals and snacks for the players after each game. Over 70 teens participated in the league. It was an incredible success as it provided positive program and places for teens to play in a safe and supportive environment. Many police served as game referees and were able to establish beneficial relationships with the kids over the 6 week program. The league culminated in an All-Star Game and cook-out. The Park and Recreation Director, the Chief of Police and the Superintendent of Schools cooked hotdogs and supported the players. The Parks and Recreation Department unveiled the newly installed outdoor sport lighting at the basketball courts. The new lights, a monumental achievement, sent the message that teens matter and investments were going to be made in providing places to play year-round, even during the winter.

The Hill City Hoops Program satisfied both social equity and health and wellness pillars of parks and recreation. Today, over 160 teens play on 16 teams on the league. Hill City Hoops program has grown this year. This year, City organizers were able to get team benches, an officials table and numbered pennies for the program. They were also able to feed the participants through the LCS summer feeding program. The highlight for the program has been the fact that they were able to get 8 businesses to sponsor game nights. They also filled all 16 rosters across three age groupings. Tereika Grooms, league organizer said, "I'm just glad to be able to allow the kids an opportunity to do something positive during the summer."

Hill City Hoops – Best New Program

The Hill City Hoops participants just finished participating in the Virginia Commonwealth Games. Tereika Grooms, league organizer and senior recreation specialist said this about the experience, “They truly enjoyed every bit of it, from having jerseys to being able to play against fellow friends and even having transportation to their games. They are already asking if they can do it next year! ”

The success of Hill City Hoops was truly a community effort. The program addressed a gap in services and spoke to our department mission. It goes to show what a community can do when we rally around our youth and provide them with positive recreation outlets. We are proud to offer this very unique league as a nominee for Best New Program. Thank you for considering Hill City Hoops as the Best New Program.

I have included some of the news articles about the shooting at Younger Park.

http://www.newsadvance.com/news/local/warrants-reveal-details-of-daytime-shooting-at-lynchburg-park/article_b290af61-3e90-551e-ae88-73efaedef126.html

<http://www.onenewspage.com/video/20160422/4334423/Violence-sparks-community-meeting-for-Lynchburg-neighborhood.htm>

<http://wset.com/news/local/fairview-neighborhood-meets-after-recent-lynchburg-shootings>

<http://www.wdbj7.com/content/news/Lynchburg-leaders-hope-meeting-will-curb-violence-in-Fairview-Heights-376780671.html>

<http://wset.com/news/local/lynchburg-police-detail-how-theyve-turned-things-around-after-series-of-shootings>

<https://www.wsls.com/news/lynchburgs-fairview-neighborhood-meets-to-discuss-improvements-following-double-shooting>

<http://www.wdbj7.com/content/news/Community-meeting-addresses--389558461.html>

Lynchburg City Stadium

History:

Lynchburg City Stadium was completed in 1939 at a cost of \$289,000, which included \$189,000 in City funding and \$100,000 from the Federal Works Progress Administration. The stadium was dedicated on October 28, 1939, with a football game between Washington and Lee University and Virginia Polytechnic Institute. Over the years, the stadium has hosted other college teams, including Davidson College, Florida State University, Virginia Military Institute, Virginia University of Lynchburg and Liberty University.

Since its completion, the stadium has served as the home field for Lynchburg's public high schools for football, soccer and lacrosse events. The stadium complex has also hosted farm shows, concerts, festivals, band competitions and high school graduations.

By the 1990s, the stadium was showing its age and was in need of significant improvements. There were no locker rooms for teams or officials. Many of the structures were dilapidated and concession stands consisted of a few wooden sheds scattered about the facility. Restroom facilities were shabby and inadequate in quantity, and the facility was not compliant with the Americans with Disabilities Act. Also, the natural-turf field was not able to keep up with the ever-increasing demand for athletic field use throughout the city. The stadium simply needed to be able to do more.

Construction:

In 2010, City Council appropriated \$300,000 to develop a conceptual plan for making significant improvements to the facility. VMDO Architects of Charlottesville was hired to develop a plan to address the stadium's deficiencies.

In 2013, when Council appropriated an additional \$7 million to the project, the physical work began. However, there was a hitch— all of the work had to be accomplished without closing the stadium. The City's two high schools, one of which had nowhere else to practice, had to be able to use the facility for football and soccer practices and games. So, the work was completed in phases, starting with the replacement of the natural grass field with artificial turf. This work was begun immediately after the last spring soccer game and was completed just in time for fall football practice.

Soon, despite the architect's best efforts, it became evident that the project was going to be over budget. To reduce costs, Parks and Recreation entered into a "Construction Management at Risk" agreement with Jamerson-Lewis Construction.

Through this arrangement, the first of its kind made by the City of Lynchburg, the architects, contractor, and city staff worked together to finalize the plans, making sure they met P&R's needs while keeping it affordable. We were able to modify the initial design and reduce the projected cost of the project by approximately \$725,000

By the time the stadium was dedicated on October 28, 2016 – 77 years to the day from when the original stadium was dedicated – the following major improvements had been made:

- New Astroturf playing field that allowed for increased use
- New locker rooms for home and visiting teams and officials
- Two new concession stands with new, up-to-date equipment
- New men's and women's restrooms, which included a net increase of 44 toilets (17 men, 25 women, and 2 family restrooms)
- Completely new main entrance with a new ticket booth.
- New plaza area at the main entrance with lighted monuments that tell the story of the stadium and the City's public high schools
- ADA improvements, including wheelchair platforms for spectators as well as code-compliant ramps on the home side and main entrance area
- New, energy-efficient field lighting that significantly reduced the amount of light pollution to the surrounding neighborhood
- New scoreboard and audio system that includes an 11' X 19.5' video board
- Renovated, home-side press box with improved lighting and comfort
- Improved, low-maintenance landscaping, using native, drought-resistant plants

While there are many striking new features throughout the stadium, we are especially proud the following aspects:

Throughout the process, P&R looked for ways to incorporate elements of the historic stadium into the new facilities. For example, when the stadium was built in the late 1930s, deodar cedar trees were planted behind the home stands. Unfortunately, the new construction required these to be removed. Because these trees were iconic, familiar to generations of stadium visitors, the architects and P&R developed a plan to use lumber from the trees in decorative elements throughout the stadium. It was used to panel locker rooms walls and the overhangs of all canopies. Benches were also made from the lumber and placed throughout the facility. The reaction from the public regarding this creative reuse has been extremely positive.

We also were able to give three monuments, given in honor of former players who lost their lives during World War II, installed during the early life of the old stadium, prominence on the new entry plaza with the other, contemporary monuments.

One of our favorite features of the new stadium is the effects lighting adorning the main entrance and home-side concession building. These LED lights are easily programmed with different colors to reflect particular events at the stadium. They are used, most notably, to project the team colors of whichever of the City's high schools is playing at home that night.

Perhaps the most-visible feature of all is the ultra-modern videoboard, a very popular feature with the high schools, it has been used to introduce starting lineups featuring individual player videos similar to those seen at college games. It's also used to make announcements and highlight outstanding plays using pre-programmed graphics. This feature has also given students the opportunity to develop real-world video-production skills, as they have created many of the videos used.

Cost:

The total project cost was \$9 million. Approximately \$725,000 was saved by using the Construction Management at Risk agreement.

Project Team:

Included the following: Joe Celentano and Noah Bolton, VMDO Architects; Sports Construction Management (field replacement); Kevin Hooper and Greg McCann, Jamerson-Lewis Construction (construction management at risk and building/hardscape/landscape construction); city staff, including Dave Owen, John Ramsey, Kay Frazier, Andrew Reeder, and Jennifer Jones.



Photo by Lincoln Barbour



Photo by Lincoln Barbour



Photo by Lincoln Barbour





Photo by Lincoln Barbour





Photo courtesy of VMDO Architects

Best New Renovation (Bricks) Award: Riverside Park

The majority of the Riverside Park Renovation Project included Phase I & II, and took place over the course of a year. They involved a number of non-profit organizations and included alternative funding sources in order to maximize local tax investment.

The Phase I improvement project was the lion's share of the work and comprised many improvements outlined in the John Milner Associates Riverside Park Master Plan; however, the train shed was the undisputed heavyweight Champ! Riverside Park Phase I Renovation (design) began in August of 2011, with construction finally commencing in the fall of 2014. Work was completed in May, 2016. Total cost for Phase I improvements was approximately \$1.2 million, with a Grant (3 Grants) from VDOT through the Safe, Accountable, Flexible, Efficient Transportation Equity Act- a Legacy for Users (SAFETEA-LU) monies accounting for \$800,000 of that sum. Completed, the train shed is a massive structure, fully 155 feet long x 27 feet wide x 20 feet high (variable). The City has completed a draft working management plan and the train is now open for self-guided tours and rentals on the weekends.

Phase I improvements began back in 2014 as a simple effort to enhance the train exhibit, which transformed over the years into a project to interpret and protect the train for future generations. But that simple goal became something of an enigma since the train was literally parked next to a creek in a secluded section of the park. It was here, in 1962 that three train cars – a combination of a Chesapeake & Ohio steam locomotive, a Southern Railway passenger coach and a Norfolk & Western caboose – were donated to the city and delivered to the park. The city had to clear land and lay an 800-foot temporary spur from the main rail line in order to move the trio of rail cars into the park.

Sometime in the 1980s after the Parks & Recreation Department went through several downsizings and reorganizations; age began to catch up with the train and it became harder to maintain. At some point it was closed for tours and a period of decay set in that was unabated until the mid-1990s. It was at this point that the Kiwanis Club of Lynchburg came to the rescue.

Kiwanis started the “Save the Train” restoration effort in the early 2000s and raised more than \$50,000 (mostly partnering with local schools and through their annual “Lobster Sale” and other activities. Over time, the scope of their project changed as well, and instead of just a cosmetic makeover they began advocating for a protective train shed. In time City Council agreed to add the Riverside Park Renovation Phase-1 Project to the City’s Capital project list. The Kiwanis continued to fund the train restoration work, while the City took on building the protective shed. The City’s second-oldest park has been home to the steam engine, coal tender and caboose since 1962. A 155-foot-long train shed was one component of the first phase of park renovations that began in 2014. In addition to the shed, phase one included improvements to vehicle and pedestrian/ADA access and the installation of interpretative signage.

The Kiwanis not only interfaced with volunteers but with expert agencies such the Roanoke Transportation Museum and the Blue Ridge chapter of the National Railway Historical Society for donations and advice.

The refurbished train within its protective shed and walkway was the site of a ribbon-cutting ceremony on Thursday May 19, 2016 which celebrated the completion of the first two phases of improvements at Riverside Park. The City and the Kiwanis are

currently discussing managing tours and education activities as they look to the future and the next phase of this exciting project.

Riverside Park Phase II consists of the renovation of the main parking lot, new paver/ADA Access drop-off area for playground/Sprayground (Lynchburg's first "inclusive" public playgrounds); with additional porous paver spaces along the parking perimeter, metal post-and-chain-bollards, vegetated parking Islands and other stormwater/environmental features, costing approximately \$350,000, including a \$125,000 CDBG Grant.

However, these weren't the only improvements made at the park in recent years. Other renovations include:

- The Lynchburg Historical Foundation built a shed to preserve what remained of the deteriorating hull of the packet boat Marshall that carried Stonewall Jackson's body up the James River to Lexington for burial.
- A partnership with the City of Lynchburg and the Junior League of Lynchburg provided \$125,000 to establish a 1,900 square foot inclusive Sprayground.
- Development of the Playcore area (Lynchburg's first universally accessible playground) cost \$285,000, sponsored by Lynchburg Rotary Club— gave \$50,000 to the project.
- James River Garden Club and the Lynchburg Garden Club sponsored extensive renovations to one of the few remaining octagon shaped WPA "type" Gazebos remaining in Virginia.

In the end, great public parks are those places where social interaction occurs independently, and where people are able to meet friends and family to celebrate not only the important moments of their lives, but the mundane as well. In other words, “greatness,” in a park, is not reserved for special functions, but should be a part of everyday life at and for every day. With these new improvements at Riverside Park, it is hoped that every member of the family may be encouraged to participate in the next park outing and finds something wonderful to discover. While we hear a lot about the benefits of parks--these advantages are nothing new. In addition to the important “virtues” that parks bring to cities—as Frederick Law Olmsted enumerated in an 1865 letter to a newspaper, namely “increased real estate value...better public health, an amicable public gathering place, and promotion of safety and social order”—there are so many more values that parks both possess and provide. We are so fortunate here in Lynchburg to be blessed with a Citizenry who appreciates great parks and the journey that is required to attain them.

Support Documents for Best New Renovation (Bricks) Award: Riverside Park



Photo No. 1: July 1962 Photo



Photo No. 2: Entire train before project



Photo No. 3: Close Up of Locomotive



Photo No. 4: Train Shed after Grand Opening



Photo No. 5: Running in Riverside Park



Photo No. 6: Caboose



Photo No. 7: Fencing



Photo No. 8: Constructing Swale



Photo No. 9: Installing Fencing



Photo No. 10: Train shed

Please Do Hug the Trees Campaign: Best New Environmental Sustainability Nomination

In 2015, the City's Communications and Marketing Department presented the results of the National Citizen Survey; a community-wide survey polling the Lynchburg community about their perception of various city services. Lynchburg Parks and Recreation received a low score on "preservation of natural areas." In the field of parks and recreation, we have three pillars that anchor our profession; conservation (preservation), health /wellness and social equity. Given that conservation/preservation is a pillar of parks and recreation, this low grade was unacceptable.

Local parks and recreation in particular are uniquely positioned to provide critical frontline services and resources to bolster these three pillars and impact collective community health. The "Please Do Hug the Trees" campaign is our solution to address the issue of conservation and environmental sustainability.

The Campaign was slowly rolled out with the addition of "Please Do Hug the Trees" signage. The signs were placed in trees at all trailheads and in all 17 parks. The signs had #hashtags prompting park and trail users to share their tree hugging pictures with us. We received hundreds of photos that scrolled on our website landing page. The formal campaign was introduced via blog and Director Letter in the department program guide. Here is the six part blog: <http://www.lynchburgparksandrec.com/history-of-tree-huggers/>



A department ad hoc team was organized to develop and implement programs, events and projects in an effort to create conservation awareness and develop citizen environmental stewards. The Please Do Hug the Trees campaign was composed of seven components; Junior Naturalist, Community and Teaching Gardens, Million Pollinator Challenge, Parks for Monarchs, Nature Equity, Citizen Stewards and the Guinness World Book Tree Hug Challenge. We set goals for each component with the overall goal to

Please Do Hug the Trees Campaign: Best New Environmental Sustainability Nomination

involve half of Lynchburg (38,000) in some aspect of the campaign. We were determined to move the needle 20 points on the National Citizen Survey conservation question. We are still tallying our participation numbers. The National Citizen Survey comes out in the fall 2017.



The Junior Naturalist Program was spearheaded by the Chief Naturalist. It was a program for kids of all ages and taught children to explore their surroundings while connecting and learning more about the natural environment around them. Children could earn an official Junior Naturalist Certificate and patch by completing our special designed Junior Naturalist Guide Book, volunteering in our parks/trails, and participating in a series of nature and outdoor-themed activities.



Please Do Hug the Trees Campaign: Best New Environmental Sustainability Nomination

The Community and Teaching Gardens component featured our in-house Master Gardeners and Naturalists establishing teaching gardens at several of our Neighborhood Community Centers. They developed relationships with many of the city's Community Gardens and authored a Community Garden Directory. They also partnered with organizations like Friends of Lynchburg Parks and Recreation to raise funds in order to establish a Community Fruit Tree Orchard at Younger Park and create a large citywide Community Garden. The Teaching Gardens were featured in several news articles, especially since they connected communities in food desserts to healthy and nutritional food choices. The City served as a role model as citizens around the neighborhood center joined in and built gardens on their own property.



COME JOIN US! →

Parks and Recreation offers many programs that teach the necessary skills to start gardening on your own! Try a beekeeping workshop or learn to make rain barrels to water your garden. Whatever your interest, we're sure to have something for you!

Check out the programs to the right or visit our website for additional classes, workshops, and programs.

YOU CAN JOIN US, TOO!
Find a community teaching garden at any of our Neighborhood Centers.

38

Rain Barrel Workshops **PAGE 59**
Th 9/5 + 9/23 | Times vary | Ages 14+
Build a rain barrel, then learn how to install and maintain it. Learn more about this activity on page 59.

Hands-on Propagation **PAGE 58**
W 9/26 | 2:00pm - 3:00pm | Ages 10+
Adding to your landscape plan is sometimes just a matter of dividing existing plants. Learn more about this activity on page 58.

Beekeeping Workshop **PAGE 58**
W 10/3 | 10:00am - 1:00pm | Ages 15+
Thinking of keeping honey bees but not sure what's involved? This workshop covers what's needed for commitment, time, financial outlay, and equipment. Learn more about this activity on page 58.

Caring for Your Trees **PAGE 58**
W 10/5 | 2:00pm - 3:00pm | Ages 10+
Find out how to give your trees the care they deserve. Learn more about this activity on page 58.

Bats: Friends or Foes? **PAGE 59**
W 10/24 | 4:00pm - 5:00pm | Ages 15+
Join bat specialist Bonnie Miles as she shares why we want bats in our backyards, the part they play in the eco system, and the threats they face. Learn more about this activity on page 59.

Please Do Hug the Trees Campaign: Best New Environmental Sustainability Nomination

The Million Pollinator Challenge was born from the major decline in the pollinator populations. Increasing the number of pollinator-friendly gardens and landscapes can help revive the health of bees, butterflies, birds, bats and other pollinators across the country, and that was important to us. We joined in on these efforts through the Million Pollinator Garden Challenge. The Million Pollinator Garden Challenge (MPGC) is a nationwide call to action to preserve and create gardens and landscapes that help revive the health of bees, butterflies, birds, bats and other pollinators across America. To set the tone, our department created several pollinator gardens in various City parks. We placed MPGC signage in our parks and on our trails to encourage citizen participation. An informational how-to brochure was developed and placed at all trail kiosks.



HOME GARDEN
Take one of our many gardening classes.
58

BEEKEEPING WORKSHOP
Learn how to help out our pollinator friends!
58

CREATING A NEW OASIS
With your help, Lynchburg Parks and Recreation will build a veritable gossamer oasis within one of our parks. This oasis will feature: a lush butterfly garden, a water fountain with butterfly-inspired portraits in colorful mosaic tile, interpretive panels, and an optical spotting station.
In addition to the physical attributes of the oasis, it will also include a nature webcam, a Web-Based Teacher's Corner for education, and a special area celebrating the Kids' Haven Partnership. Kids' Haven is a community based organization dedicated to serving the unique

HELPING OUR POLLINATORS AT HOME
Pollinators are critical to our nation's economy, ecosystem, and food preservation. But our pollinators are in trouble. Habitat and forage loss, fragmentation, disease, parasites, and pesticides have all contributed to the decline of many species of pollinators.
There is, however, something that we can ALL do to help these wonderful insects!

5 WAYS TO GET STARTED
1 Get Involved

5 Avoid or Limit Pesticide Use
Use non-chemical, organic solutions and cultural control for insect problems instead!

MAKING YOUR GARDEN POLLINATOR FRIENDLY
Vegetation Tips

- Plant native to the area
- Plant in clusters or groupings
- Plant for continuous bloom from early spring to late fall
- Plant annuals/perennials that provide nectar and/or pollen
- Plant larval host plants such as milkweed

Shelter Tips

- Provide wind breaks
- Provide sunny areas with flat stones
- Provide a fresh, clean water source with extra

The Parks for Monarchs effort involved educating the Lynchburg population regarding the plight of Monarch butterflies. According to the NRPA, "the Monarch butterfly population has declined by an estimated 90% over the past 20 years". We encouraged folks to join us in our efforts to save the Monarch butterflies before their habitats are irrevocably destroyed. We set the tone by role modeling an elaborately built butterfly garden in Riverside Park. You can read more here:

<http://www.lynchburgparksandrec.com/visit-new-childrens-butterfly-garden-riverside-park/>

Please Do Hug the Trees Campaign: Best New Environmental Sustainability Nomination

Our Nature Equity endeavor centered on research that showed low-income and minorities do not have opportunities to connect with nature and thereby do not reap the benefits of being in nature. Our department already impacts our community through social equity, ensuring all people have access to the benefits of local parks and recreation. Now we sought to address nature equity by connecting neighborhood center children to the 900 acres of parks, trails, and natural areas in Lynchburg Park trust.



Teens Participate in our Summer Camp Programs

Shared public spaces are important to the life of a community. Social offerings, openness, and beauty create a lasting emotional bond between people and their community.

NATURE & SOCIAL EQUITY

Many citizens also use our parks and trails as resources for recreation.

Here are three simple and free outdoor activities that you can take advantage of on your own!

1 Picnic in the Park

PROJECT LEARNING TREE

This fall, neighborhood centers will incorporate Project Learning Tree activities into the After-School Program.

A cornerstone for environmental education.

YOU CAN JOIN US, TOO!

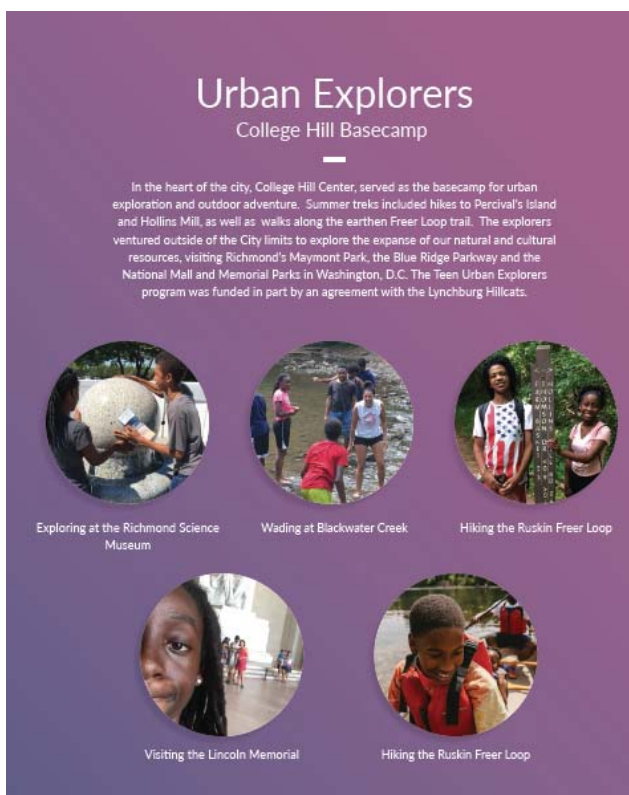
Check out all of the programs and offerings from our six Neighborhood Centers.

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COME JOIN US!

Project Learning Tree Workshop

We decided to begin with a very specific program for teens. Our first major effort was called Urban Explorers – an outdoor adventure camp. Here is an overview:



Urban Explorers

College Hill Basecamp

In the heart of the city, College Hill Center, served as the basecamp for urban exploration and outdoor adventure. Summer treks included hikes to Percival's Island and Hollins Mill, as well as walks along the earthen Freer Loop trail. The explorers ventured outside of the City limits to explore the expanse of our natural and cultural resources, visiting Richmond's Maymont Park, the Blue Ridge Parkway and the National Mall and Memorial Parks in Washington, D.C. The Teen Urban Explorers program was funded in part by an agreement with the Lynchburg Hillcats.

Exploring at the Richmond Science Museum

Wading at Blackwater Creek

Hiking the Ruskin Freer Loop

Visiting the Lincoln Memorial

Hiking the Ruskin Freer Loop

Please Do Hug the Trees Campaign: Best New Environmental Sustainability Nomination



Finally - As our big celebration event for the Please Do Hug the Trees campaign we invited the Lynchburg community to Peaks View Park to break the Guinness World Book record for the World's Largest Tree Hug. As an officially sanctioned Guinness event, it had to be highly coordinated to meet all of the requirements of breaking the record.

The attempt for the World's Largest Tree Hug record was a literal interpretation of our "Please Do Hug the Trees" campaign efforts, and allowed us to share our love for nature (and for the trees) with the community in a fun, engaging way. In the end we did not break the record but 1400 tree huggers, 100+ volunteers and 50 vendors came out to hug the trees while the Monacan Indian Nation played their Honor Song. A powerful 60 seconds for Lynchburg nature lovers that capped a successful campaign where over 40 new environmental programs were implemented. Read here:

http://www.newsadvance.com/news/local/photos-hug-a-tree-in-lynchburg/collection_43a7fc2c-2d3a-11e7-88bd-873e8b0dad98.html#3

PHOTOS: Hug a tree in Lynchburg 201

Apr 29, 2017 (0)



Around 1,200 people attended the World's Largest Tree Hug Event Saturday afternoon at Peaks View Park. Not enough to break the Guinness record for world's largest tree hug, but still a successful event. "We're really celebrating nature and the outdoors and trying to get people plugged into some kind of environmental involvement," said one city parks and recreation official.

1 of 12



Jay Westcott/The News & Advance

LYNCHBURG, VA - APRIL 29: Heather Oihak, Kelsey Moerman, and Irene Nettekoven hug a tree during a festival for

[Buy Now](#)

“The Green Machine”: Best Promotional Effort Award 2016



Lynchburg Parks and Recreation is driving the extra mile to serve city residents with the awesomeness that is the “Green Machine!” This eleven-passenger, handicap accessible bus now gives city residents an opportunity to participate in trips and community programs; removing the transportation barrier. The service the bus provides for our citizens varies from a simple trip to the grocery store to an adventurous day out, hiking in the Appalachian Mountains. In conjunction, the bus also acts as a roving billboard advertising for the department and mission anywhere we travel. When not in use the vehicle rests in front of the Recreation Center parking lot to attract the attention of passersby.

The 2012 Chevrolet Express mini-bus was donated from the Lynchburg City School district to Lynchburg Parks & Recreation in 2016 at a value of \$42,825. After receiving the bus recreation staff branded the machine by painting the exterior *Big Bad Green*, a borderline fluorescent shade certain to attract attention anywhere it travels. The green color of the bus also secretly hints at the green space in our parks and the National Parks and Recreation mission to promote environmental stewardship. Forwarding our conservation pillar, both sides of the bus are adorned with the “Please Do Hug the Trees” logo, promoting our department’s citywide environmental sustainability campaign. The bus is further decaled with the Lynchburg Parks & Rec Logo on the back and driver’s side door, while the front of the bus displays our department motto, “Find Your Fun!”

Since the bus was donated, the initial investment for the machine only included \$1875 for the cost of paint and \$482 for decals, totaling \$2357. Day to day operating costs include gas and overall maintenance. The essential gain from this investment is social equity because our department is now able to provide recreational opportunities and a community service for all ages and every socio economic bracket. Lynchburg Parks and Recreation also benefits from additional revenue that is brought in through citywide trip offerings. Ownership of the bus offsets the initial expense so our department can offer low cost trips for small groups without including built in fees for transportation. This is a vital

“The Green Machine”: Best Promotional Effort Award 2016

resource for transportation that saves tax payers the expense of perusing privately owned transportation for trips and programs.

Primary use of the vehicle is to provide transportation services for lower economic youth, teens, and seniors at all seven community centers. The bus serves as a resource to connect people and resources between all five of the neighborhood centers, scattered throughout the city. Children and teens from the afterschool program are now able to get out and extend their horizons by engaging in off-site extracurricular activities such as hiking, bowling, putt-putt golf, or fishing. We are also now able to provide more substantive programming for our subsidized summer camp programs, predominantly frequented by underprivileged at-risk youth. Campers now have access to swimming at the city park pool and nature programming through visiting Lynchburg Parks & Recreation’s nature education center, *The Nature Zone*.

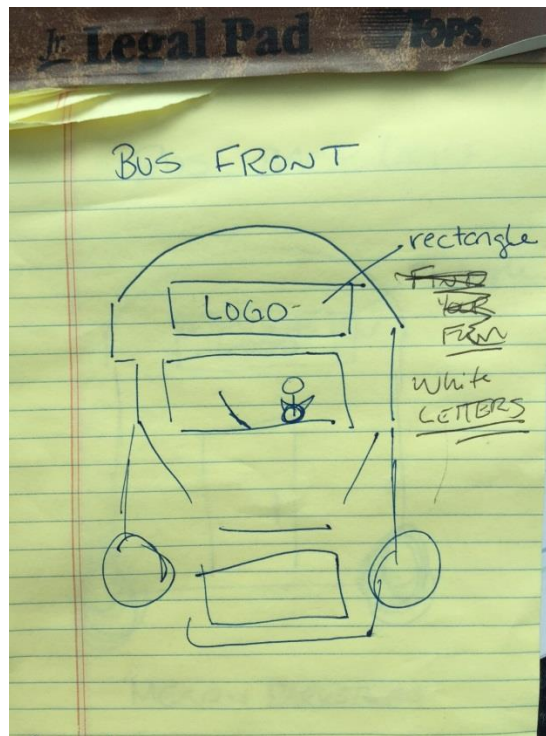
Use of the bus provides life defining opportunities for underprivileged, at-risk teens. Three of our Hill City Hoops basketball teams, consisting of players from various neighborhoods were able to compete in the Virginia Commonwealth Games because they had reliable transportation to and from the event. Both staff and youth were honored and grateful for the opportunity to participate. One young man said “you don't know how far I would have had to walk because I wasn't going to miss my game.” The kids were up, and ready every morning to catch their ride because someone was showing up for them. They were dedicated and appreciative. After the games, it wasn’t difficult to locate the meet-up spot, because as one player commented, “you can't miss that big green bus!”

Programmers have the creative opportunity to offer recreational and educational local out of town trips for all ages, in particular senior citizens. Homebound seniors have an opportunity to get out of the house, helping to alleviate social isolation. Handicap accessibility promotes therapeutic recreational opportunities, and for people with disabilities. Since our trips are open to the citywide community, recreational excursions are also a great opportunity to meet new people and build community. Often, single adults new to the area or college students without transportation join our trips as an effort to meet new people and explore the Lynchburg area and beyond. The “Green Machine” has traveled as far as Richmond to the African History Museum, and as safe and sober transportation for the popular “Nelson 151 Brews Cruise,” a brewery tour in Nelson County.

Overall, the bus has helped alleviate transportation as a roadblock between citizen needs and our department’s ability to provide vital recreation services. The fact the majority of those benefiting from the bus attend our neighborhood centers enhances our social equity efforts. The bus provides opportunity for elderly and underprivileged citizens, providing access for education, recreation, and enrichment. On the road, the brightness of the bus turns heads and incites inquiry about our department, programs and the Hug the Trees Campaign. Locals recognize and enjoy seeing the bus around town and it has become a staple of our department. Recreation staff and the community agree that the bus paints a fun picture of our department by being bright and playful.

"The Green Machine": Best Promotional Effort Award 2016

Step 1: The drawing board.



Step 2: Paint job complete!



“The Green Machine”: Best Promotional Effort Award 2016

Step 3: Decals and branding



PLEASE DO ♥ HUG THE TREES ♥



Step 4: Find your fun!



100

// A regular meeting of the Council of the City of Lynchburg was held on the 26th day of September, 2017, at 4:30 P.M. in the Council Chamber, City Hall, Joan Foster, President, presiding. The following Members were present:

Present: Dolan, Helgeson, Tweedy, Wilder, Foster 5

Absent: Nelson, Perrow 2

// Horizon Behavioral Health Services Annual Report was presented by Chief Executive Officer Damien Cabezas. Mr. Cabezas stated that Horizon's Vision is to provide behavioral healthcare services that are accessible, consumer center, cost effective, and outcome-based. The Mission is to support and promote the health, independence and self-worth of individuals and families in Central Virginia by providing a continuum of Community-based prevention and early detection/treatment of persons affected by mental health, intellectual disabilities, substance abuse and co-occurring disorders. The Horizon was established in 1969 and in FY 2017 it served a total of 16,250 individuals and families with a total of 750 employees of and 51 different locations throughout Central Virginia. The following are services that Horizon provides in the Lynchburg area:

- Outpatient Services
- Case Management
- Psychiatric Services/Medication Management
- Admissions
- Mental Health and Residential Substance Use Services
- Emergency Services
- School-Based Services
- Housing Services

In conclusion, Mr. Cabezas mentioned Horizon Behavioral Health is on the horizon which includes; Consumer Engagement, Enhanced Integration and Care Coordination, Prevention and Technology and Social Media.

// Kristen Nolen and Sarah Quarantotto with Miriam's House presented a report on the Central Virginia Continuum of Care Homeless Response System and the State of Homelessness in the Central Virginia Region.

- What is a Continuum of Care (CoC)?

A membership organization responsible for managing a homeless response system

Each CoC designates a lead agency to carry out the functions required by the Department Of Housing & Urban Development (HUD)

A CoC's purpose is to:

Make federal and state grant decisions on the local level

Evaluate program and system performance in ending homelessness

Submit reports and data to state and federal authorities

Ensure a local, coordinated effort

Implement a strategic plan to end homelessness

Central Virginia Continuum of Care:

The Mission is to ensure that homelessness is brief and non-recurring

The Vision of the Central Virginia CoC is for the City of Lynchburg and the Counties of Amherst, Appomattox, Bedford, and Campbell to have a permanent, safe, decent, and affordable place to call home by the year 2024.

The Central Virginia CoC Grant Funding is provided through different organizations: State Grants Support Lynchburg Community Action Group (LynCAG) \$286,115, Miriam's House (MH) \$87,482 and the YWCA of Central Virginia. Federal Grants support the Lynchburg Redevelopment and Housing Authority (LRHA) \$218,448 and Miriam's House (MH) \$141,365. The Annual State and Federal Grants total \$759,159 which requires a \$189,790 local match of support.

The Annual Central Virginia CoC Homeless Numbers in Central Virginia was based on the 2016 Annual Homeless Assessment Report and Annual Performance Reports:

- 9% of homeless adults are veterans
- 23% of homeless households are families
- 37% of homeless adults have a disability
- 53% White, 41% African American, 6% other
- 44% female, 56% male
- 95% of homeless households are below the federal poverty line
- 42% with a source of income
- 58% are zero income

The data also showed an increase of 65% entered into homeless shelters from 2011 to 2016. There was a decrease of 42% on a single night from 2014 to 2017. They explained the Central Virginia CoC Approach from previous approach to current approach. The following are Central Virginia CoC Strategic Plan Goals:

- Formalized CoC Governance
- Expanded CoC membership to include Lynchburg Police Department, Legal Aid, Horizon Behavioral Health, and Johnson Health Center
- Improved coordination to streamline exits from homelessness
- Improved access to mainstream resources
- Targeted services to persons based on need and priority

What's next for the Central Virginia CoC?

- Become more data driven
- Increase prevention and diversion efforts
- Expand permanent interventions such as supportive housing and rapid re-housing

- Improve coordination with other systems of care (hospitals, jail, foster care, etc.)

It was explained what else it will take:

- Expanded local financial resources to supplement state and federal grants
- More affordable housing
- Housing choice vouchers and subsidized housing set-asides for the homeless population
- Increased employment opportunities for the homeless population

// During roll call Council Member Helgeson shared some statistical data from the Virginia Employment Commission about unemployment which Lynchburg showed a decline in jobs over one year.

// Council Member Wilder commented on the Get Downtown event which was a wonderful event with how the City and community are working together. He also mentioned the dedication of the reopening of parking lot at the Community Market and thanked the City staff for keeping our City moving in the right direction.

// Council Member Dolan mentioned an article in the Washington Post regarding Ogeba Beta and how the event was held on Saturday, September 19, 2017 at Virginia University of Lynchburg.

// Vice Mayor Tweedy commented on several events such as the reopening of the parking lot at the City Market which was a nice event and the Poverty to Process meeting to be held on October 5, 2017 at E. C. Glass High School from 6:30 p.m. to 8:30 p.m.

// Mayor Foster mentioned again the meeting on Poverty to Process to be held October 5, 2017 at E. C. Glass High School from 6:30 p.m. to 8:30 p.m. with the following services that will be provided; child care and transportation by Greater Lynchburg Transit Company (GLTC). She also mentioned the National Citizens Survey, if you received a copy please fill out the survey because the City want to hear from you.

// City Council recessed the meeting at 5:24 p.m.

// City Council reconvened the meeting at 7:30 p.m.

The following Members were present:

Present: Dolan, Helgeson, Tweedy, Wilder, Foster

5

Absent: Nelson, Perrow

2

// Vice Mayor Tweedy gave the Invocation. The Pledge of Allegiance was let by Brownie Troop #252.

// Mayor Foster and Vice Mayor Tweedy recognized the women of the Lynchburg Fire Department for the calendar they created to support Muscular Dystrophy.

// Mayor Foster and Vice Mayor Tweedy presented certificates to Economic Development for receiving two Excellence Bronze Awards for promotional projects:

“This is Lynchburg, Welcome Home”

“Lynchburg Innovation Week”

// Mayor Foster and Vice Mayor Tweedy presented a plaque from the Southern Economic Development to the City of Lynchburg, Virginia Office of Economic Development as recipients of the annual Community Economic Development Awards.

// Mayor Foster introduced the Mayor's Youth Council students: Hayden Swisher, a Senior at Virginia Episcopal School and Bryson Gerhardt, a Senior at E. C. Glass High School.

// Copies of the minutes of the September 12, 2017 meeting, having been previously furnished Council, reading was dispensed with, and on motion of Council Member Helgeson, seconded by Council Member Wilder, Council by the following recorded vote approved the minutes as amended:

Ayes: Dolan, Helgeson, Tweedy, Wilder, Foster	5
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Noes:	0
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Absent: Nelson, Perrow	2
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// In the matter of Police, Resolution #R-17-080, to approve the submittal of an application for the 2017 Edward Byrne Memorial Justice Assistance Grant in the amount of \$41,936 with resources from an Edward Byrne Memorial Justice Assistance Grant to purchase law enforcement equipment laid over from the September 12, 2017 meeting, was again presented and read, and on motion of Council Member Helgeson, seconded by Council Member Wilder, Council by the following recorded vote adopted the Resolution:

Ayes: Dolan, Helgeson, Tweedy, Wilder, Foster	5
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Noes:	0
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Absent: Nelson, Perrow	2
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// In the matter of City Council, a public hearing was held regarding City Council Report #6 to consider the proposed sale of surplus City property located at 927 Church Street. City Manager Bonnie Svrcek provided a summary of the request, stating that the City had received an offer from James E. LaPrade, Sr., President and Chief Executive Officer of BMS Direct, Inc. to purchase 927 Church Street for \$150,000. Ms. Svrcek further stated that the property is currently zoned B-4, Mixed Use Commercial. Ms. Svrcek went on to say Mr. LaPrade intends to invest up to \$200,000 to renovate the building into commercial space on the first floor and possible loft space on the second floor and his desire to renovate the façade of the building back to its original glory. The property was purchased by the City in December 1988. The City initially purchased the property for additional parking; however, it was later determined that additional office space was needed and the property was never used as initially proposed. The assessed value of this property is \$138,400. There was no one else present who wished to speak to this item, and the public hearing was closed. Council discussed this item at length. Council Member Helgeson mentioned several concerns regarding the property; did the City get the best offer for City tax payers, the City will lose seven or eight good parking spaces behind the building and the building is derelict in the inside. Council Member Helgeson stated he would not be voting in favor for the sale of this property. On motion of Council Member Wilder, seconded by Council Member Dolan, Council by the following recorded vote introduced and laid over to a later meeting for final action Resolution #R-17-083, as presented, to sell the property to Mr. James E. LaPrade, Sr. for \$150,000 located at 927 Church Street:

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Ayes: Dolan, Tweedy, Wilder, Foster 4

Noes: Helgeson 1

Absent: Nelson, Perrow 2

// Council Member Perrow arrived at the beginning of this item (8:08 p.m.).

// In the matter of Community Development, a public hearing was held regarding City Council Report #7 to receive comments regarding the Program Year 2016 (FY 2017) Consolidated Annual Performance and Evaluation Report (CAPER) for the Community Development Block Grant (CDBG) and HOME Program. Grants Manager Melva Walker provided a summary of this request regarding the Program Year 2016 (FY 2017) Consolidated Annual Performance and Evaluation Report (CAPER) for the Community Development Block Grant (CDBG) and HOME Program. Ms. Denise Crews with Lynchburg Community Action Group (LynCAG) stated she supports this request. There was no one else present who wished to speak to this item, and the public hearing was closed. On motion of Mayor Foster, seconded by Council Member Helgeson, Council by the following recorded vote adopted Resolution #R-17-082, as presented, for the Program Year 2016 (FY 2017) Consolidated Annual Performance and Evaluation Report (CAPER) for the Community Development Block Grant (CDBG) and HOME Program:

Ayes: Dolan, Helgeson, Perrow, Tweedy, Wilder, Foster 6

Noes: 0

Absent: Nelson 1

// In the matter of City Council, Liza Dobson and Kelly Cecil presented a funding request from the Food Disparities Group of the Poverty to Progress Initiative/Oasis Project for the development of a grocery store in or around the downtown Lynchburg area.

// In the matter of City Council, Rebecca Dawson did not appear before Council to speak.

// In the matter of Courts, City Council Report #10 was considered to amend the FY 2018 City/Federal/State Aid Fund budget and appropriate \$11,383 with resources from a grant from the Library of Virginia to preserve Deed Book 56, 1897-1898, Deed Book FF, 1880-1881, and Marriage Bonds A-L 1805-1824 at the Lynchburg Circuit Court Clerk's Office. Council Member Helgeson, Chair of the Finance Committee (FC), stated that the request was considered by the FC and made a motion to approve the request. The motion did not require a second and Council by the following recorded vote introduced and laid over to a later meeting for final action Resolution #R-17-083, as presented, to amend the FY 2018 City/Federal/State Aid Fund budget and appropriate \$11,383 with resources from a grant from the Library of Virginia to preserve Deed Book 56, 1897-1898, Deed Book FF, 1880-1881, and Marriage Bonds A-L 1805-1824 at the Lynchburg Circuit Court Clerk's Office:

Ayes: Dolan, Helgeson, Perrow, Tweedy, Wilder, Foster	6
Noes:	0
Absent: Nelson	1

// In the matter of Fire, City Council Report #11 was considered to amend the FY 2018 City/Federal/State Aid Fund budget and appropriate \$36,784 with resources of \$17,647 from the Virginia Office of Emergency Medical Services Rescue Squad Assistance Fund and \$19,137 transferred from the FY 2018 General Fund Fire Department budget to purchase two (2) Power Pro stretchers for the Fire Department. Council Member Helgeson, Chair of the Finance Committee (FC), stated that the request was considered by the FC and made a motion to approve the request. The motion did not require a second and Council by the following recorded vote introduced and laid over to a later meeting for final action Resolution #R-17-084, as presented, to amend the FY 2018 City/Federal/State Aid Fund budget and appropriate \$36,784 with resources of \$17,647 from the Virginia Office of Emergency Medical Services Rescue Squad Assistance Fund and \$19,137 transferred from the FY 2018 General Fund Fire Department budget to purchase two (2) Power Pro stretchers for the Fire Department:

Ayes: Dolan, Helgeson, Perrow, Tweedy, Wilder, Foster	6
Noes:	0
Absent: Nelson	1

// In the matter of Police, City Council Report #12 was considered to amend the FY 2018 City/Federal/State Aid Fund budget and appropriate \$49,650 with resources of \$33,100 from the Department of Motor Vehicles Highway Safety Grant, an in-kind service and equipment match of \$14,140 and \$2,410 transferred from the FY 2018 General Fund Police Department budget to provide selective enforcement activities and attend related training. Council Member Helgeson, Chair of the Finance Committee (FC), stated that the request was considered by the FC and made a motion to approve the request. The motion did not require a second and Council by the following recorded vote introduced and laid over to a later meeting for final action Resolution #R-17-085, as presented, to amend the FY 2018 City/Federal/State Aid Fund budget and appropriate \$49,650 with resources of \$33,100 from the Department of Motor Vehicles Highway Safety Grant, an in-kind service and equipment match of \$14,140 and \$2,410 transferred from the FY 2018 General Fund Police Department budget to provide selective enforcement activities and attend related training:

Ayes: Dolan, Helgeson, Perrow, Tweedy, Wilder, Foster	6
Noes:	0
Absent: Nelson	1

// In the matter of Police, City Council Report #13 was considered to amend the FY 2018 City/Federal/State Aid Fund budget and appropriate \$21,000 with resources of \$14,000 from the Department of Motor Vehicles Highway Safety Grant, an in-kind service and equipment match of \$5,929 and \$1,071 transferred from the FY 2018 General Fund Police Department budget to provide funds for

speed enforcement activities. Council Member Helgeson, Chair of the Finance Committee (FC), stated that the request was considered by the FC and made a motion to approve the request. The motion did not require a second and Council by the following recorded vote introduced and laid over to a later meeting for final action Resolution #R-17-086, as presented, to amend the FY 2018 City/Federal/State Aid Fund budget and appropriate \$21,000 with resources of \$14,000 from the Department of Motor Vehicles Highway Safety Grant, an in-kind service and equipment match of \$5,929 and \$1,071 transferred from the FY 2018 General Fund Police Department budget to provide funds for speed enforcement activities:

Ayes: Dolan, Helgeson, Perrow, Tweedy, Wilder, Foster	6
Noes:	0
Absent: Nelson	1

// In the matter of City Council, City Council Report #14 was considered to amend the FY 2018 City/Federal/State Aid Fund budget and appropriate \$156,391 with resources of \$117,293 from the Commonwealth of Virginia Department of Social Services through the Employment for TANF Participants Grant and \$39,098 from in-kind contributions. Council Member Helgeson, Chair of the Finance Committee (FC), stated that this request needed the approval of Council. On motion of Council Member Perrow, seconded by Council Member Helgeson, Council by the following recorded vote introduced and laid over to a later meeting for final action Resolution #R-17-087, as presented, to amend the FY 2018 City/Federal/State Aid Fund budget and appropriate \$156,391 with resources of \$117,293 from the Commonwealth of Virginia Department of Social Services through the Employment for TANF Participants Grant and \$39,098 from in-kind contributions:

Ayes: Dolan, Helgeson, Perrow, Tweedy, Wilder, Foster	6
Noes:	0
Absent: Nelson	1

// On motion of Council Member Dolan, seconded by Council Member Wilder, Council by the following recorded vote elected to hold a closed meeting for the following purposes: (i) to consider appointments to Council-appointed boards and commissions, specifically the Social Services Advisory Board, the Board of Building Code Appeals, the Redevelopment & Housing Authority, the Lynchburg Business Development Centre, the Historic Preservation Commission, and the Economic Development Authority, (ii) for discussion and consideration of the disposition of city-owned property located at 405 Cabell Street because discussion in an open meeting would adversely affect the bargaining position or negotiating strategy of the City, and (iii) for consultation with legal counsel and briefings by staff members regarding a legal matter requiring the provision of legal advice, specifically legal matters relating to the overflow of CSO Vault Number 56 on July 1, 2016, pursuant to Section 2.2-3711(A.)(1.)(3.) and (7.), respectively of the Virginia Code.

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Ayes: Dolan, Helgeson, Perrow, Tweedy, Wilder, Foster 6

Noes: 0

Absent: Nelson 1

// The meeting was re-opened to the public.

// Council Member Helgeson made the following motion:

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

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

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

The Motion was seconded by Council Member Perrow, and Council by the following recorded vote adopted the motion:

Ayes: Dolan, Helgeson, Perrow, Tweedy, Wilder, Foster 6

Noes: 0

Absent: Nelson 1

// In the matter of Appointments, and on nomination of Council Member Helgeson, seconded by Council Member Wilder, Council by the following recorded vote re-appointed Edgar J. T. Perrow, Jr. to serve on the Redevelopment & Housing Authority Board for a term to expire September 30, 2021:

Ayes: Dolan, Helgeson, Perrow, Tweedy, Wilder, Foster 6

Noes: 0

Absent: Nelson 1

// The meeting was adjourned at 10:00 P.M.

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **November 14, 2017**

AGENDA ITEM #: **9**

CONSENT:
ACTION: **X**

REGULAR: **X**
INFORMATION:

WORK SESSION:

CLOSED SESSION:
(Confidential)

ITEM TITLE: Historic Preservation Commission (HPC) – Appeal of decision to deny Certificate of Appropriateness (COA) at 1919 Rivermont Avenue

KEY ELEMENTS:

___ Economic Development ___ Excellent Government X Natural and Built Environment ___ Safe Community ___ Vibrant Community

RECOMMENDATION: Uphold decision of Historic Preservation Commission to deny Certificate of Appropriateness (COA) at 1919 Rivermont Avenue.

SUMMARY: William Bohn and Jennifer Woofter are appealing the decision of the HPC that denied their COA request to replace the existing four (4), twenty-six inch (26")-diameter main wood columns on the front of the structure with twenty-four inch (24")-diameter fiberglass columns at 1919 Rivermont Avenue.

The HPC based the decision to deny the COA on the *Lynchburg Historic Districts Residential Design Review Guidelines*. Section VII, (15) Porch Columns and Railings states the following:

- A. Porch Columns and Railings "should be preserved and maintained. If repair is required, use materials to match the original in dimensions, scale and detailing."
- B. Porch Columns and Railings "often deteriorate first at the bottom next to the porch floor. If this is the case consider sawing of the deteriorated area and replacing this section rather than replacing the entire column."
- C. Porch Columns and Railings "of aluminum, wrought iron, vinyl or other modern materials are typically not appropriate for front porches. The use of composite or fiberglass Classical Order columns, matching both dimension, profile and texture of traditional columns, may be considered."

The City's *Zoning Ordinance*, Section 35.2-13.11, Appeals to City Council, states: "On any such appeal, the final decision of the HPC ... shall be stayed pending the outcome of the appeal to City Council, except that the filing of such appeal shall not stay the decision of the HPC if such decision denies the right to raze or demolish a historic landmark, building or structure. The City Council shall conduct a full and impartial public hearing on the matter and apply the same criteria as the HPC before rendering any decision. The City Council may affirm, reverse or modify the decision of the HPC, in whole or in part. The decision of City Council, subject to the provisions of section 35.2-13.12, shall be final. If approved, a certificate of appropriateness, signed by the clerk of the City Council, shall be issued to the applicant."

PRIOR ACTION(S):

July 17, 2017: The HPC tabled the COA request to replace the four (4) front columns at 1919 Rivermont Avenue.

August 21, 2017: The HPC denied the COA request to replace the four (4) front columns at 1919 Rivermont Avenue.

September 6, 2017: William Bohn and Jennifer Woofter appealed the decision of HPC to City Council.

October 10, 2017: City Council continued the appeal at the petitioner's request.

FISCAL IMPACT: N/A

CONTACT(S): Chris McSwain, Chair, Historic Preservation Commission – (434) 944-5520
Richard Morris, Historic Preservation Commissioner – (434) 209-0618
Tom Martin, City Planner – (434) 455-3900
Kent White, Community Development Director – (434) 455-3900

ATTACHMENT(S):

- Resolution “A” – Uphold HPC Decision
- Resolution “B” – Reverse HPC Decision
- HPC Minutes – July 17, 2017
- HPC Minutes – August 21, 2017
- Historic District Map
- COA Application – 1919 Rivermont Avenue
- Photographs of 1919 Rivermont Avenue provided by applicant (front on view and photoshopped front on view)
- Property Photograph of 1919 Rivermont Avenue from City’s Property Record
- Lynchburg Historic Districts Residential Design Guidelines: Section VII (15) Porch Columns and Railings

REVIEWED BY: bms

RESOLUTION "A":

A RESOLUTION UPHOLDING THE DECISION OF THE HISTORIC PRESERVATION COMMISSION TO DENY A CERTIFICATE OF APPROPRIATENESS AT 1919 RIVERMONT AVENUE TO ALLOW THE REPLACEMENT OF FOUR (4) TWENTY-SIX INCH (26") DIAMETER WOOD COLUMNS ON THE FRONT OF THE STRUCTURE WITH FOUR (4) TWENTY-FOUR INCH (24") DIAMETER FIBERGLASS COLUMNS.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF LYNCHBURG that request of William Bohn and Jennifer Woofter for a Certificate of Appropriateness to replace four (4) twenty-six inch (26") diameter wood columns on the front of the structure with four (4) twenty-four inch (24") diameter fiberglass columns at 1919 Rivermont Avenue is not in keeping with the Lynchburg Historic Districts Residential Design Review Guidelines, Section VII (15) Porch Columns and Railings.

BE IT FURTHER RESOLVED BY THE COUNCIL OF THE CITY OF LYNCHBURG that the petition of William Bohn and Jennifer Woofter to appeal the decision of the Historic Preservation Commission denying the replacement of four (4) twenty-six inch (26") diameter wood columns on the front of the structure with four (4) twenty-four inch (24") diameter fiberglass columns at 1919 Rivermont Avenue is hereby denied.

Adopted:

Certified:

Clerk of Council

143K

RESOLUTION "B":

A RESOLUTION REVERSING THE DECISION OF THE HISTORIC PRESERVATION COMMISSION TO DENY A CERTIFICATE OF APPROPRIATENESS AT 1919 RIVERMONT AVENUE TO ALLOW THE REPLACEMENT OF FOUR (4) TWENTY-SIX INCH (26") DIAMETER WOOD COLUMNS ON THE FRONT OF THE STRUCTURE WITH FOUR (4) TWENTY-FOUR INCH (24") DIAMETER FIBERGLASS COLUMNS.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF LYNCHBURG that request of William Bohn and Jennifer Woofter for a Certificate of Appropriateness to replace four (4) twenty-six inch (26") wood columns on the front of the structure with four (4) twenty-four inch (24") fiberglass columns at 1919 Rivermont Avenue is in keeping with the Lynchburg Historic Districts Residential Design Review Guidelines, Section VII (15) Porch Columns and Railings.

BE IT FURTHER RESOLVED BY THE COUNCIL OF THE CITY OF LYNCHBURG that the petition of William Bohn and Jennifer Woofter to appeal the decision of the Historic Preservation Commission denying the replacement of four (4) twenty-six inch (26") diameter wood columns on the front of the structure with four (4) twenty-four inch (24") diameter fiberglass columns at 1919 Rivermont Avenue is hereby reversed.

BE IT FURTHER RESOLVED BY THE COUNCIL OF THE CITY OF LYNCHBURG that in reversing the decision of the Historic Preservation Commission the Council of the City of Lynchburg hereby directs the Clerk of Council to issue a Certificate of Appropriateness to William Bohn and Jennifer Woofter allowing the replacement of four (4) twenty-six inch (26") diameter wood columns on the front of the structure with four (4) twenty-four inch (24") diameter fiberglass columns at 1919 Rivermont Avenue.

Adopted:

Certified:

Clerk of Council

143K

**MINUTES OF THE JULY 17, 2017 HISTORIC PRESERVATION COMMISSION MEETING:
(MINUTES HAVE BEEN APPROVED):**

Request of William Bohn and Jennifer Woofter to replace four front columns with fiber reinforced polymer (FRP) columns at 1919 Rivermont Avenue:

Mr. Charlie Morris of Morris Construction was present to represent the application. It was the recommendation of the applications committee to table this application until an advocate can come to the property and verify the size of the column bases. If they are 26 inches in diameter, then the 24 inch diameter FRP columns do not meet the guidelines. If they are found to be 26 inches in diameter and the owner would like to do them in wood, then that is approved. The motion passed by the following vote:

AYES:	Dianich, Little, McSwain, Morris, Peery and Rowe	6
NOES:		0
ABSTENTIONS:		0
ABSENT:		0
VACANCIES:		1

MINUTES OF THE AUGUST 21, 2017 HISTORIC PERSERVATION COMMISSION (MINUTES HAVE BEEN APPROVED):

Request of William Bohn and Jennifer Woofter to replace four front columns with fiber reinforced polymer (FRP) columns at 1919 Rivermont Avenue:

Mr. Charlie Morris of Morris Construction and Ms. Jennifer Woofter, one of the owners of the property, were present to represent the application. Both Mr. Morris and Commissioner Morris have confirmed that the columns have a base of 26 inches in diameter. Mr. Morris has researched the columns made of fiberglass and they do not come in a 26-inch diameter. They are available in wood but are more expensive. When Mr. Morris presented them to the homeowners, they did not wish to use wood because of the added maintenance of the wood and they feel the fiberglass ones will last longer. They would prefer to do the 24-inch diameter fiberglass ones. Mr. Morris photoshopped the 24-inch diameter columns on to a picture of the house and also presented a picture of the house with its current columns so they could visualize the difference on a 6,000 square foot house.

Commissioner Morris indicated that he sympathizes with the homeowners. Commissioner Morris has composite columns on his house. However, this application does not meet the guidelines. Commissioner Morris acknowledged that the two pictures do not look different. He is not sure if that would change in real life or if it would look different to the trained eye versus the non-trained eye. Commissioner Morris asked what kind of wood the wooden ones would be made of and Mr. Morris said they would be cedar. Commissioner Morris said that cedar will last a long, long, long time. Mr. Morris acknowledged that is true. Commissioner Morris said they would last our lifetime and that there was a minimal cost difference between the two types of columns. Mr. Morris said it would be about a thousand dollars difference for all four columns (not a thousand dollars difference per column). Mr. Morris said the main reason the homeowner would like them to be fiberglass is for their longevity and the fact that they will maintain their structural integrity forever. Commissioner Morris acknowledged that his wooden balustrades are already rotting so he understands.

Commissioner Dianich said that she thinks with the front on view photo (and acknowledged it is helpful to have) that you are seeing the building in motion as you go by. She has done projects where they put in columns and then took them out and replaced them with different ones because they realized the scale was slightly off. She thinks that two inches in diameter does make a difference. She would recommend that the existing columns be repaired. It's a noble idea for homeowners to say that they want something to last forever but the sheer fact of historic buildings is that every 80 to 100 years some major repairs have to happen. The Lynchburg Museum is repairing their columns and it is usually much less money than replacing. If cost is a factor and longevity, the present columns have lasted over 100 years. A repair will usually last maybe 50 to 60 years. The wood that these buildings were built out of originally was so good that we can't match it now. She gets why people want to do artificial materials but even the detail level—this house is 100 percent based on its columns. She has seen houses where they underdo the column size and it really looks bad. She knows Ms. Woofter is not saying she wants to be an historic preservationist—well, she is by buying one of these homes--Commissioner Dianich thinks that Ms. Woofter might even be disappointed by the difference in appearance. It does not meet the guidelines. She would really recommend the columns be repaired because she thinks the homeowner will have a better project with repaired columns versus brand new columns.

Commissioner Morris thinks the two columns are in pretty good shape. The two on the right are mainly the ones they are talking about. Mr. Morris said the two on the left are in a little better condition but all four of them have integrity issues. Commissioner Little said he was at the house this past Friday and they are in pretty bad shape.

Commissioner Morris did wish to clarify that when he said he had fiberglass columns, there were no columns there. The entire porch was gone. It wasn't a replacement so he wanted to clarify that point.

Commissioner Dianich made another suggestion that they could consider doing a fiberglass base and put the wooden column on top of it. Sun and water are the killers. As long as you keep them elevated and painted and are getting some air flow under them, you would have a very quality job and get the proportion that is required. If these columns were on the rear or the side of the house, it might be different. They try not to be ridiculously over the top with applicants but these columns are on the front of the house and they are what make the house special. They are looking at a superimposed picture on a white background. When you will be able to see them from different angles, you are going to see it. We all feel very strongly on the front side of the building, you just don't deviate from these guidelines.

Commissioner Morris commented that what destroys these older homes is lack of maintenance. If the wooden columns are installed properly on a base of a different material and are painted, they will last the life of the house. The picture looks the same but it would be catastrophic if you got the fiberglass ones up and see that it really makes a difference. Commissioner Little said he has similar columns but his have a metal base with mahogany wood columns and the metal bases really make a difference to the longevity.

Commissioner Dianich pointed out that the photo on the GIS website shows a slightly oblique view of the house and the difference in the columns would be noticeable from that view. Her office has some expert photoshop folks. If they pick the right view, like straight on, it does look okay. Sometimes they do not do an oblique view because all of a sudden it becomes quite obvious that there is something different. Even though the photoshopped picture is close, she thinks it is a notable change. If it were one inch in diameter of a difference, probably no one could pick up.

Commissioner Morris said scale and proportion on these houses, especially something like this--that is the most dominant architectural feature of the house, those columns. They are being very particular because of that very reason.

Commissioner McSwain noted that it is not just two inches in diameter on one column. You have to multiply that by four columns, so it would make a difference.

Commissioner Morris asked Ms. Woofter what she thought. She said they love this house. They moved here for this house. They are extremely invested. They have been here three years and they are seeing some of the realities of living in this house. Absolutely, the columns make it. However, the longevity issue is of concern to them. They are finding that there is significant rot all over the front façade of the house as well as the other three sides. She is thinking about the maintenance cost of maintaining this house over the next 30 to 50 years. The additional maintenance cost of having to maintain wood columns over the next ten to twenty years is going to keep them from addressing the rest of the rotted wood. She thinks there is a little bit of a tradeoff here.

Commissioner Morris said the wooden columns will last 150 years or longer. All they need is to be properly maintained. Cedar does not rot. It will take a lot to destroy cedar. Ms. Woofter said that properly maintaining them will cost thousands of dollars--if you assume it has to be stripped and repainted every five to seven years. Commissioner Dianich said you do not have to strip them. Ms. Woofter said there will be scraping that is necessary. Commissioner Morris said you still have to paint the fiberglass ones. If you paint your house every seven years, the columns will have to be painted with it. If it is a good paint, you are not going to have peeling and crusty paint on a seven-year old column. He guarantees it. He also suggested Abatron as a great material to repair the rotted wood.

Commissioner Morris commented that these columns will not cost them anything in maintenance—the cedar columns versus the composite--not in her lifetime. Even though the composite might not require them, they will have to paint them because they will be painting the rest of the house and the columns will not match. Paint will chip off a composite column just as it would on a wooden one.

Commissioner Morris said if the wooden columns are installed correctly, there will not be any maintenance cost one over the other.

Ms. Woofter asked Mr. Morris if he agreed with that because she feels that is not what they talked about. Mr. Morris said that if the wooden ones are not maintained, then the fiberglass will outlast the wood if they are directly compared to not being painted. As long as the wooden columns are painted when the rest of the house is painted, she should be fine.

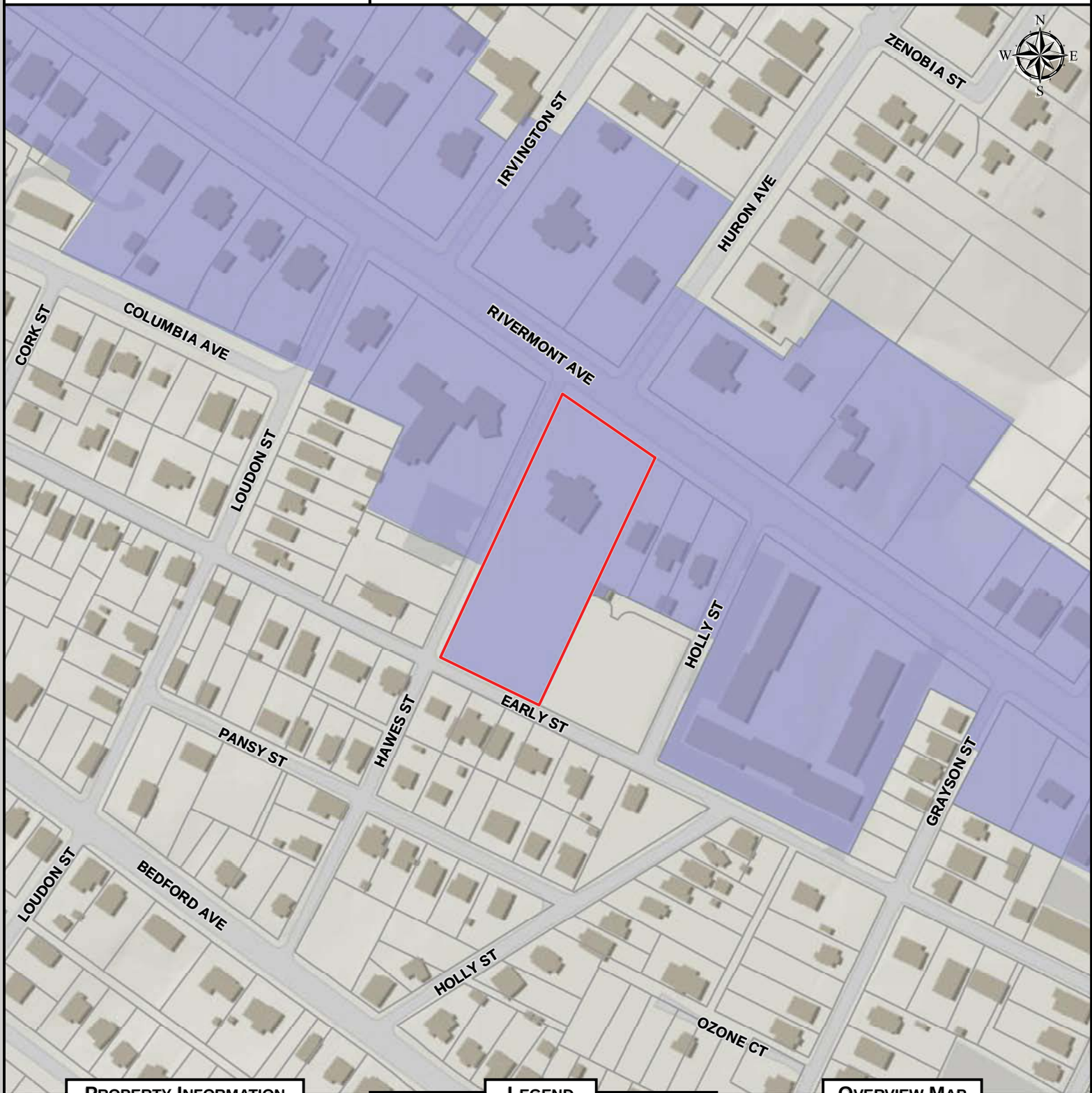
Ms. Woofter said it sounded like they had made their decision. Commissioner Little said they have the guidelines that they have to follow and Commissioner Morris said she will not have the issues they think they are going to have. There is not going to be a maintenance issue with a new cedar column from a reputable company. Mr. Morris said they do come with a ten-year warranty. Mr. Morris said it is the peace of mind of having the fiberglass so they don't have to worry about rot. They are concerned with areas where the paint comes off or the wood gets chipped or what not that they do not have to worry about severe deterioration. Commissioner Morris said there may be a cover or something to go over the capital or Commissioner Dianich suggested flashing. With proper installation, they can address all of those problems.

Commissioner Dianich said the good thing is that it is a brick house but acknowledged there are a lot of wood accents. She had the experience with a column turning out to be the wrong proportion and then she owned the columns and they had to be replaced with the correct proportion. She thinks it would be sad if they put up the wrong sized columns and then think they look spindly. She also pointed out that you see this house from an angle when you go down Rivermont Avenue. The photoshopped picture is a front on view. They have the guidelines to follow but this house just looks great with those proportions.

Commissioner Morris made a motion to deny the application as presented. 26-inch diameter wooden columns with a different base can be approved administratively. The motion was seconded by Commissioner Rowe and it passed by the following vote:

AYES:	Dianich, McSwain, Morris, Peery and Rowe	5
NOES:		0
ABSTENTIONS:	Little	1
ABSENT:		0
VACANCIES:		1

Mr. Martin indicated to Ms. Woofter that she has fifteen days to appeal the decision of the commission to City Council.



PROPERTY INFORMATION

PARCEL ID	ADDRESS
02110001	1919 RIVERMONT AVE

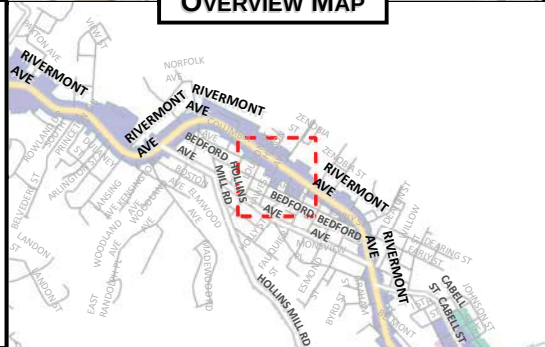
LEGEND

Falls within Rivermont Local Historic District

- Subject Property**
- Local Historic District**
- State/National Historic District**
- Local and State/National Historic District Overlap**

MAP SCALE: 1" to 4,000' DATE PRINTED: 6/29/2017

OVERVIEW MAP



Please check with a Zoning Officer (434-455-3900) and/or the Inspections Division (434-455-3910) **before** the HPC meeting to ensure that your project meets the applicable zoning regulations.

APPLICATION FOR **CERTIFICATE OF APPROPRIATENESS (COA)**

[If your property is a locally-designated (by Ordinance) historic site]

Historic Preservation Commission (HPC)

Department of Community Development
City Hall, 900 Church Street
Lynchburg, Virginia 24504

Phone: 434-455-3915 FAX: 434-845-7630

To see the Lynchburg Historic District Guidelines online, please go to:
<http://www.lyncburgva.gov/Index.aspx?page=3746>.

Location of property to be altered (street address):

1919 Rivermont Avenue

Applicant: Morris Construction

(If the Applicant is not the property owner, he/she must be authorized by the owner to request these alterations).

Are you the: ☐ Owner? ☐ Potential Owner? ☒ Representative?

Applicant Address: 612 Twelfth Street

Zip: 24504

Telephone: 4349073003

E-Mail: morrisbld@aol.com

Property Owner's Name: Mr. William Bohn & Mrs. Jennifer Woofter

Property Owner's Address: 1919 Rivermont Avenue

Zip: 24503

Telephone: 7036554071

E-mail: bbohn@sobisinc.com

Nature of Request (Check one in Category A & one in Category B):

A. 1. Alteration: ☐ 2. Demolition: ☐ 3. New Construction: ☐

B. 1. Building: ☐ 2. Object - Specify: ☒

Please give a detailed description and justification for the alteration, demolition, or new construction: (This form must be accompanied by the necessary drawings, material samples, photographs, plans, and other materials deemed appropriate to the request.) Object(s) to be replaced are the four front, main columns on the residence. The columns have deteriorated beyond reasonable stages for repair. Additionally, due to the deterioration, the structural integrity of the columns is now in question. The proposed replacement columns will match in size, and stylistically to the existing, however, will be made of fiber reinforced polymers/plastic, or "FRP."

What materials have been provided?

☐ Building Plans

☐ Site Plans

☐ Material Samples

☒ Photographs

☐ Paint Samples

☒ Other: Product Specifications

The work authorized by the Certificate of Appropriateness shall be completed within twelve (12) months of the date of issuance of the Certificate of Appropriateness, unless, for good cause shown, the HPC determines that a longer period is warranted.

Do you foresee a problem with completing the work within twelve (12) months? No

If yes, please explain.

Is there any application relevant to this property before the City Planning Commission, City Council, Building Inspector, Board of Zoning Appeals, or any Regulatory or Administrative Authority (VDHR or the Secretary of the Interior):

No

If So, Please Specify:

Who will represent the property owner(s) before the HPC? (This person should have the authority to commit property owner(s) to make changes that may be suggested by the HPC.)

Name: Charlie Morris

Address: 612 Twelfth Street Lynchburg, VA 24504

Telephone: 4349073003

E-mail: morrisbld@aol.com

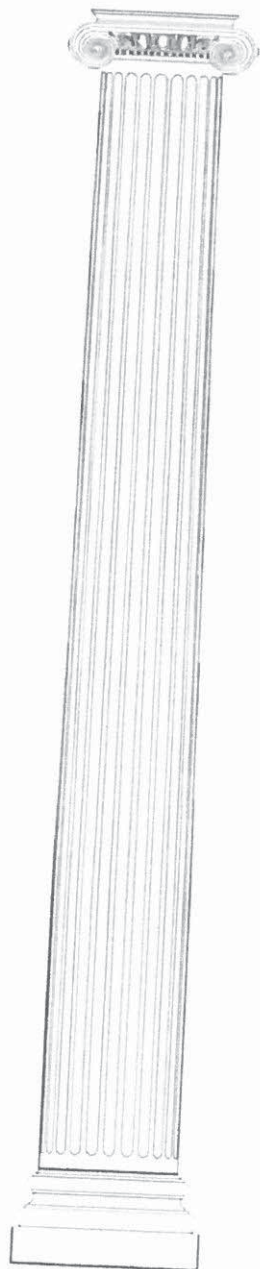
Signature of Owner: _____

Date: _____

The above signed owner authorizes the entry onto his/her property by the Historic Preservation Commission Members and/or Planning Division Staff during the normal discharge of their duties in regard to the above application.

Signature of Applicant: _____

Date: _____



COLUMN

Type: Poly-Classic FRP Columns

Style: Tapered Round

Shaft Nominal Bottom Diameter: 24"

Total Height: 22'

Bottom Net O.D.: 23 3/8"

Bottom Net I.D.: 22"

Top Net O.D.: 19 5/16"

Top Net I.D.: 18"

Max Load Capacity: 20,000 lbs.

Additional Notes:

Flutes Number: 24

Flutes Width: 2 1/8"

PLAN



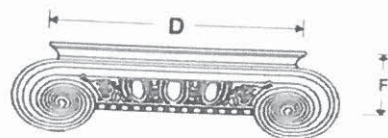
CAP

Style: Roman Ionic

Abacus Width (D): 25 1/4"

Capital Height (F): 9"

Height Variance: - 4 7/8"



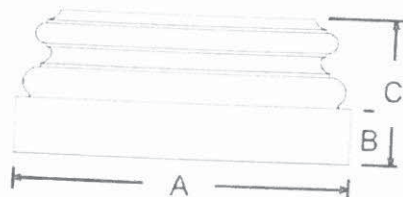
BASE

Style: Attic

Plinth Width (A): 32 1/2"

Plinth Height (B): 5 3/4"

Total Height (C): 15 3/4"



The drawing pictured here is scaled to represent a 12in x 8ft column. It is only intended to be an illustration of your selected column style.

For more information, call 800 423 3311

© 2016 Turncraft



POLY-CLASSIC® COLUMN SPECIFICATIONS

MATERIALS:

Poly-Classic and DuraStone column shafts are manufactured of one-piece rotocast fiberglass reinforced polymer (FRP) with marble dust. Our proprietary method of manufacturing our column shafts is patented, with patents applied for on the DuraStone pre-colored, textured column process and materials. This one-piece construction, combined with the inherent strength of FRP (pound for pound, FRP is stronger than concrete, steel, or aluminum), provides an exceptionally high load-bearing capacity, and a column that is impervious to rot, decay and insect damage. Unlike wood columns, the non-porous, waterproof shafts can be used as channels for downspouts, wiring, and plumbing.

Turncraft's FRP and DuraStone columns include Flame Guard™, and were the first in the industry to pass the ASTM E, 84-01 Class 1 Flame-Spread Classification tests, achieving a Flame Spread index of 15, and Smoke Developed Index of 335, well below the allowable SDI index of 450.



Six-inch through twelve-inch diameter (up to twelve foot in height) standard FRP shafts are factory sanded. Larger shafts (and square shafts) may require field-sanding prior to installation. All shafts are shipped unfinished, and Turncraft recommends finishing with a high quality 100% acrylic latex primer and paint.

DuraStone pre-colored columns do not require finishing. The shaft material is colored throughout, utilizing UV inhibitors that will minimize color fading. The surfaces of DuraStone columns, caps and bases are textured to imitate rough-hewn stone. (Bases for 18" and larger DuraStone columns are split in half and will require reassembly at time of installation.)

ROUND COLUMN SIZES:

Round tapered and non-tapered shafts are available fluted and unfluted in a wide range of sizes. Flutes in most 8", 10" and 12" diameter tapered shafts are molded right into the shaft, providing consistent Ionic fluting. All sizes can also be custom-fluted for specific opening heights, and adjusted for the cap and base chosen. When shafts are custom fluted, typically the flutes end 1" above the base. (See our DuraGlass specifications for information on 30" diameter columns.)

Tapered shafts have a modified architectural entasis, with a Tuscan style astragal for authentic styling. Since these are molded products, some sizes may vary from the 1/3 straight to 2/3 tapered ratio. Please see the tables on the following pages for exact information on the shaft tapers, and top and bottom net diameters, fluting, etc. Non-tapered shafts have no astragal, providing a more contemporary look.

Column Bottom Diameter*	Tapered Round Shafts											
	5'	6'	8'	9'	10'	12'	14'	16'	18'	20'	22'	24'
6"	✓	✓	✓		✓							
8"	✓	✓	✓	✓	✓							
10"	✓	✓	✓	✓	✓	✓						
12"	✓	✓	✓	✓	✓	✓	✓					
14"			✓	✓	✓	✓	✓	✓				
16"	✓	✓	✓	✓	✓	✓	✓	✓	✓			
18"			✓		✓	✓	✓	✓	✓	✓		
20"		✓	✓		✓	✓	✓	✓	✓	✓	✓	
24"			✓		✓	✓	✓	✓	✓	✓	✓	✓

*Actual shaft net diameter is 3/8" to 5/8" smaller than nominal size shown.
 ✓ Available unfluted; • Available with standard flutes.

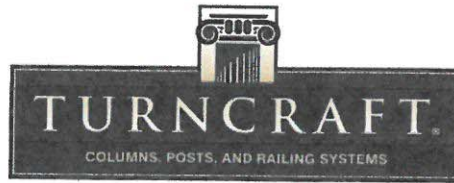
Column Bottom Diameter*	Non-tapered Round Shafts					
	8'	10'	11'	12'	14'	15'
8"	✓	✓				
10"	✓	✓				
12"	✓	✓		✓		
14"	✓	✓		✓	✓	
16"	✓	✓				
18"	✓	✓	✓			
20"	✓	✓	✓			
24"	✓	✓		✓	✓	✓

SQUARE FRP COLUMN SIZES:

Square non-tapered shafts are available unfluted, fluted, with a double raised panel, or recessed panels. In addition, custom fluting is available. The astragal is molded into the shaft for consistent spacing and simplified installation. (See our DuraGlass specifications for information on 8", 10" and 16" square DuraGlass columns.)

Column Bottom Width*	Non-tapered Square Shafts					
	8'	9'	10'	12'	14'	16'
6"	✓		✓			
8"	✓•Δ■	✓•Δ■	✓•Δ■			
10"	✓■	✓■	✓■	✓		
12"	✓		✓	✓	✓	✓
14"	✓	✓	✓	✓	✓	✓

* Net shaft width is 1/8" less than nominal size shown.
 ✓ Available unfluted. • Available with standard flutes.
 Δ Available paneled. ■ Available with recessed panels.



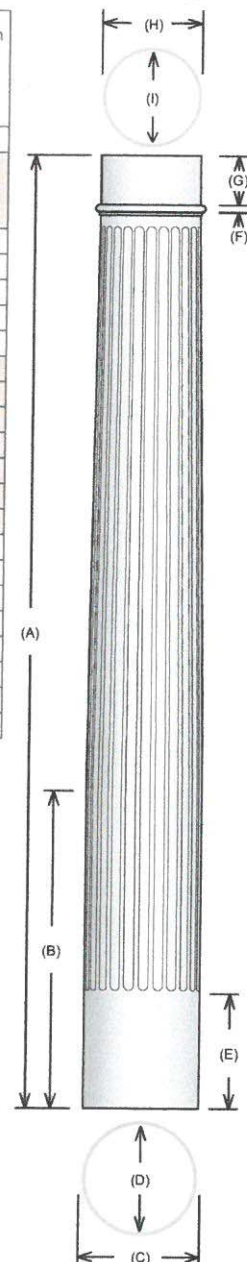
POLY-CLASSIC ROUND SHAFT SPECIFICATIONS

ROUND TAPERED SHAFTS:

Standard FRP column shafts are the same height as the listed size. Tuscan and Roman Doric caps and bases, and Attic bases go around the shaft, and do not affect the overall height. Ornamental capitals are set on top of the shaft (after the shaft is trimmed to the astragal), and do affect the overall height: see the *Ornamental Capitals for Round Columns* specifications for more information. On custom fluted shafts, the flutes start 1" from the astragal, and typically end 1" from the base. Fluting can be adjusted for the customer's requirements.

Since the Tuscan caps for DuraStone columns install on TOP of the shaft, rather than around it, the shaft itself is reduced in overall height by the height of the Tuscan cap. The height of the shaft plus the height of the cap will achieve the overall stated column height.

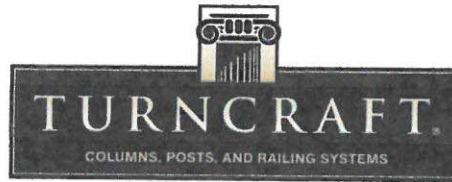
Column Nominal Diameter	Shaft Height	Shaft Bottom*		Shaft Top*		Space Available Inside Shaft:		Shaft Neck		Flute Width (24 ea.)	Straight Portion of Shaft (unfluted columns) (B)	Straight Portion of Shaft (fluted columns) (B)	Smooth shaft before flutes (E)
		Outside Diameter (C)	Inside Diameter (D)	Outside Diameter (H)	Inside Diameter (I)	For Round Post	For Square Post	Neck Height† (G)	Astragal Ring‡ (F)				
6"	5'									1/2"	23 1/16"	n/a	n/a
	6'	5 11/16"	4 3/4"	4 13/16"	3 3/4"	3 3/8"	2 1/2"	3"	1/2"	1/2"	35 1/16"	n/a	n/a
	8'										59 1/16"		
8"	5'										14 1/16"	n/a	n/a
	6'										26 1/16"	n/a	n/a
	8'	7 5/8"	6 3/4"	6 19/32"	5 1/2"	5 1/8"	3 1/2"	4 1/4"	1/2"	11/16"	50 1/16"	50"	10 1/2"
	9'										62 1/16"	54"	10 1/2"
10"	10'										72 1/16"	65"	10 1/2"
	4'										0"	n/a	n/a
	5'										0"	n/a	n/a
	6'										10 11/16"	n/a	n/a
	8'	9 11/16"	8 3/8"	8 9/16"	7 3/4"	7 3/8"	4 15/16"	5 1/8"	3/4"	7/8"	34 11/16"	39"	11"
	9'										46 11/16"	56"	11"
12"	10'										58 11/16"	65"	11 1/4"
	12'										82 11/16"	89"	11 1/4"
	5'										0"	n/a	n/a
	6'										8 3/4"	n/a	n/a
	8'										32 3/4"	42 3/4"	12"
	9'	11 5/8"	10 3/4"	10 1/16"	9 1/4"	8 7/8"	6"	4 3/4"	3/4"	1"	44 3/4"	49"	12"
	10'										56 3/4"	53"	12"
	12'										80 3/4"	60"	12 1/8"
14"	14'										62"	n/a	n/a
	16'										86"	87"	12 1/8"
	8'										33 1/4"		
	9'										45 1/4"		
	10'										57 1/4"		
	12'	13 1/2"	11 1/2"	11 9/16"	10 1/2"	10 1/8"	6 3/8"	6 3/4"	1"	1 1/4"	81 1/4"		
	14'										57 1/4"		
	16'										81 1/4"		
16"	18'										105 1/4"		
	20'										129 1/4"		
	5'										16 1/4"		
	6'										28 1/4"		
	8'										18 1/2"		
	9'										30 1/2"		
	10'	15 7/16"	13 1/2"	13 1/8"	12"	11 5/8"	7 7/16"	7 3/8"	1"	1 7/16"	42 1/2"		
	12'										66 1/2"		
	14'										27 1/4"		
	16'										51 1/4"		
	18'										75 1/4"		
	20'										99 11/4"		



* Diameters may vary $\pm 1/8"$

† Neck Height is the distance from the top of the shaft to the top of the astragal ring, $\pm 1/8"$.

‡ Astragal ring is only the ring portion, and does not include the fillet and cove.



POLY-CLASSIC ROUND SHAFT SPECIFICATIONS

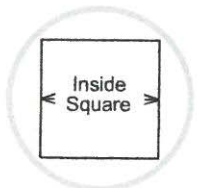
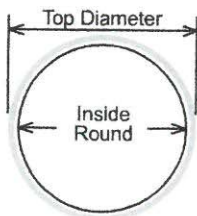
ROUND TAPERED SHAFTS (CONT'D):

Column Nominal Diameter	Shaft Height	Shaft Bottom*		Shaft Top*		Space Available Inside Shaft:		Shaft Neck		Flute Width (24 ea.)	Straight Portion of Shaft
		Outside Diameter	Inside Diameter	Outside Diameter	Inside Diameter	For Round Post	For Square Post	Neck Height†	Astragal Ring‡		
		(C)	(D)	(H)	(I)			(G)	(F)		(B)
18"	8'	17 3/8"	15"	14 5/16"	12 3/4"	12 3/8"	8 5/16"	7 7/8"	1"	1 1/2"	13 3/8"
	9'										25 3/8"
	10'										37 3/8"
	12'										61 3/8"
	14'										85 3/8"
	16'										26 1/8"
	18'										50 1/8"
	20'										74 1/8"
	22'										98 1/8"
	24'										122 1/8"
20"	6'	19 3/8"	18"	16 5/16"	14 7/8"	14 1/2"	10"	9 3/16"	1 3/8"	1 11/16"	0"
	8'										22 1/4"
	10'										46 1/4"
	12'										70 1/4"
	14'										40 3/8"
	16'										64 3/8"
	18'										88 3/8"
	20'										112 3/8"
	22'										8"
	24'										32"
24"	8'	23 3/8"	22"	19 5/16"	18"	17 5/8"	12 3/16"	12"	1 5/8"	2 1/8"	56"
	10'										24 13/16"
	12'										48 13/16"
	14'										72 13/16"
	16'										96 13/16"
	18'										120 13/16"
	20'										144 13/16"
	22'										
	24'										

* Diameters may vary $\pm 1/8"$

† Neck Height is the distance from the top of the shaft to the top of the astragal ring, $\pm 1/8"$.

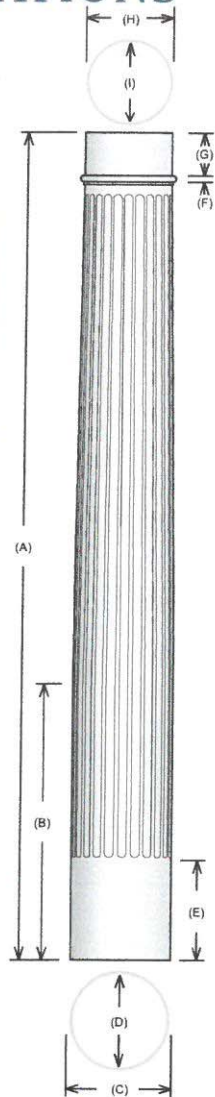
‡ Astragal ring is only the ring portion, and does not include the fillet and cove.



The "Space Available Inside Shaft" measurements are calculated at the top inside diameter (with $\pm 3/8"$ tolerance), when using Tuscan or Roman Doric caps. (Fluted columns may have reduced tolerances.)

When structural or composite Ornamental Capitals are used, the neck sleeve or plug will reduce the inside available space significantly. If the column will not be required to carry a load, it may be possible for the installer to modify or remove the neck sleeve or plug to allow more interior space. Please contact Turncraft Customer Service for more information.

These measurements are provided to assist in determining the correct column diameter to go around a load bearing post or lally column, or for clearance for water downspouts, conduits, etc. If a larger diameter is required, it may be possible to specify the Non-tapered Round columns instead.

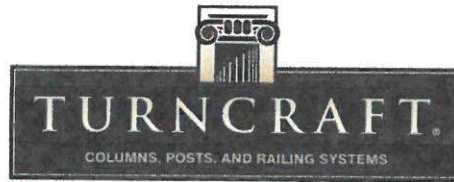


LOAD CAPACITIES:

Round Tapered Column Shafts

Column Diameter	Concentric Load	Eccentric Load*
6"	6,000 lb.	6,000 lb.
8"	10,000 lb.	6,600 lb.
10"	14,000 lb.	10,720 lb.
12"	18,000 lb.	13,200 lb.
14"	20,000 lb.	11,520 lb.
16"	20,000 lb.	13,200 lb.
18"	20,000 lb.	9,040 lb.
20"	20,000 lb.	18,960 lb.
24"	20,000 lb.	13,200 lb.

*See testing documentation for full information on eccentric loading values.



POLY-CLASSIC ROUND SHAFT SPECIFICATIONS

ROUND NON-TAPERED SHAFTS:

Standard FRP column shafts are the same height as the listed size. Tuscan caps and bases, and Attic bases go around the shaft, and do not affect the overall height. Ornamental capitals are not typically available for non-tapered round shafts.

Column Nominal Diameter	Shaft Height	Shaft Diameters*		Space Available Inside Shaft:		Flute Width (24 ea.)
		Outside Diameter	Inside Diameter	For Round Post	For Square Post	
8"	8'	7 5/8"	6 3/4"	6 3/8"	4 1/2"	11/16"
	10'					
10"	8'	9 11/16"	8 3/8"	8"	5 5/8"	7/8"
	10'					
12"	8'	11 5/8"	10 3/4"	10 3/8"	7 5/16"	1"
	10'					
14"	8'	13 1/2"	11 1/2"	11 1/8"	7 7/8"	1 5/16"
	10'					
16"	8'	15 7/16"	13 1/2"	13 1/8"	9 1/4"	1 1/2"
	10'					
18"	8'	17 3/8"	15"	14 5/8"	10 3/8"	1 11/16"
	10'					
20"	8'	19 3/8"	18"	17 5/8"	12 1/2"	1 7/8"
	10'					
24"	8'	23 3/8"	21 1/4" (top ID)	20 7/8"	15"	2 5/16"
	10'					
	12'					
	14'					
	15'					
	15'					

* Diameters may vary $\pm 1/8"$

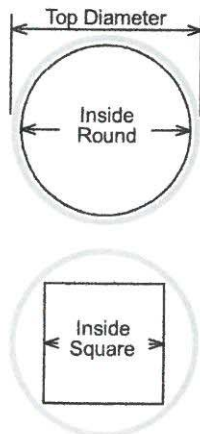
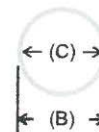
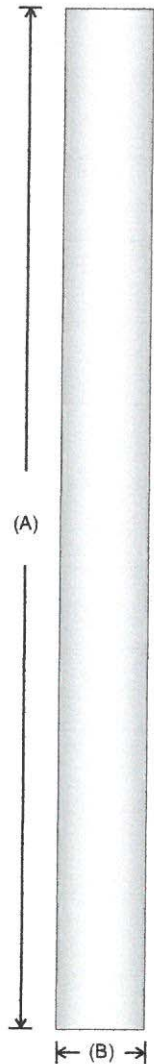
† Neck Height is the distance from the top of the shaft to the top of the astragal, $\pm 1/8"$.

‡ Astragal height is only the ring portion, and does not include the fillet and cove.

Since the Tuscan caps for DuraStone columns install on TOP of the shaft, rather than around it, the shaft itself is reduced in overall height by the height of the Tuscan cap. The height of the shaft plus the height of the cap will achieve the overall stated column height.

While all sizes of the non-tapered shafts are considered straight, there may be a small amount of residual taper on the larger columns. Rather than creating new molds for the manufacturing process, the 16" and larger diameter columns are made using the straight portion of our tapered molds. (If the shaft is installed with the residual taper at the bottom, the base will almost completely cover that taper.)

All non-tapered shafts may be ordered fluted. Flutes typically end 1" from the cap and 1" from the base. Fluting can be adjusted for the customers requirements.



The "Space Available Inside Shaft" measurements are calculated at the top inside diameter (with $\pm 3/8"$ tolerance), when using Tuscan or Roman Doric caps. (Inside diameters may be reduced for fluted columns.)

These measurements are provided to assist in determining the correct column diameter to go around a load bearing post or lally column, or for clearance for water downspouts, conduits, etc.

LOAD CAPACITIES:

Round Non-tapered Column Shafts

Column Diameter	Concentric Load	Eccentric Load*
8"	10,000 lb.	6,600 lb.
10"	14,000 lb.	10,720 lb.
12"	18,000 lb.	13,200 lb.
14"	20,000 lb.	11,520 lb.
16"	20,000 lb.	13,200 lb.
18"	20,000 lb.	9,040 lb.
20"	20,000 lb.	18,960 lb.
24"	20,000 lb.	13,200 lb.

*See testing documentation for full information on eccentric loading values.



POLY-CLASSIC SQUARE SHAFT SPECIFICATIONS

SQUARE NON-TAPERED SHAFTS :

Standard FRP column shafts are the same height as the listed size. Tuscan caps and bases, and the pedestal base go around the shaft, and do not affect the overall height. Ornamental capitals are set on top of the shaft (after the shaft is trimmed to the astragal), and will affect the overall height: see the *Ornamental Capitals for Square Columns* specifications for more information.

Since the Tuscan caps for DuraStone columns install on TOP of the shaft, rather than around it, the shaft itself is reduced in overall height by the height of the Tuscan cap. The height of the shaft plus the height of the cap will achieve the overall stated column height.

All square non-tapered shafts may be ordered custom fluted. Flutes typically end 1" from the cap and 1" from the base. Fluting can be adjusted for the customers requirements.

Column Nominal Width	Column Shaft		Shaft Neck		Flute Width (20 each)	Space Available Inside Shaft* (Round or Square Post)
	Outside Width (B)	Inside Width* (C)	Neck Height† (E)	Astragal Ring‡ (D)		
6"	5 7/8"	4 3/4"	3 5/8"	3/4"	1/2"	4 1/2"
8"	7 7/8"	5 3/4"	4 1/2"	3/4"	11/16"	5 1/2"
10"	9 7/8"	8 3/4"	5 1/16"	3/4"	7/8"	8 1/2"
12"	11 7/8"	10 3/4"	4 1/2"	3/4"	1"	10 1/2"
14"	13 7/8"	12 3/4"	7"	1"	1 1/4"	12 1/2"

* For 8" size, stock fluted shaft value is shown. Paneled and plain shafts are typically 1/2" to 1" greater.

† Neck Height is the distance from the top of the shaft to the top of the astragal ring, ± 1/8".

‡ Astragal ring is only the ring portion, and does not include the fillet and cove.

8" Fluted Columns (Stock)	Bottom of Shaft Before Flutes (F)	Flute Length (G)
8'	10 15/16"	77 13/16"
9'	10 15/16"	89 13/16"
10'	22 15/16"	89 13/16"

8" Raised Panel Columns	Bottom of Shaft Before Panel (H)	Bottom Panel Height (I)	Top Panel Height (J)
8'	9 5/8"	22 15/16"	45 7/8"
9'	9 5/8"	26 15/16"	53 7/8"
10'	21 5/8"	26 15/16"	53 7/8"

Recessed Panel Columns	Bottom of Shaft Before Panel (K)	Panel Height (L)	Top of Panel to Top of Column (M)	Panel Width (N)
8" x 8'	12"	76 3/4"	7 5/8"	4 7/8"
8" x 9'	12"	88 3/4"	7 5/8"	4 7/8"
8" x 10'	12"	100 3/4"	7 5/8"	4 7/8"
10" x 8'	14 1/2"	73 11/16"	8 3/16"	6 7/8"
10" x 9'	14 1/2"	85 11/16"	8 3/16"	6 7/8"
10" x 10'	14 1/2"	97 11/16"	8 3/16"	6 7/8"

LOAD CAPACITIES:

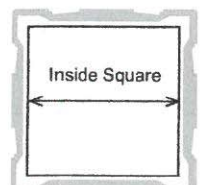
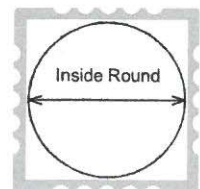
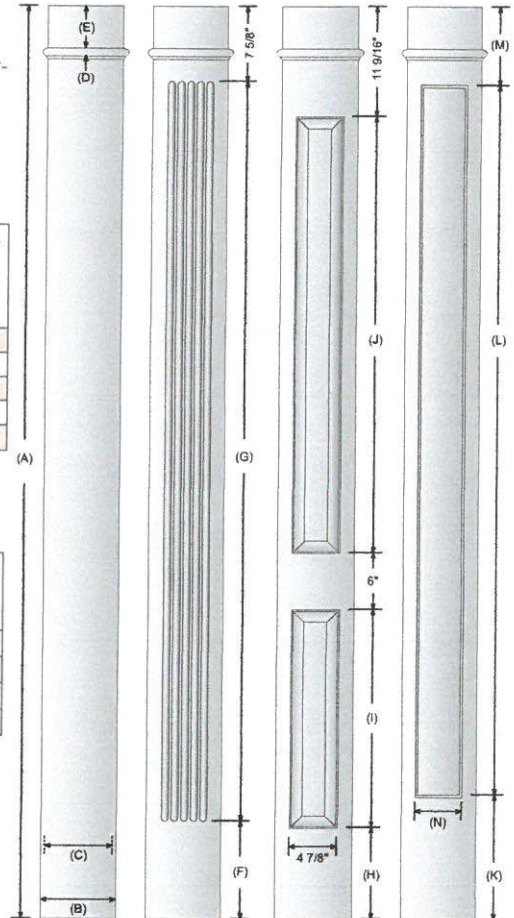
Square Non-tapered Column Shafts

Column Diameter	Concentric Load	Eccentric Load*
6"	6,000 lb.	6,000 lb.
8"	10,000 lb.	6,600 lb.
10"	12,800 lb.	10,720 lb.
12"	18,000 lb.	17,320 lb.
14"	20,000 lb.	17,320 lb.

*See testing documentation for full information on eccentric loading values.

The "Space Available Inside Shaft" measurements are calculated at the top inside width (with ± 1/4" tolerance). Inside widths may vary. Ornamental capitals will reduce the inside widths.

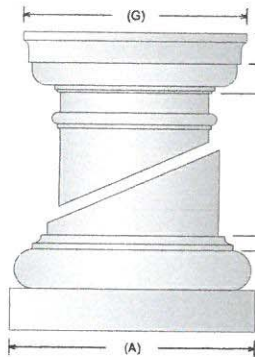
These measurements are provided to assist in determining the correct column diameter to go around a load bearing post or lally column, or for clearance for water downspouts, conduits, etc.





POLY-CLASSIC CAP AND BASE SPECIFICATIONS

All caps, bases and ornamental capitals are manufactured of low-maintenance materials. Materials for caps and bases will vary based on size and style. Standard Tuscan cap and base for our 8", 10" and 12" diameter round tapered columns are our new TimeSaver™ ABS (recycled ABS with fiberglass reinforcement). Since these are molded products, specifications shown are $\pm 1/8"$, and subject to change without notice.



TUSCAN CAP AND BASE FOR ROUND TAPERED COLUMNS:

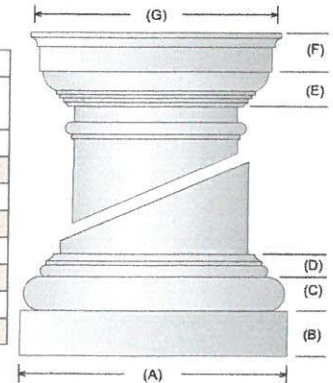
Column Diameter	Tuscan Base					Materials Available†	Tuscan Cap				
	Plinth		Torus		Total Height		Echinus		Abacus		Total Height
	(A)	(B)	(C)	(D)	(B-D)		(E)	(F)	(G)	(E-F)	Materials Available†
6"	8"	1 1/2"	1 1/4"	1/2"	3 1/4"	F, D	1"	1 1/16"	7 1/2"	2 1/16"	P, D
8"	10 7/8"	1 7/8"	1 3/4"	5/8"	4 1/4"	A, F, D, P, FF	1 5/16"	1 3/8"	9 7/8"	2 11/16"	A, F, D, P, FF
10"	13 1/2"	2 3/8"	2 1/8"	3/4"	5 1/4"	A, F, D, P, FF	1 13/16"	1 3/4"	12 1/8"	3 9/16"	A, F, D, P, FF
12"	16 1/4"	2 3/4"	2 3/8"	7/8"	6"	A, F, D, P, FF	1 7/8"	2"	14 5/8"	3 7/8"	A, F, D, P, FF
14"	18 5/8"	3 5/16"	3"	1"	7 5/16"	F, D	2 1/2"	2 5/16"	17"	4 15/16"	P, D
16"	21 5/16"	3 7/8"	3 3/8"	1 1/8"	8 5/16"	F, D	2 3/4"	2 11/16"	19 1/8"	5 7/16"	P, D
18"	24"	4 3/16"	4"	1 3/8"	9 9/16"	F, D	3"	2 15/16"	21 5/16"	5 15/16"	P, D
20"	27"	4 3/4"	4 1/16"	1 3/4"	10 9/16"	F, D	3 1/8"	3 7/16"	24 1/4"	6 9/16"	P, D
24"	32 1/2"	5 3/4"	5 1/4"	2 1/4"	13 1/4"	F, D	3 3/16"	4 1/8"	28 3/4"	7 5/16"	P, D

† A—ABS, F—FRP, D—DuraStone, P—Polyurethane, FF—Foam-Filled Polystyrene; standard material is highlighted in boldface.

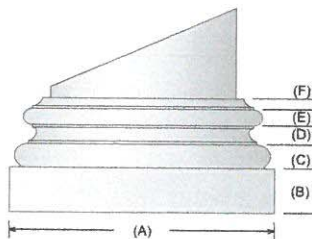
ROMAN DORIC CAP AND BASE FOR ROUND TAPERED COLUMNS:

Column Diameter	Roman Doric Base†					Roman Doric Cap†				
	Plinth		Torus		Total Height	Echinus	Abacus		Total Height	
	(A)	(B)	(C)	(D)	(B-D)		(F)	(G)	(E-F)	(E-F)
6"	8"	1 1/2"	1"	3/4"	3 1/4"	1"	1 1/4"	7 1/2"	2 1/4"	2 1/4"
8"	10 7/8"	1 7/8"	1 7/16"	15/16"	4 1/4"	1 7/16"	1 1/2"	9 3/4"	2 15/16"	2 15/16"
10"	13 1/2"	2 3/8"	1 3/4"	1 1/4"	5 3/8"	1 7/8"	1 3/4"	12 1/2"	3 5/8"	3 5/8"
12"	16 1/4"	2 3/4"	2 1/16"	1 3/8"	6 3/16"	2 1/8"	2 3/8"	14 3/4"	4 1/2"	4 1/2"
14"	18 5/8"	3 3/8"	2 3/8"	1 5/8"	7 3/8"	2 11/16"	2 3/4"	14 1/2"	5 9/16"	5 9/16"
16"	21 5/16"	3 7/8"	2 7/8"	2"	8 3/4"	3 3/16"	3 1/8"	19 7/8"	6 5/16"	6 5/16"
18"	24"	4 1/4"	3 1/4"	2 3/8"	9 7/8"	3 7/16"	3 1/2"	22 1/4"	6 15/16"	6 15/16"

† Bases are FRP, caps are polyurethane. Only the bases are available in DuraStone—not the caps.



ATTIC BASE FOR ROUND COLUMNS:



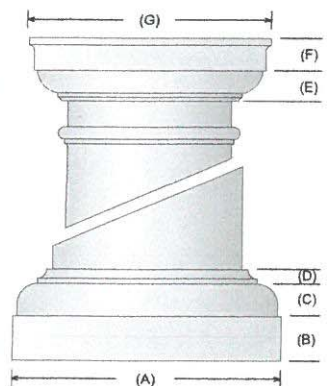
Column Diameter	Attic Base†						
	Plinth		Torus				Total Height
	(A)	(B)	(C)	(D)	(E)	(F)	(B-F)
6"	8"	1 1/2"	3/4"	3/4"	1/2"	1/2"	3 1/2"
8"	10 7/8"	1 7/8"	1 1/8"	7/8"	3/4"	1/2"	5 1/8"
10"	13 1/2"	2 3/8"	1 1/4"	1 1/8"	7/8"	5/8"	6 1/4"
12"	16 1/8"	2 3/4"	1 1/2"	1 3/8"	1"	5/8"	7 1/4"
14"	18 1/2"	3 5/16"	1 3/4"	1 5/8"	1 1/4"	11/16"	8 5/8"
16"	21 3/16"	3 3/4"	2 1/8"	1 7/8"	1 1/2"	13/16"	10 1/8"
18"	23 15/16"	4 1/4"	2 5/16"	2 1/8"	1 7/16"	1 1/8"	11 1/4"
20"	27 1/16"	4 3/4"	2 11/16"	2 3/8"	1 3/4"	1 7/16"	13"
24"	32 1/2"	5 3/4"	3 5/16"	2 13/16"	2 1/8"	1 3/4"	15 3/4"

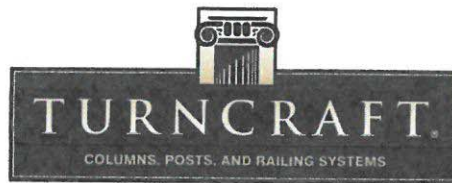
† Attic bases are FRP. Also available in DuraStone.

BUILDERS SERIES CAP AND BASE FOR ROUND TAPERED COLUMNS:

Column Diameter	Builders Series Base†					Builders Series Cap†				
	Plinth		Torus		Total Height	Echinus	Abacus		Total Height	
	(A)	(B)	(C)	(D)	(B-D)		(F)	(G)	(E-F)	(E-F)
8"	10 7/8"	1 7/8"	1 1/4"	5/8"	3 3/4"	1 1/4"	1 1/4"	9 7/16"	2 1/2"	2 1/2"
10"	13 1/2"	2 3/8"	1 5/8"	9/16"	4 9/16"	1 13/16"	1 3/4"	12 3/16"	3 9/16"	3 9/16"
12"	16 1/4"	2 3/4"	2"	7/8"	5 5/8"	1 7/8"	2"	14 5/8"	3 7/8"	3 7/8"

† Cap and base are polystyrene (with foam core). Not available in DuraStone.





POLY-CLASSIC CAP AND BASE SPECIFICATIONS

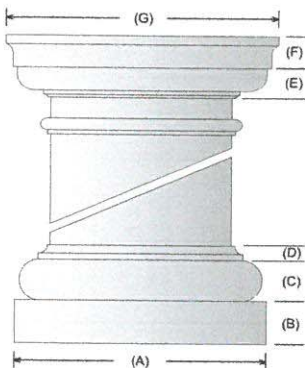
All caps and bases are manufactured of low-maintenance materials. Materials for caps and bases will vary based on size and style. Since these are molded products, specifications shown are $\pm 1/8"$, and subject to change without notice.

Roman Doric base and Attic base specifications are the same as for the round tapered shafts. Roman Doric caps and Ornamental capitals are not available for non-tapered round shafts.

TUSCAN CAP AND BASE FOR ROUND NON-TAPERED COLUMNS:

Column Diameter	Tuscan Base						Tuscan Cap				
	Plinth		Torus		Total Height (B-D)	Materials Available†	Echinus	Abacus		Total Height (E-F)	Materials Available†
	(A)	(B)	(C)	(D)			(E)	(F)	(G)		
8"	10 7/8"	1 7/8"	1 3/4"	5/8"	4 1/4"	A, F, D	1 13/16"	1 3/4"	12 1/8"	3 9/16"	P, D
10"	13 1/2"	2 3/8"	2 1/8"	3/4"	5 1/4"	A, F, D	1 7/8"	2"	14 5/8"	3 7/8"	P, D
12"	16 1/4"	2 3/4"	2 3/8"	7/8"	6"	A, F, D	2 1/2"	2 5/16"	17"	4 13/16"	P, D
14"	18 5/8"	3 5/16"	3"	1"	7 5/16"	F, D	2 3/4"	2 11/16"	19 1/8"	5 7/16"	P, D
16"	21 5/16"	3 7/8"	3 3/8"	1 1/8"	8 5/16"	F, D	3"	2 15/16"	21 5/16"	5 15/16"	P, D
18"	24"	4 3/16"	4"	1 3/8"	9 9/16"	F, D	3 1/8"	3 7/16"	24 1/4"	6 9/16"	P, D
20"	27"	4 3/4"	4 1/16"	1 3/4"	10 9/16"	F, D	3 3/16"	4 1/8"	28 3/4"	7 5/16"	P, D
24"	32 1/2"	5 3/4"	5 1/4"	2 1/4"	13 1/4"	F, D	3 3/16"	4 1/8"	32 1/2"	7 5/16"	P, D

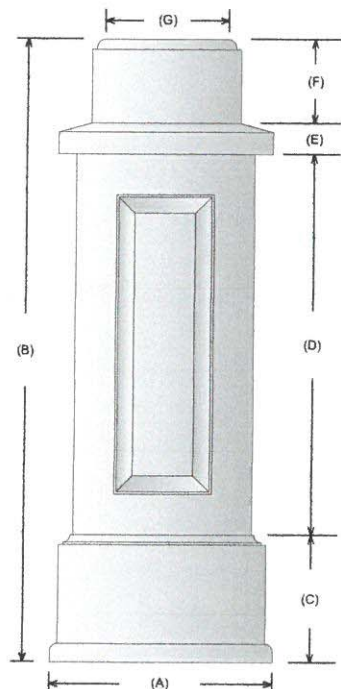
† A—ABS TimeSaver™, F—FRP, D—DuraStone, P—Polyurethane; standard material is highlighted in boldface.



TUSCAN CAP AND BASE FOR SQUARE NON-TAPERED COLUMNS:

Column Width	Tuscan Base†					Tuscan Cap†			
	Plinth		Torus		Total Height (B-D)	Echinus	Abacus		Total Height (E-F)
	(A)	(B)	(C)	(D)		(E)	(F)	(G)	
6"	8"	1 1/2"	1 1/4"	1/2"	3 1/4"	1"	1 1/16"	8 7/16"	2 1/16"
8"	11 3/8"	1 7/8"	1 3/4"	5/8"	4 1/4"	1 5/16"	1 7/16"	11 1/4"	2 3/4"
10"	13 1/2"	2 3/8"	2 1/8"	3/4"	5 1/4"	1 13/16"	1 3/4"	13 1/4"	3 9/16"
12"	17"	2 3/4"	2 3/8"	7/8"	6"	1 7/8"	2"	17 1/4"	3 7/8"
14"	18 13/16"	3 3/8"	2 15/16"	1 1/16"	7 3/8"	2 1/2"	2 5/16"	18 11/16"	4 13/16"

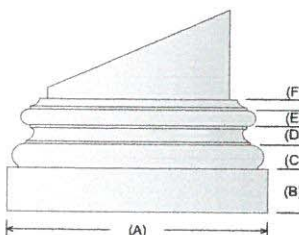
† Square caps and 6" to 12" bases are polyurethane; 14" base is FRP. FRP bases are available as special order. Also available in DuraStone.



PEDESTAL BASE FOR SQUARE NT COLUMNS (AT RIGHT):

Column Width	Pedestal Base†						
	Bottom Width	Total Height	Bottom	Center	Platform	Top	Top Width
	(A)	(B)	(C)	(D)	(E)	(F)	(G)
8"	15"	42 3/8"	8 11/16"	25 7/8"	2 1/8"	5 11/16"	8 1/4"

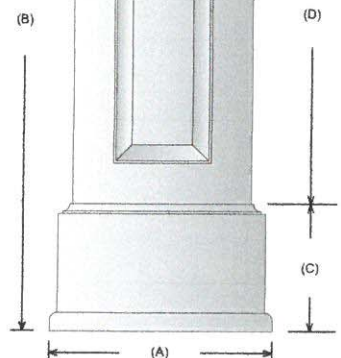
† Pedestal bases are FRP. Also available in DuraStone. Use with Tuscan cap (above) or Ornamental Capitals.



ATTIC BASE FOR SQUARE COLUMNS:

Column Diameter	Attic Base†						
	Plinth		Torus				Total Height (B-F)
	(A)	(B)	(C)	(D)	(E)	(F)	
6"	8"	1 1/2"	3/4"	3/4"	1/2"	1/2"	3 1/2"
8"	11 3/8"	1 7/8"	1 1/8"	7/8"	3/4"	1/2"	5 1/8"
10"	13 1/2"	2 3/8"	1 1/4"	1 1/8"	7/8"	5/8"	6 1/4"
12"	17"	2 3/4"	1 1/2"	1 3/8"	1"	5/8"	7 1/4"
14"	18 13/16"	3 3/8"	1 3/4"	1 5/8"	1 1/4"	11/16"	8 5/8"

† Attic bases are FRP. Also available in DuraStone.





POLY-CLASSIC ORNAMENTAL CAPITALS

"QUICK-FIT" CAPITALS FOR ROUND TAPERED FRP SHAFTS

The most visually impressive implementations of columns are those with decorative Ornamental Capitals. Designed with crisp, true architectural detail, Ornamental Capitals artfully capture natural themes and images. For example, the volute scrolls of the Ionic, Erectheum, Scamozzi and Empire styles imitate the helix cross-section of the Nautilus shell. The Acanthus leaves on the Temple of Winds and Roman Corinthian capitals echo the flowering crown of a tree. These Ornamental Capitals are specifically for Poly-Classic tapered column shafts only. Each style is proportionally scaled for the diameter of the shaft.

Our specially designed Quick-Fit capitals simplify or eliminate the need to trim the column shaft before installation! Trimming the shaft at the neck ring or at the fillet below the neck ring is a difficult task in the field. Since the Quick-Fit capitals slide over the column neck and set on the neck ring, it is no longer necessary to attempt to trim at the neck ring or fillet. For capitals that are taller than the column shaft neck, no trimming is necessary at all, since the capital is load-bearing. For those capitals which are shorter than the column shaft neck, the shaft will still need to be trimmed, but the point where it needs to be cut is much more easily accomplished since the astragal is not in the way. (The shaft will need to be trimmed to leave the neck 1/8" taller than the capital, since the shorter capitals are not load-bearing. The extra 1/8" shaft neck provides load-bearing support through the capital, and prevents the capital from being compressed by the load.)

Because of the Quick-Fit easier installation method, Turncraft will normally ship the Quick-Fit capitals, unless a preference is indicated for the standard Poly/Resin (see next page). For example, it would be best not to mix Quick-Fit and standard capitals when different size or style columns are used on one jobsite (i.e., if using 12" Scamozzi and 20" Scamozzi capitals, the astragal would be different for Quick-Fit than for standard capitals.)

Quick-Fit capitals are available in paint-grade materials (see table) or DuraStone pre-colored FRP (Ivory, Sand or Slate) to match our DuraStone column line. More sizes will be added to the Quick-Fit line as we are able to create molds.



GREEK ERECTHEUM

Column Size	Capital Height	Abacus Width	Scroll Width	Height Adjust	Material
6"	3 1/4"	6 9/16"	8 3/8"	+ 3/8"	FRP, DuraStone



ROMAN CORINTHIAN

Column Size	Capital Height	Abacus Width	Scroll Width	Height Adjust	Material
6"	8 11/16"	11"	N/A	+ 5 11/16"	FRP, DuraStone
8"	11 5/16"	14 5/16"	N/A	+ 7 1/16"	FRP, DuraStone
10"	14 3/16"	18 1/8"	N/A	+ 9 1/16"	FRP, DuraStone
12"	17"	21 3/4"	N/A	+ 12 1/4"	FRP, DuraStone



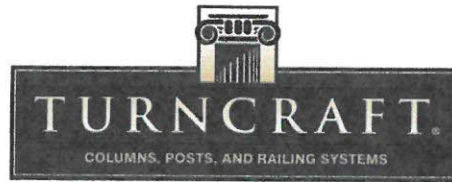
ROMAN IONIC

Column Size	Capital Height	Abacus Width	Scroll Width	Height Adjust	Material
6"	2 3/16"	6"	8"	- 11/16"	Poly, DuraStone



SCAMOZZI

Column Size	Capital Height	Abacus Width	Scroll Width	Height Adjust	Material
6"	2 7/16"	8 5/8"	8 1/2"	- 7 3/16"	Poly, DuraStone
8"	3"	11"	10 13/16"	- 1 1/8"	Poly, DuraStone
10"	4 1/8"	14 1/2"	14 3/8"	- 7/8"	Poly, DuraStone
12"	4 13/16"	17"	16 3/4"	+ 1/16"	Poly, DuraStone



POLY-CLASSIC ORNAMENTAL CAPITALS

CAPITALS FOR ROUND TAPERED COLUMNS

Designed with crisp, true architectural detail, Ornamental Capitals artfully capture natural themes and images. These paint-grade Ornamental Capitals are specifically for Poly-Classic *tapered* column shafts only. Each style is proportionally scaled for the diameter of the shaft. For best fit and correct style, the column shafts are to be trimmed at the architecturally correct location for the selected capital—see the note in each table. The "Height Adjust" value in the tables below indicate how the column trimming and capital height affect the overall maximum height of the column when installed. Capitals from 6" to 24" diameters are all load-bearing poly/resin materials. (Capitals shown as 30" are for DuraGlass resin-infused fiberglass columns. These 30" capitals are composite plaster and are *not* load-bearing. The column will ship with a load bearing solution as needed.)



EMPIRE (TRIM COLUMN SHAFT TO TOP OF FILLET)

Column Size	Capital Height	Abacus Width	Scroll Width	Height Adjust
6"	3 1/8"	9"	8 3/4"	- 3/8"
8"	3 3/4"	10"	9"	- 1"
10"	5 1/2"	16"	13 1/2"	- 3/8"
12"	6 1/4"	18"	17"	+ 3/4"
14"	7 1/4"	20 1/4"	19 1/2"	- 1/2"

Column Size	Capital Height	Abacus Width	Scroll Width	Height Adjust
16"	8 3/4"	23"	19 1/2"	+ 3/8"
18"	10"	32"	26 1/4"	+ 1 1/8"
20"	11 1/4"	34"	28"	+ 11/16"
24"	12 3/4"	35 1/2"	35"	- 7/8"
30"	N/A			



EMPIRE WITH NECKING (TRIM COLUMN SHAFT TO TOP OF NECK RING)

Column Size	Capital Height	Abacus Width	Scroll Width	Height Adjust
6"	6 7/8"	9"	8 3/4"	+ 3 7/8"
8"	7 3/4"	10"	9"	+ 3 1/2"
10"	10"	13 1/2"	12 1/4"	+ 4 7/8"
12"	11"	18"	17"	+ 6 1/4"
14"	14 1/2"	20 1/2"	19 1/2"	+ 7 3/4"

Column Size	Capital Height	Abacus Width	Scroll Width	Height Adjust
16"	17"	23"	19 1/2"	+ 9 5/8"
18"	15"	32"	26 1/4"	+ 7 1/8"
20"	17 1/4"	34"	28"	+ 8 1/16"
24"	19"	35 1/2"	35"	+ 7"
30"	N/A			



GREEK ANGULAR IONIC (TRIM COLUMN SHAFT TO TOP OF FILLET)

Column Size	Capital Height	Abacus Width	Scroll Width	Height Adjust
6"	3 5/8"	9 1/4"	9"	+ 1/8"
8"	3 3/4"	9 1/2"	9"	- 1"
10"	5 3/8"	14 1/4"	13 1/4"	- 1/2"
12"	6"	17 1/4"	17"	+ 1/2"
14"	7 1/4"	20 3/4"	19 1/4"	- 1/2"

Column Size	Capital Height	Abacus Width	Scroll Width	Height Adjust
16"	8 3/8"	20 1/2"	19 1/2"	0"
18"	9 3/4"	24 1/4"	19 3/4"	+ 7/8"
20"	11"	29 3/4"	28"	+ 7/16"
24"	12 3/4"	35"	34 1/2"	- 7/8"
30"	N/A			



GREEK ERETHEUM (TRIM COLUMN SHAFT TO TOP OF FILLET)

Column Size	Capital Height	Abacus Width	Scroll Width	Height Adjust
6" *	3 1/4"	6 3/4"	8 1/2"	- 1/4"
8"	3 3/4"	7 3/4"	11 3/4"	- 1"
10"	5 1/2"	12"	17 1/2"	- 3/8"
12"	6 1/4"	14 1/4"	21"	+ 3/4"
14"	7"	15"	21"	- 3/4"

Column Size	Capital Height	Abacus Width	Scroll Width	Height Adjust
16"	9"	17 1/2"	26"	+ 5/8"
18"	10 1/2"	22"	29"	+ 1 5/8"
20"	11"	26"	36"	+ 7/16"
24"	13"	30 1/2"	43"	- 5/8"
30"	15"	31"	45 1/2"	

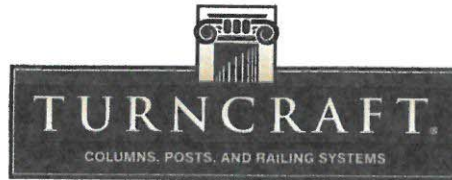


GREEK ERETHEUM WITH NECKING (TRIM COLUMN SHAFT TO TOP OF NECK RING)

Column Size	Capital Height	Abacus Width	Scroll Width	Height Adjust
6"	5 3/4"	7 3/4"	11 3/4"	+ 2 3/4"
8"	7 1/2"	10 1/2"	15"	+ 3 1/4"
10"	8 1/2"	12"	17 1/4"	+ 3 3/8"
12"	9 1/2"	14 1/2"	21"	+ 4 3/4"
14"	11 1/4"	15"	21"	+ 4 1/2"

Column Size	Capital Height	Abacus Width	Scroll Width	Height Adjust
16"	13 1/2"	17 1/2"	26"	+ 6 1/8"
18"	15"	22 1/2"	29"	+ 7 1/8"
20"	17"	26"	36"	+ 7 13/16"
24"	19"	30 1/2"	43"	+ 7"
30"	24 3/4"	31"	45 1/2"	

*Special order—normally this size capital would be our Quick-Fit model, listed after next page.



POLY-CLASSIC ORNAMENTAL CAPITALS (CONT'D)



Column Size	Capital Height	Abacus Width	Scroll Width	Height Adjust
6"	7"	8"	N/A	+ 4"
8"	8 1/2"	10 3/4"	N/A	+ 4 1/4"
10"	12 1/4"	16 1/2"	N/A	+ 7 1/8"
12"	14 1/2"	19"	N/A	+ 9 3/4"
14"	17"	20"	N/A	+ 10 1/4"

Column Size	Capital Height	Abacus Width	Scroll Width	Height Adjust
16"	N/A			
18"	22 1/2"	25"	N/A	+ 14 5/8"
20"	22 1/2"	25"	N/A	+ 13 5/16"
24"	N/A			
30"	N/A			



ROMAN CORINTHIAN (TRIM COLUMN SHAFT TO TOP OF NECK RING)

Column Size	Capital Height	Abacus Width	Scroll Width	Height Adjust
6" *	7"	9 1/2"	N/A	4"
8" *	10 1/4"	13 3/4"	N/A	6"
10" *	13 7/8"	17 3/4"	N/A	8 3/4"
12" *	15 1/4"	18 1/2"	N/A	9 1/2"
14"	17"	22"	N/A	10 1/4"

Column Size	Capital Height	Abacus Width	Scroll Width	Height Adjust
16"	20"	27"	N/A	+ 12 5/8"
18"	23"	32 1/2"	N/A	+ 15 1/8"
20"	25 1/2"	39"	N/A	+ 16 5/16"
24"	28 1/2"	42"	N/A	+ 16 1/2"
30"	37 1/2"	16 1/2"	N/A	



ROMAN DORIC ORNAMENTAL (TRIM COLUMN SHAFT TO TOP OF FILLET)

Column Size	Capital Height	Abacus Width	Scroll Width	Height Adjust
6"	4"	8 3/4"	N/A	+ 1/2"
8"	6"	13 1/8"	N/A	+ 1 1/4"
10"	7"	16 1/4"	N/A	+ 1 1/8"
12"	7"	16 1/4"	N/A	+ 1 1/2"
14"	9"	21"	N/A	+ 1 1/4"

Column Size	Capital Height	Abacus Width	Scroll Width	Height Adjust
16"	10 1/2"	24"	N/A	+ 2 1/8"
18"	12 1/2"	28"	N/A	+ 3 5/8"
20"	12 1/2"	28"	N/A	+ 1 15/16"
24"	N/A			
30"	N/A			



ROMAN IONIC (TRIM COLUMN SHAFT TO TOP OF FILLET)

Column Size	Capital Height	Abacus Width	Scroll Width	Height Adjust
6" *	2 1/4"	6 1/8"	8 1/16"	- 1 1/4"
8"	3"	8 1/4"	10 1/2"	- 1 3/4"
10"	3 5/8"	11"	13 5/8"	- 2 1/4"
12"	4 1/2"	12 1/2"	16 1/2"	- 1"
14"	5 1/2"	17 1/2"	23"	- 2 1/4"

Column Size	Capital Height	Abacus Width	Scroll Width	Height Adjust
16"	6 1/8"	17 1/2"	22"	- 2 1/4"
18"	6 1/2"	20"	24 1/4"	- 2 3/8"
20"	8 3/4"	25"	31 3/4"	- 1 13/16"
24"	9"	25 1/4"	33"	- 4 5/8"
30"	12 1/2"	32"	40 1/2"	



SCAMOZZI (TRIM COLUMN SHAFT TO TOP OF FILLET)

Column Size	Capital Height	Abacus Width	Scroll Width	Height Adjust
6" *	2 5/8"	7 3/4"	6 1/4"	- 7/8"
8" *	3"	10 1/4"	9"	- 1 3/4"
10" *	3 7/8"	14 1/2"	12 1/2"	- 2"
12" *	4 7/8"	16 3/4"	14"	- 5/8"
14"	5 1/2"	19"	16 3/4"	- 2 1/4"

Column Size	Capital Height	Abacus Width	Scroll Width	Height Adjust
16"	6 1/4"	22 1/4"	18 1/2"	- 2 1/8"
18"	7"	23 1/2"	23"	- 1 7/8"
20"	8 3/4"	26"	21 1/2"	- 1 13/16"
24"	10 1/4"	34 1/4"	29 1/2"	- 3 3/8"
30"	12 3/4"	39"	33"	

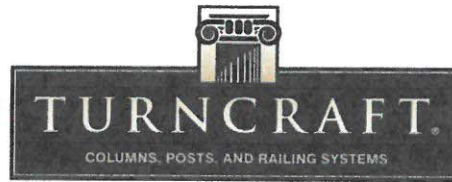


TEMPLE OF WINDS (TRIM COLUMN SHAFT TO TOP OF NECK RING)

Column Size	Capital Height	Abacus Width	Scroll Width	Height Adjust
6"	7"	8"	N/A	4"
8"	8"	12"	N/A	3 3/4"
10"	11 1/8"	15 1/4"	N/A	6"
12"	13 3/4"	17"	N/A	9"
14"	14"	21 1/4"	N/A	7 1/4"

Column Size	Capital Height	Abacus Width	Scroll Width	Height Adjust
16"	16"	23"	N/A	8 5/8"
18"	18 1/8"	26 3/4"	N/A	10 1/4"
20"	21 1/4"	28"	N/A	12 1/16"
24"	23 1/4"	34 1/4"	N/A	11 1/4"
30"	30"	39"	N/A	

*Special order—normally this size capital would be our Quick-Fit model. See following page.



POLY-CLASSIC SQUARE ORNAMENTAL CAPITALS

Designed with crisp, true architectural detail, Ornamental Capitals artfully capture natural themes and images. Capitals for square non-tapered Poly-Classic columns are crafted from poly/resin, and are load bearing and waterproof. Each style is proportionally scaled for the width of the shaft when the shaft is trimmed at the astragal for easy installation. Since the shafts will need to be trimmed, the overall height of the finished column will need to be adjusted by the "Height Adjust" value in the following tables. If an architecturally correct installation will be required, the shaft should be trimmed at the top fillet for Greek Erectheum, Roman Ionic and Scamozzi capitals, and the overall height will be further reduced by the height of the neck ring (see shaft specifications for the astragal neck ring height).



EMPIRE (TRIM COLUMN SHAFT TO TOP OF FILLET)

Column Size	Capital Height	Abacus Width	Scroll Width	Height Adjust
8"	5 1/4"	13 1/2"	12 1/4"	+ 3/8"
10"	6 1/4"	18"	17"	+ 1 3/4"
12"	7 1/4"	20 1/4"	19 1/2"	+ 3/4"
14"	8 3/4"	23"	19 1/2"	+ 1 3/4"
16"	10"	32"	26 1/4"	+ 1 5/16"



EMPIRE WITH NECKING (TRIM COLUMN SHAFT TO TOP OF NECK RING)

Column Size	Capital Height	Abacus Width	Scroll Width	Height Adjust
6"	7 3/4"	10"	9"	+ 4 1/8"
8"	10"	13 1/2"	12 1/4"	+ 5 1/2"
10"	11"	18"	17"	+ 5 15/16"
12"	14 1/2"	20 1/2"	19 1/2"	+ 9 3/4"
14"	17"	23"	19 1/2"	+ 10"
16"	17 1/4"	34"	28"	+ 9 5/8"



GREEK ANGULAR IONIC (TRIM COLUMN SHAFT TO TOP OF FILLET)

Column Size	Capital Height	Abacus Width	Scroll Width	Height Adjust
8"	5 1/8"	14 1/4"	13 3/4"	- 3/16"
10"	6"	17 1/4"	17"	+ 1/8"
12"	7 1/4"	20 3/4"	19 1/4"	+ 1 3/4"
14"	8 3/8"	20 1/2"	19 1/2"	+ 3/8"



GREEK ERECTHEUM (TRIM COLUMN SHAFT TO TOP OF FILLET)

Column Size	Capital Height	Abacus Width	Scroll Width	Height Adjust
6"	3 3/4"	7 3/4"	11 3/4"	- 11/16"
8"	5 1/4"	10 1/2"	15"	- 1/16"
10"	6 1/4"	14 1/2"	21"	+ 3/8"
12"	7"	15"	21"	+ 2 1/2"
14"	9"	17 1/2"	26"	+ 1"
16"	10"	22 1/2"	29"	+ 1 5/16"



GREEK ERECTHEUM WITH NECKING (TRIM COLUMN SHAFT TO TOP OF NECK RING)

Column Size	Capital Height	Abacus Width	Scroll Width	Height Adjust
6"	5 3/4"	7 3/4"	11 3/4"	+ 2 1/8"
8"	7 1/2"	10 1/2"	15"	+ 3"
10"	9 1/2"	14 1/2"	21"	+ 4 7/16"
12"	11 1/4"	15"	21"	+ 6 3/4"
14"	13 1/2"	17 1/2"	26"	+ 6 1/2"
16"	17"	26"	36"	+ 9 3/8"



POLY-CLASSIC SQUARE ORNAMENTAL CAPITALS (CONT'D)



MODERN COMPOSITE (TRIM COLUMN SHAFT TO TOP OF NECK RING)

Column Size	Capital Height	Abacus Width	Height Adjust
6"	8 1/2"	10 3/4"	+ 4 7/8"
8"	11 1/2"	16 1/2"	+ 7"
10"	14 1/2"	19"	+ 9 7/16"
12"	17"	20"	+ 12 1/2"
14"	22 1/2"	25"	+ 15 1/2"
16"	22 1/2"	25"	+ 14 7/8"



ROMAN CORINTHIAN (TRIM COLUMN SHAFT TO TOP OF NECK RING)

Column Size	Capital Height	Abacus Width	Height Adjust
6"	8 1/2"	12"	+ 4 7/8"
8"	11 1/2"	15"	+ 7"
10"	14 1/2"	18 1/2"	+ 9 7/16"
12"	17"	22"	+ 12 1/2"
14"	20"	27"	+ 13"
16"	23"	32 1/2"	+ 15 3/8"



ROMAN DORIC ORNAMENTAL (TRIM COLUMN SHAFT TO TOP OF FILLET)

Column Size	Capital Height	Abacus Width	Height Adjust
6"	4 1/2"	10 1/2"	+ 1/16"
8"	6"	14 1/4"	+ 11/16"
12"	9"	21"	+ 3 1/2"
14"	10 1/2"	24"	+ 2 1/2"



ROMAN IONIC (TRIM COLUMN SHAFT TO TOP OF FILLET)

Column Size	Capital Height	Abacus Width	Scroll Width	Height Adjust
6"	3"	8 1/4"	10 1/2"	- 1 7/16"
8"	3 5/8"	10 1/2"	13 1/2"	-1 11/16"
10"	4 1/2"	12 1/2"	16 1/2"	- 1 3/8"
12"	5 1/2"	17 1/2"	23"	0"



SCAMOZZI (TRIM COLUMN SHAFT TO TOP OF FILLET)

Column Size	Capital Height	Abacus Width	Scroll Width	Height Adjust
6"	3"	10 1/4"	9"	-7/8"
8"	3 7/8"	14 1/2"	12 1/2"	-5/8"
10"	4 7/8"	16 3/4"	14"	-7/8"
12"	5 1/2"	19"	16 3/4"	-1/4"
14"	6 1/4"	22 1/4"	18 1/2"	-1 1/2"



TEMPLE OF WINDS (TRIM COLUMN SHAFT TO TOP OF NECK RING)

Column Size	Capital Height	Abacus Width	Height Adjust
6"	7 1/2"	10 1/2"	+ 3 7/8"
8"	10"	13 7/8"	+ 5 1/2"
10"	11 5/8"	16 7/8"	+ 6 9/16"
12"	14"	21 1/4"	+ 9 1/2"
14"	16"	23"	+ 9"
16"	18 1/8"	16 3/4"	+ 10 1/2"

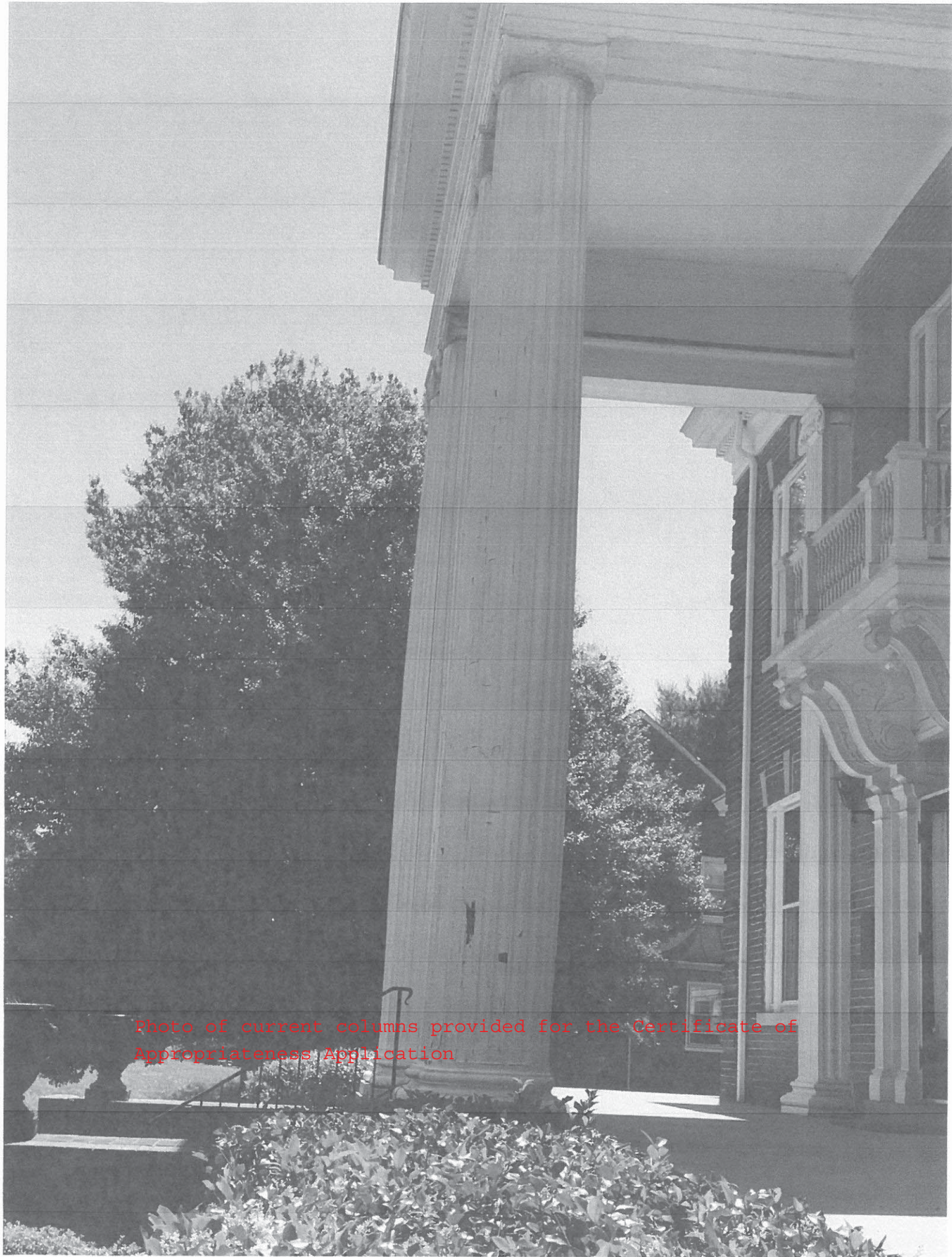


Photo of current columns provided for the Certificate of Appropriateness Application

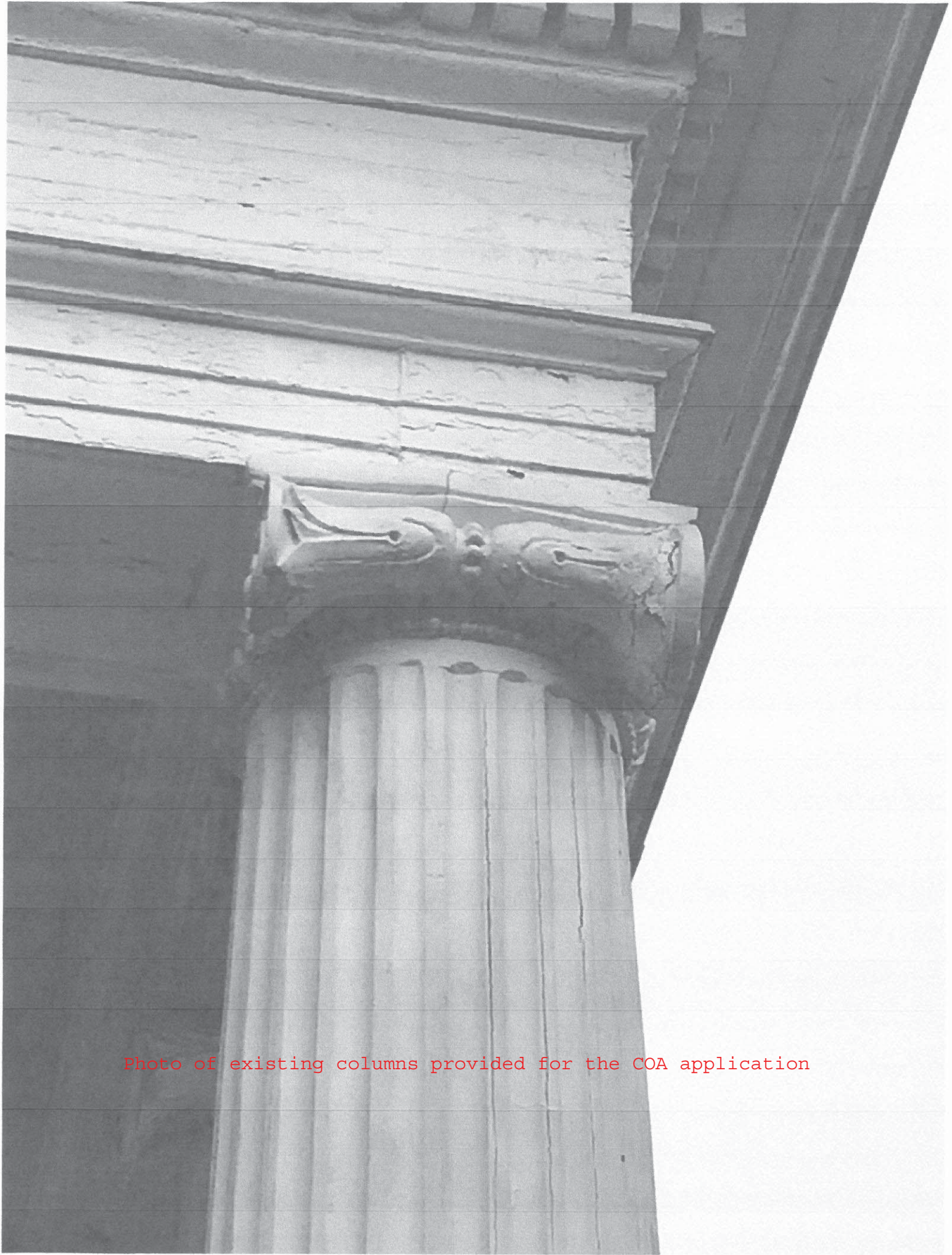


Photo of existing columns provided for the COA application



Front on view of 1919 Rivermont Avenue with its current 26-inch diameter columns provided for the COA application

From: Sarah Girtten sarahgirtendesign@gmail.com
Subject: Rivermont pictures
Date: Aug 14, 2017, 2:41:02 AM
To: Charlie Morris morrisbld@aol.com

Hey Charlie,

Here is the photoshopped image for the house on Rivermont to scale with the columns 2" smaller. I also attached the original. The edited picture is first.



Edited - 24" column superimposed

Front of view of 1919 Rivermont Avenue with 24-inch diameter columns
photoshopped on to the photo provided by Charlie Morris of Morris
Construction



Original - 26" column

Sent from my iPhone

Front on view of 1919 Rivermont Avenue with its current 26-inch diameter columns provided by Charlie Morris of Morris Construction



1919 Rivermont Avenue (view from property record on City's GIS website)

15. PORCH COLUMNS AND RAILINGS

POLICY:

Historic porch columns and railings should be retained and repaired with materials to match the original. If the original porch columns and railings are missing, replacement porch columns and railings should be appropriate for the dwelling's architectural style.

Porch Columns and Railings:

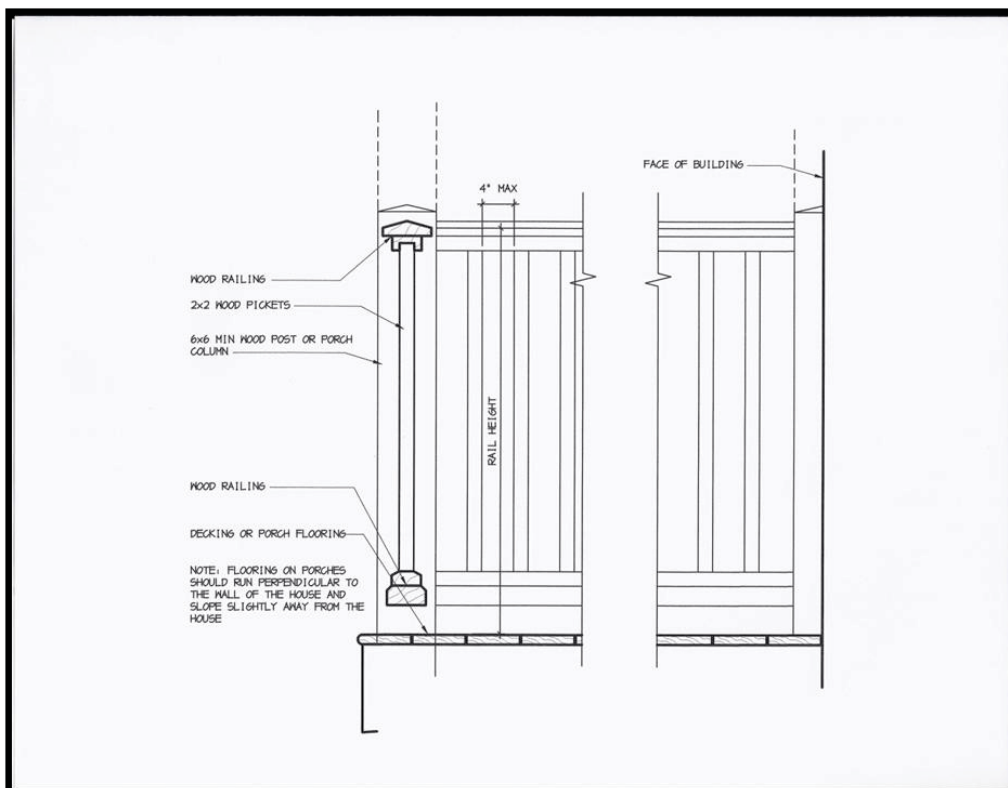
- A. should be preserved and maintained. If repair is required, use materials to match the original in dimensions, scale and detailing.
- B. often deteriorate first at the bottom next to the porch floor. If this is the case, consider sawing off the deteriorated area and replacing this section rather than replacing the entire column.
- C. of aluminum, wrought iron, vinyl, or other modern materials are typically not appropriate for front porches. The use of composite or fiberglass Classical Order columns, matching both dimension profile and texture of traditional columns, may be considered.
- D. on front porches should be rebuilt in historic designs if the original columns and railings are missing. For Queen Anne and Folk Victorian styles of the turn of the century, milled porch columns are appropriate and are readily available from wholesale companies. These porch columns are generally 8' in height and have widths and depths of 4" to 6". For American Foursquare porches round, square, or tapered square wood columns or posts are best. Although generally not available at wholesale hardware stores, they can be ordered from milling companies. These columns should fit the porch height and, if round, have diameters of no less than 6" and no more than 14". Square posts or tapered square posts should be a minimum of 8" and a maximum of 14" in depth and width.
- E. on front porches may require new newel posts. Porch newel posts in historic designs are readily available and are generally 4' high and measure 4" in width and depth. The "ball top" newel post is best for Queen Anne or Folk Victorian porches. The "V-Groove" post is acceptable for Queen Anne, Folk Victorian, and American Foursquare dwellings.
- F. on front porches may require new balusters for the railing. Porch balusters (also called spindles) are readily available in historic designs from wholesale hardware stores. Milled spindles measuring 3' high and 2" in diameter are best for Queen Anne and Folk Victorian dwellings. Balusters or spindles which are smaller than 2" in diameter are not appropriate for exterior porches. Square balusters which are 3' high and 2" to 3" in width and depth are best for American Foursquare and Colonial Revival dwellings.



Wood milled porch columns and railings help define this building's style (518 Washington Street).



This milled column and railing are essential to this property's character (317 Cabell Street).



Typical Rail Detail

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **November 14, 2017**

AGENDA ITEM #: **10**

CONSENT:
ACTION: **X**

REGULAR: **X**
INFORMATION:

WORK SESSION:

CLOSED SESSION:
(Confidential)

ITEM TITLE: Rezoning: I-2, Light Industrial District to B-4C, Urban Commercial District (Conditional) – 712 12th Street

KEY ELEMENTS:

☒ Economic Development ☐ Excellent Government ☒ Natural and Built Environment ☒ Safe Community ☐ Vibrant Community

RECOMMENDATION: Approval of the rezoning from I-2, Light Industrial District to B-4C, Urban Commercial District (Conditional) to convert an existing building to apartments at 712 12th Street.

SUMMARY: Danny George is petitioning to rezone five hundred and eighty-four thousandths (0.584) of an acre from I-2, Light Industrial District, to B-4C, Urban Commercial District (Conditional) to allow the conversion of an existing building into apartments. The petitioner has proffered to provide the parking as shown on the concept plan, which includes twenty-seven (27) on site spaces and five (5) on street spaces. The Planning Commission recommended approval of the petition, as it furthers the goals of the *Comprehensive Plan 2013-2030* by adapting a historic building to a modern use, decreasing vacancy and blight, taking advantage of existing infrastructure to accommodate growth and improving the appearance of a downtown gateway. The developer plans to use State and Federal Historic Tax Credits in the rehabilitation of the property, ensuring the preservation of any historic features on the building.

PRIOR ACTION(S):

October 11, 2017: The Planning Division recommended approval of the rezoning.

The Planning Commission recommended approval (6-0, with 1 absence, Bowden) of the rezoning.

FISCAL IMPACT: N/A

CONTACT(S):

Anne Nygaard, Planner II – (434) 455-3900
Tom Martin, City Planner – (434) 455-3900
Kent White, Community Development Director – (434) 455-3900

ATTACHMENT(S):

- Resolution
- Ordinance
- Planning Commission Minutes – October 11, 2017
- Planning Commission Packet – October 11, 2017
 - o Planning Commission Report
 - o Zoning Map with Adjoining Owners
 - o Future Land Use Map
 - o Watershed Map
 - o Planimetric and Topographic Map
 - o Concept Plan and Project Narrative
 - o Property Photographs
 - o Speaker Signup Sheet

REVIEWED BY: bms

UNCODIFIED ORDINANCE:

AN ORDINANCE CHANGING A CERTAIN AREA LOCATED AT 712 12TH STREET FROM I-2, LIGHT INDUSTRIAL DISTRICT TO B-4C, URBAN COMMERCIAL DISTRICT (CONDITIONAL).

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF LYNCHBURG that in order to promote the public necessity, convenience, welfare and good zoning practice that Chapter 35.2 of the Code of the City of Lynchburg, 1981, as amended, be and the same is hereby further amended by adding thereto Section 35.2-54.____ which shall read as follows:

Section 35.2-54.____. Change of a certain area located at 712 12th Street from I-2, Light Industrial District to B-4C, Urban Commercial District (Conditional).

The area embraced within the following boundaries:

LEGAL DESCRIPTION

BEGINNING at a point thence N 55°31'35" E a distance of 132.00 feet thence S 34°28'25" E a distance of 142.07 feet thence S16°09'35" W a distance of 93.90 feet thence S 26°38'24" W a distance of 67.85 feet thence N 34°28'25" W a distance of 234.40 feet and the POINT OF BEGINNING. The above description is based on a resurvey of the property done on September 21, 2017, and is different from the previous survey done on January 20, 1986 and recorded on March 7, 1986.

.. is hereby changed from I-2, Light Industrial District to B-4C, Urban Commercial District (Conditional).

And the City Planner shall forthwith cause the "Official Zoning Map of Lynchburg, Virginia," referred to in Section 35.2-30 of this chapter to be amended in accordance therewith.

Adopted:

Certified:

Clerk of Council

144K

MINUTES OF THE OCTOBER 11, 2017 PLANNING COMMISSION MEETING (MINUTES HAVE NOT BEEN APPROVED):

Petition of 712 12th Street, LLC to rezone approximately five hundred eighty-four thousandths (0.584) of an acre at 712 12th Street from I-2, Light Industrial District to B-4(C), Urban Commercial District (Conditional) to allow the use of the existing building as apartments:

Ms. Anne Nygaard had the following summary for the commissioners. Originally, there were going to be two actions before them, one to amend the *Future Land Use Map (FLUM)* and one to rezone the property. Unfortunately, the *FLUM* amendment was not advertised so they cannot act on that today. Fortunately, the property is designated for Neighborhood Commercial on the *FLUM*. So, while this designation says standalone residential should be contained to the upper floors of the buildings, it also says it could be appropriate for transitional areas where you are transitioning from commercial to residential. Staff feels this is located in a transitional area, so no *FLUM* amendment is really required.

Additionally, as stated in the report, this area's land use should be considered broadly as part of the downtown master planning process as this area is a gateway to downtown. Staff will likely be bringing that issue back as a separate petition.

The property is approximately 0.584 of an acre and is currently zoned for industrial use, a carryover from when there was much more intense use of all the buildings in this area. This building was a large scale commercial drycleaner, maybe even specifically for The Virginian Hotel. The petition is to rezone the property to B-4, Urban Commercial District, to allow the adaptive reuse of the building for up to 30 apartments. B-4 does allow for both commercial and residential uses; however, they are only planning on apartments. This district is particularly flexible for working with older developed sites. Commissioners who were here can remember this is how the old Garland Rhodes School building was rezoned for development.

Parking is not required in the B-4 district; however, the petitioner has voluntarily proffered to provide the parking as shown on the concept plan. When the parking area comes in for site plan review, the site will be brought into compliance with the Zoning Ordinance.

Overall, the petition furthers the goals of the *Comprehensive Plan* and will greatly improve the appearance of a major gateway to downtown. The area is designated as a revitalization area on the plan framework map and the adaptive reuse of this building will certainly bring new life to this part of 12th Street. The developer plans to use historic tax credits that will ensure the sensitive rehabilitation of the building and preservation of historic features. The Planning Division recommends approval of the petition.

Mr. Danny George, the petitioner, was available to represent the petition. He did not have anything to add to staff's report and summary.

Chair Perault asked if there was anyone who wished to speak in favor of the petition. No one came forward. He asked if there was anyone who wished to speak in opposition of the petition. No one came forward. He closed the public hearing portion of the petition.

Commissioner Lowe said he remembered this building when it was a dry cleaner and a cold storage facility for fur coats. He thinks it is a good use of the building instead of seeing it going downhill or in disuse. It will keep the neighborhood going in the right direction.

Commissioner Light agreed and said it is good to see something vibrant going into the space because it is a bit of an eyesore. Mr. George noted that it might not look like much from the outside but it is

really nice inside. When the windows are opened up again and the lights are on at night, it is going to look really good.

Commissioner Rogers asked about outside lighting. Mr. George said that typically, he would light it with sconces between the windows but this building has a lot of windows. He would probably have one parking lot light in the front and one in the back. He might be able to accomplish that with wall mounted packs. Maybe they will do some sconces at the corners. He is going to have to be careful because he does not want too much outside lighting going into the apartments. He wants the lighting to be tasteful but wants it to also feel secure.

Commissioner Johnson asked if the violin maker is still there. Mr. George said he is for now. He is the owner of the building and is retiring at the end of the year.

Commissioner Johnson asked him about his target tenant market. Mr. George said the tenants really vary but generally do not have children. They are young, old, single, married; it is a super diverse market. They get some young professionals and some graduate students and empty nesters that are downsizing. Mr. George mentioned other projects he has done in downtown Lynchburg such as El Jefe, Midpoint Apartments and Cliffs Edge Lofts. Commissioner Johnson said she is in complete support of the petition. It should be a good use for the building and good for the neighborhood.

Chair Perault indicated he is a strong proponent of taking an old building and converting it into something more attractive and useful and bringing in tax revenue as well. He cannot see any downside to this at all. Commissioner Marion agreed with the other commissioners.

Commissioner Lowe made the following motion, which was seconded by Commissioner Johnson and passed by the following vote:

"That the Planning Commission recommends to City Council approval of the petition of 712 12th Street, LLC. to rezone approximately five-hundred and eighty-four thousandths (0.584) of an acre located at 712 12th Street from I-2, Light Industrial District to B-4C, Urban Commercial District (Conditional) to allow the conversion of the existing building to apartments subject to following voluntarily submitted proffer: 712 12th Street LLC will provide the parking shown on the concept plan in compliance with the Zoning Ordinance."

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

The Department of Community Development

City Hall, Lynchburg, VA 24504 **434-455-3900**

To: Planning Commission
From: Planning Division
Date: October 11, 2017
Re: **Rezoning: 712 12th Street – I-2, Light Industrial District to B-4C, Urban Commercial District (Conditional)**

I. PETITIONER

Mr. Danny George, 712 12th Street, LLC., 712 12th Street, Lynchburg, Virginia 24504
Representative: Mr. Jamey White, P.E., White Engineering & Design, Inc., 21 Timber Oak Court, Lynchburg, Virginia 24502

II. LOCATION

The subject property is located at 712 12th Street and contains approximately five-hundred and eighty-four thousandths (0.584) of an acre.

Property Owner(s):

712 12th Street, LLC, 712 12th Street, Lynchburg, Virginia 24504

III. PURPOSE

The purpose of the petition is to rezone the property to allow the existing building to be redeveloped into apartments.

IV. SUMMARY

- The petition rezones the property from I-2, Light Industrial District to B-4, Urban Commercial District to allow for the use of the building as apartments.
- The *Future Land Use Map (FLUM)* recommends a Neighborhood Commercial use for the area. Residential use is typically confined to the upper floors in these areas, except when used in transitional structures. Additionally, the FLUM in this area should be looked at with the Downtown2040 Master Plan.
- The 12th Street corridor is designated as a Revitalization Area on the Plan Framework Map. This proposal meets the goals of the Revitalization Areas by adaptively reusing a historic building, decreasing vacancy and blight, taking advantage of existing infrastructure to accommodate more residents, and improving the appearance of a downtown gateway.
- The developer plans to use State and Federal Historic Tax Credits in the rehabilitation of the property. This will ensure the preservation of any historic features on the building.
- No parking is required for apartments in a B-4, Urban Commercial District. However, the petitioner has proffered to provide the parking spaces shown on the concept plan.

The Planning Division recommends approval of the rezoning petition.

V. FINDINGS OF FACT

1. **Comprehensive Plan.** The *Future Land Use Map (FLUM)* from the *Comprehensive Plan 2013-2030* recommends a Neighborhood Commercial use for the properties. These areas are intended to consist primarily of office, retail, personal service, and restaurant uses that are

scaled and designed to be compatible with and serve their immediate neighborhood. Patrons can walk, bike or take a short drive to reach them. They are comprised of individual businesses, clusters of businesses, or small shopping centers. Residential uses may be established on the upper floors of commercial structures or as transitional structures between residential and commercial buildings. (p. 75)

The 12th Street corridor is designated as a Revitalization Area on the Plan Framework Map. Revitalization areas are those that have experienced decreased vitality and are mainly located among the City's inner ring of older neighborhoods. These areas are targeted for revitalization based on such factors as high vacancy rates, building obsolescence, proximity to residential areas underserved by retail, traffic, land use conflicts and historic character. (p.62)

As a Revitalization Area, the Comprehensive Plan fully supports the adaptive reuse of this former industrial building as a way to preserve this historic character, take advantage of existing infrastructure, eliminate vacancy and blight, and improve an important gateway to downtown.

2. **Zoning.** The subject property was annexed into the City in 1870. The existing I-2, Light Industrial District was established in 1978.
3. **Proffers.** The petitioner has voluntarily submitted the following proffer:
 - 712 12th Street LLC will provide the parking shown on the concept plan in compliance with the Zoning Ordinance.

The petitioner has submitted the following proffer statement:

“Providing the parking shown on the concept plan is reasonable and will make the project more attractive for future residents given the current demand for parking at downtown multi-family properties. This will be a benefit to the owner because it creates a competitive advantage by offering an amenity that other downtown properties do not have the space to offer.”

4. **Board of Zoning Appeals (BZA).** The Zoning Official 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 September 9, 1981, City Council approved the petition of Mr. James Young at 1118 and 1120 Harrison Street from I-2, Light Industrial, to R-4, Medium-High Density, Multi-Family Residential District to allow for the construction of five (5) townhouse apartments.
 - On December 14, 2004, City Council approved the rezoning request of the Greater Lynchburg Boys and Girls Club of America at 607 12th Street 1101 & 1113 Madison Street from I-2, Light Industrial District, to B-4, Central Business District and to allow the existing building as a meeting place for the Greater Lynchburg Boys and Girls Club of America.
 - On July 11, 2006, City Council approved the rezoning of the Federal Hill Historic District and adjacent properties from R-3, Medium-Density, Two-Family Residential District, R-4, Medium-High Density, Multi-Family Residential District and B-5, General Business District to R-2, Low-Medium Density, Single-Family Residential District to better reflect the character of the neighborhood.

6. **Site Description.** The property proposed for rezoning includes five-hundred and eighty-four thousandths (.584) of an acre located at 712 12th Street. The existing building was constructed in 1916.

The property is bordered to the north by residential uses across 12th Street, to the west by Dunbar Middle School tennis courts, to the east by commercial uses, and south by the Dunbar Middle School track.

7. **Proposed Use of Property.** If the petition is approved, the existing building will be redeveloped into twenty-five (25) to thirty (30) apartment units and associated parking will be constructed. The petitioner plans to use State and Federal Historic Tax Credits and consequently will be held to the Secretary of the Interior's Standards for Rehabilitation, ensuring a sensitive redevelopment of the building and the preservation of its historic character.

8. **Traffic, Parking, Public Transit, and Sidewalks.**

A transportation analysis was not required by the City's Transportation Engineer.

No parking is required by the Zoning Ordinance in the B-4, Urban Commercial District. The petitioner has proffered to provide parking as shown on the concept the plan and will provide twenty-seven (27) on site spaces and five (5) on street, publicly available spaces subject to site plan and road, water, sewer plan approval.

The nearest Greater Lynchburg Transit Company (GLTC) stops are located approximately eight-hundred (800) feet away at the corners of 12th & Grace Streets and 12th & Polk Streets. There is a gap in the sidewalk at 609 and 612 12th Street where walkers will need to cross 12th Street to safely reach the bus stop and downtown. Pedestrian safety may be an issue here and should be addressed as needed.

9. **Stormwater Management.** An erosion and sediment control plan will be required prior to site plan approval. Because the site is located in the City's Combined Sewer Overflow (CSO) area, the site is exempt from stormwater management. Because the site is located in the City's Combined Sewer Overflow (CSO) area, the site is exempt from stormwater quality requirements. However, the site must meet limited quantity provisions for compliance with the City's wastewater treatment permit.

10. **Emergency Services:** The City's Police Department had no comments of concern regarding the proposed rezoning. The City's Fire Marshal noted the need to address requirements of the 2012 Virginia Statewide Fire Prevention Code.

11. **Impact.** The property is currently zoned I-2, Light Industrial District and is recommended for Neighborhood Commercial use on the *FLUM*. The proposed residential development is permitted by right in the proposed B-4, Urban Commercial District and would agree with the *FLUM*.

The rezoning facilitates the adaptive reuse of an existing building, while also preserving an industrial building's historic character, increasing downtown residency, taking advantage of existing infrastructure, and improving a gateway to downtown. There is some risk in that any use permitted in a B-4 district will be permitted here, however if the petitioner continues with what is proposed, the impact will be only positive for the City.

12. **Technical Review Committee.** The Technical Review Committee (TRC) reviewed the rezoning on May 23, 2017. Comments have or will be addressed by the petitioner prior to final 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 712 12th Street, LLC. to rezone approximately five-hundred and eighty-four thousandths (.584) of an acre located at 712 12th Street from I-2, Light Industrial District to B-4C, Urban Commercial District (Conditional) to allow the conversion of the existing building to apartments subject to following voluntarily submitted proffer:

- **712 12th Street LLC will provide the parking shown on the concept plan in compliance with the Zoning Ordinance.**

This matter is respectfully offered for your consideration.



William T. Martin, AICP
City Planner

pc: Ms. Bonnie M. Svrcek, City Manager
Mr. Charles Hartgrove, Deputy City Manager
Mr. Walter C. Erwin, City Attorney
Mr. Kent L. White, Director of Community Development
Mr. J. Lee Newland, City Engineer
Ms. Cynthia Kozerow, Lynchburg Police Department
Battalion Chief Thomas Goode, Fire Marshal
Mr. Doug Saunders, Building Official
Mr. Kevin Henry, Zoning Administrator
Mr. Jamey White, P.E., Representative
Mr. Danny George, 712 12th Street, LLC, Property Owner

VII. ATTACHMENTS

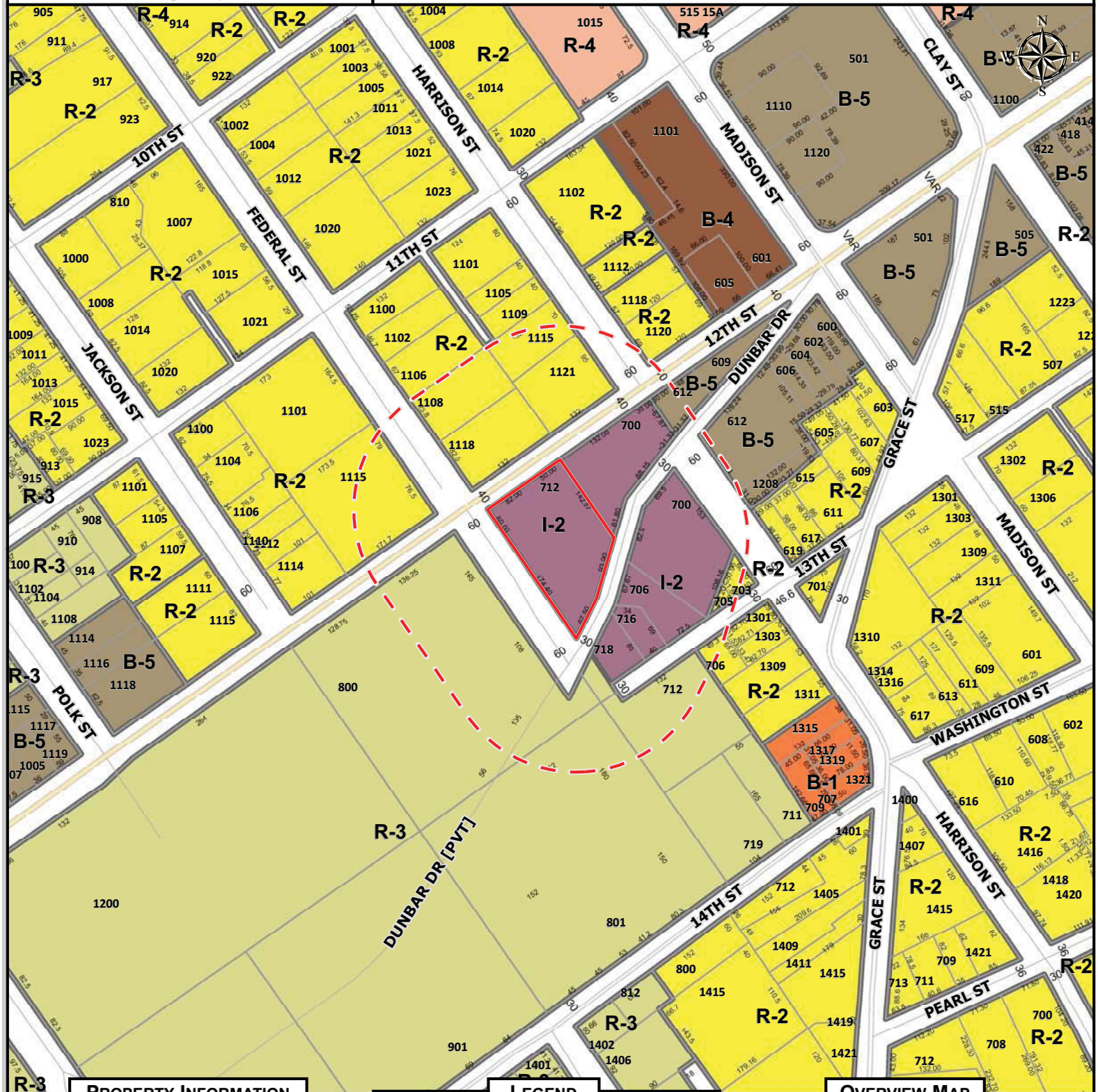
- 1. Zoning Map with Adjoining Owners List**
- 2. Future Land Use Map**
- 3. Watershed Map**
- 4. Planimetric and Topographic Map**
- 5. Concept Plan**
- 6. Narrative**
- 7. Property Photographs**

Zoning Map

712 12TH STREET APARTMENTS

Zoning Request

712 12th Street LLC



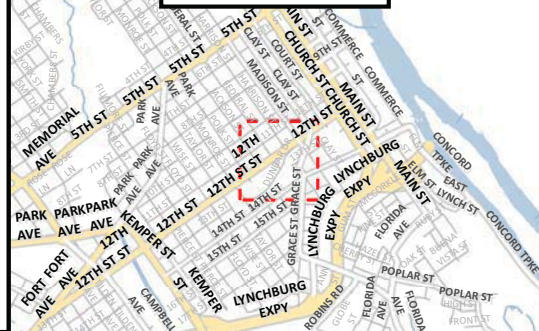
PROPERTY INFORMATION

PARCEL ID	ADDRESS
02504001	712 12TH ST

LEGEND

 Subject Property		
 200' Buffer		
 B-1	 I-1	 R-4
 B-2	 I-2	 R-5
 B-3	 I-3	 R-C
 B-4	 R-1	 IN-1
 B-5	 R-2	 IN-2
 B-6	 R-3	

OVERVIEW MAP



MAP SCALE: 1" = 200' DATE PRINTED: 10/6/2017

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

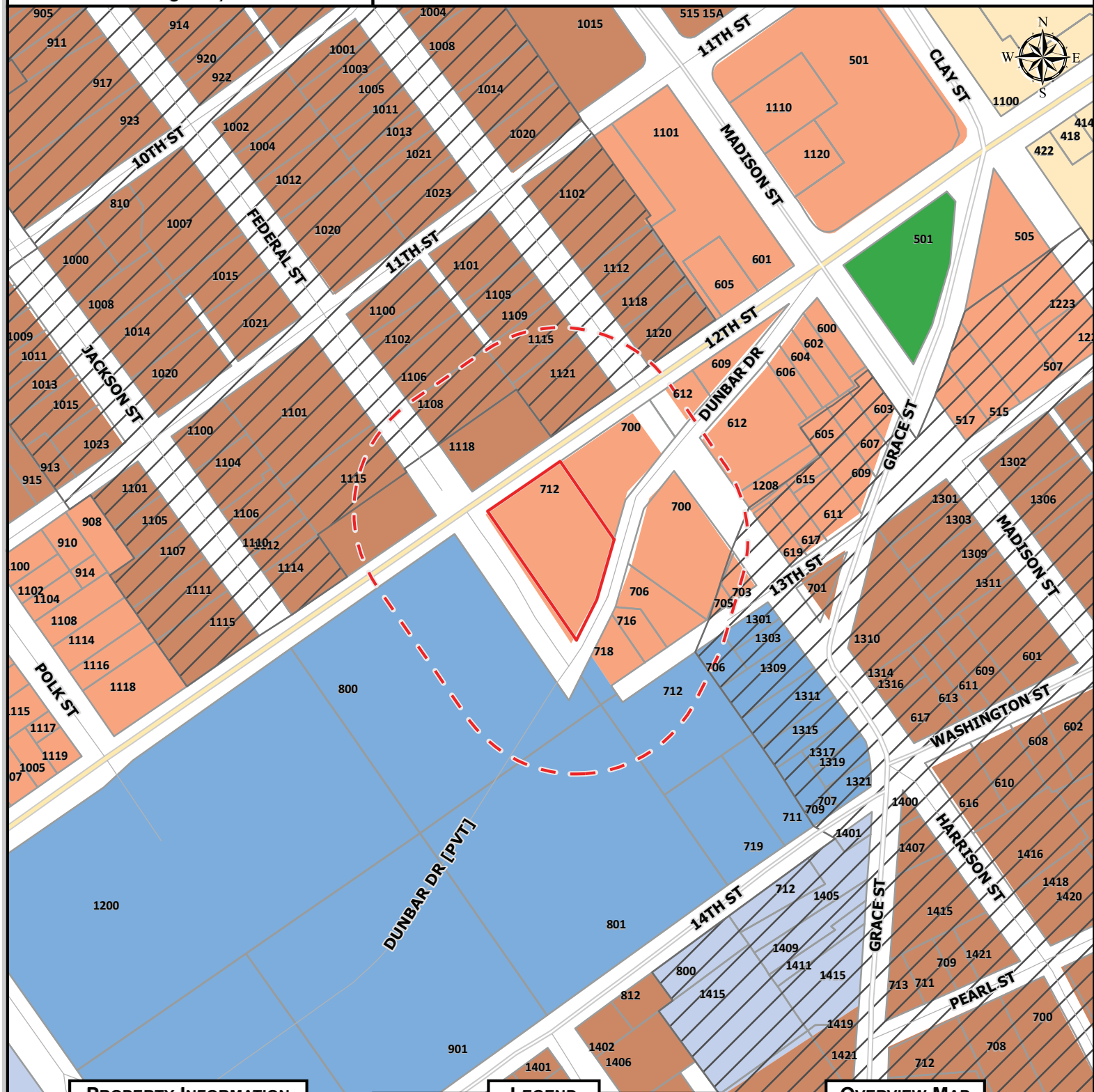
Parcel ID	Address	Owner
02470009	1120 HARRISON ST	T DELAWARE PROPERTIES LC
02471005	1115 HARRISON ST	JACOBS, BENJAMIN T &
02471006	1121 HARRISON ST	LOFTIN, EZEKIEL ASA XII &
02471007	1118 FEDERAL ST	BROOKS, KENT & DONNA J B
02471008	1108 FEDERAL ST	MYERS, JOHN C SR
02471009	1106 FEDERAL ST	FRANKFORT, PATRICK M &
02472003	1115 FEDERAL ST	BROOKS, KENT & DONNA J B
02503001	800 12TH ST	CITY OF LYNCHBURG
02504001	712 12TH ST	712 12TH STREET LLC
02504002	700 12TH ST	TAPROOT LLC
02504003	700 DUNBAR DR	THOMAS ROAD BAPTIST CHURCH
02504004	703 13TH ST	ROSE, MARSHALL A ESTATE
02504005	716 DUNBAR DR	THOMAS ROAD BAPTIST CHURCH
02504006	718 DUNBAR DR	CITY OF LYNCHBURG
02504007	705 13TH ST	ROBBINS, JARED C
02504008	706 DUNBAR DR	THOMAS ROAD BAPTIST CHURCH
02505001	612 12TH ST	STEVE A MORRIS INC
02505009	1208 HARRISON ST	T DELAWARE PROPERTIES LC
02505010	612 DUNBAR DR	LONE JACK LLC
02513001	712 13TH ST	CITY OF LYNCHBURG
02513002	706 13TH ST	CITY OF LYNCHBURG
02513011	1301 HARRISON ST	DEOFIL LLC
02514001	801 14TH ST	CITY OF LYNCHBURG

FLUM Map

712 12TH STREET APARTMENTS

Zoning Request

712 12th Street LLC



PROPERTY INFORMATION

PARCEL ID

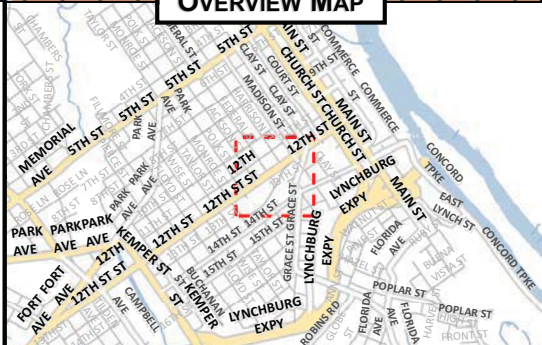
ADDRESS

02504001 712 12TH ST

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" to 200' DATE PRINTED: 10/6/2017

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Watershed Map

712 12TH STREET APARTMENTS

Zoning Request

712 12th Street LLC



PROPERTY INFORMATION

PARCEL ID	ADDRESS
02504001	712 12TH ST

LEGEND

- Subject Property
- Base Flood Elevation
- Floodway
- Floodzone
- River / Lake / Stream

MAP SCALE: 1" to 200' DATE PRINTED: 10/6/2017

OVERVIEW MAP



Opossum Creek-James River

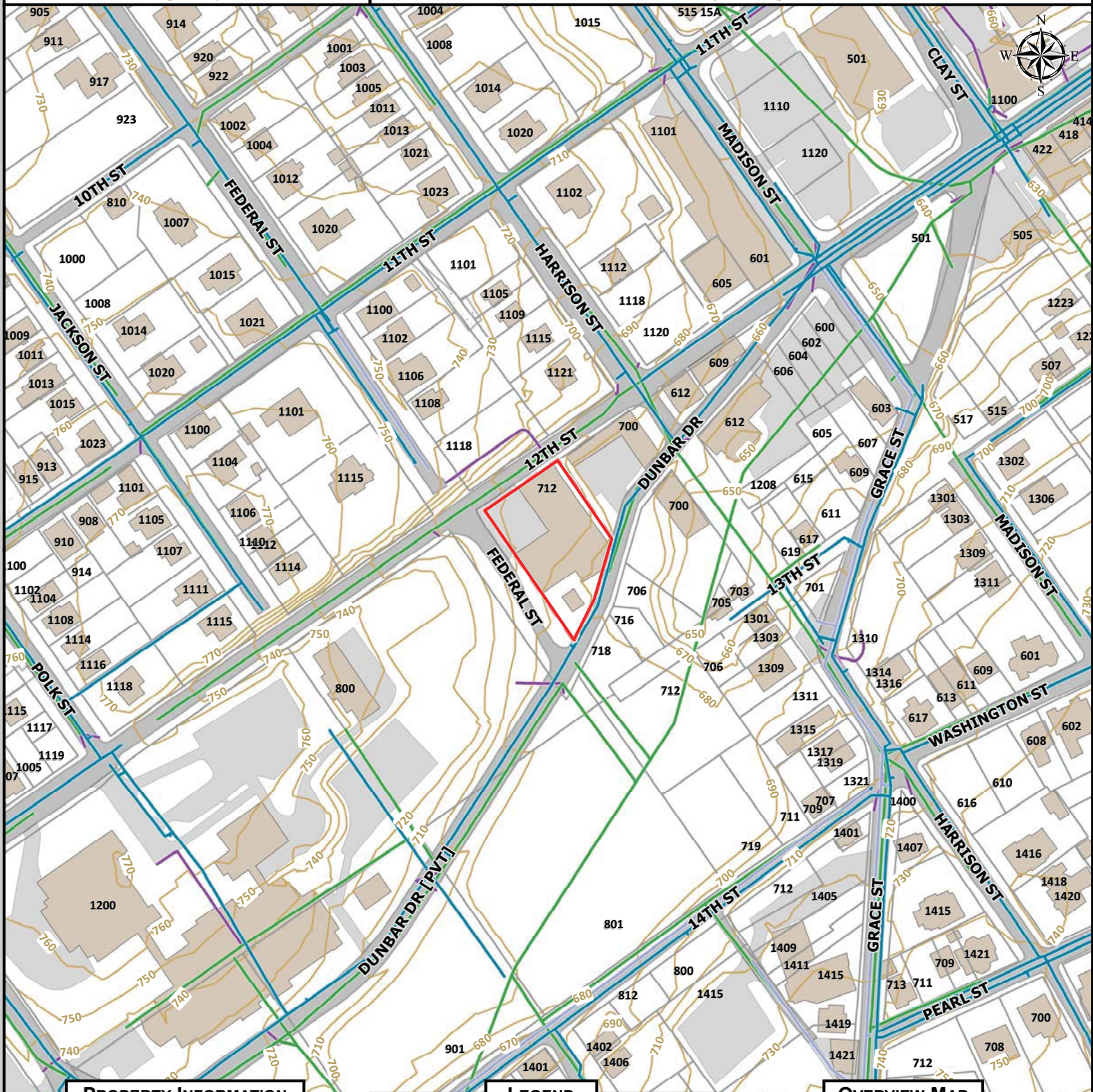
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Planimetric and Topographic Map

712 12TH STREET APARTMENTS

Zoning Request

Danny George



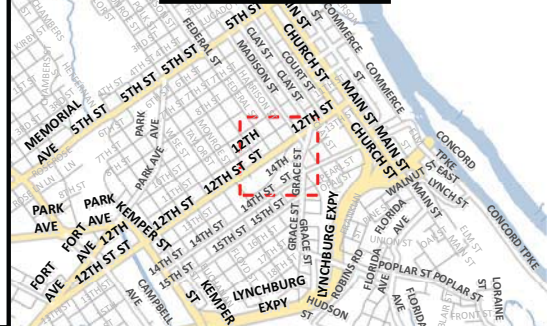
PROPERTY INFORMATION

PARCEL ID	ADDRESS
02504001	712 12TH ST

LEGEND

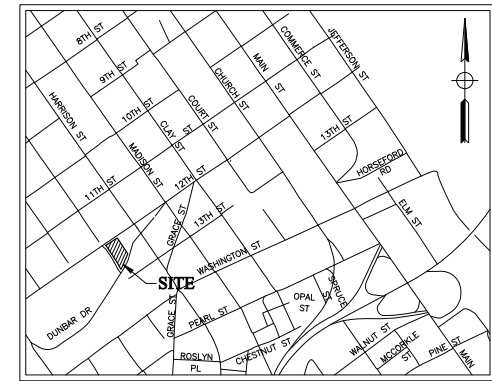
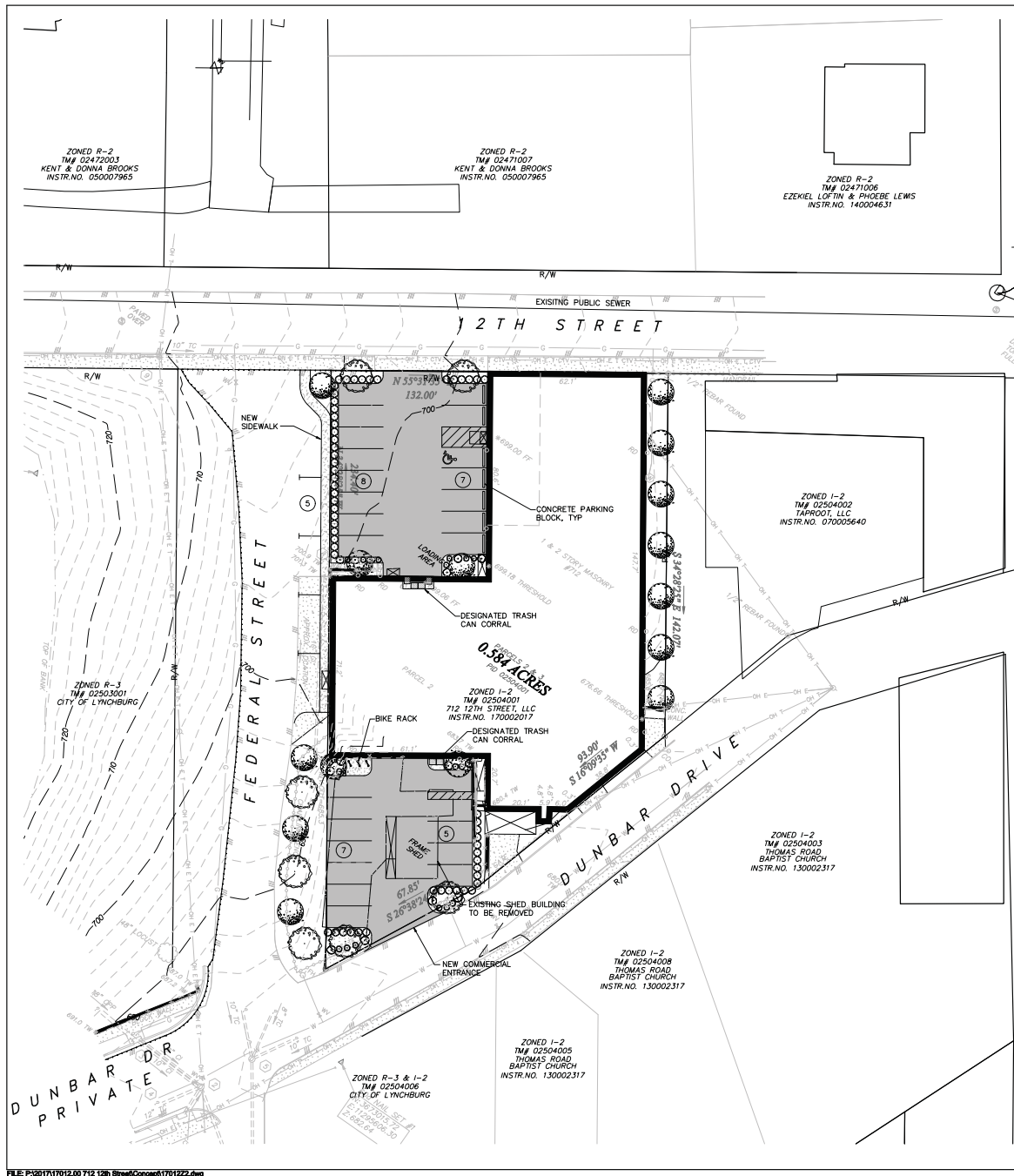
	Active	Proposed	Abandoned
Utilities			
Water	—	---	---
Sanitary	—	---	---
Storm	—	---	---
	Paved	Unpaved	Other
Structure	■	■	■
Roadway	■	■	■
Parking	■	■	■
Sidewalk	■	■	■
Driveway	■	■	■
Topography	Contour	10' Obs	

OVERVIEW MAP

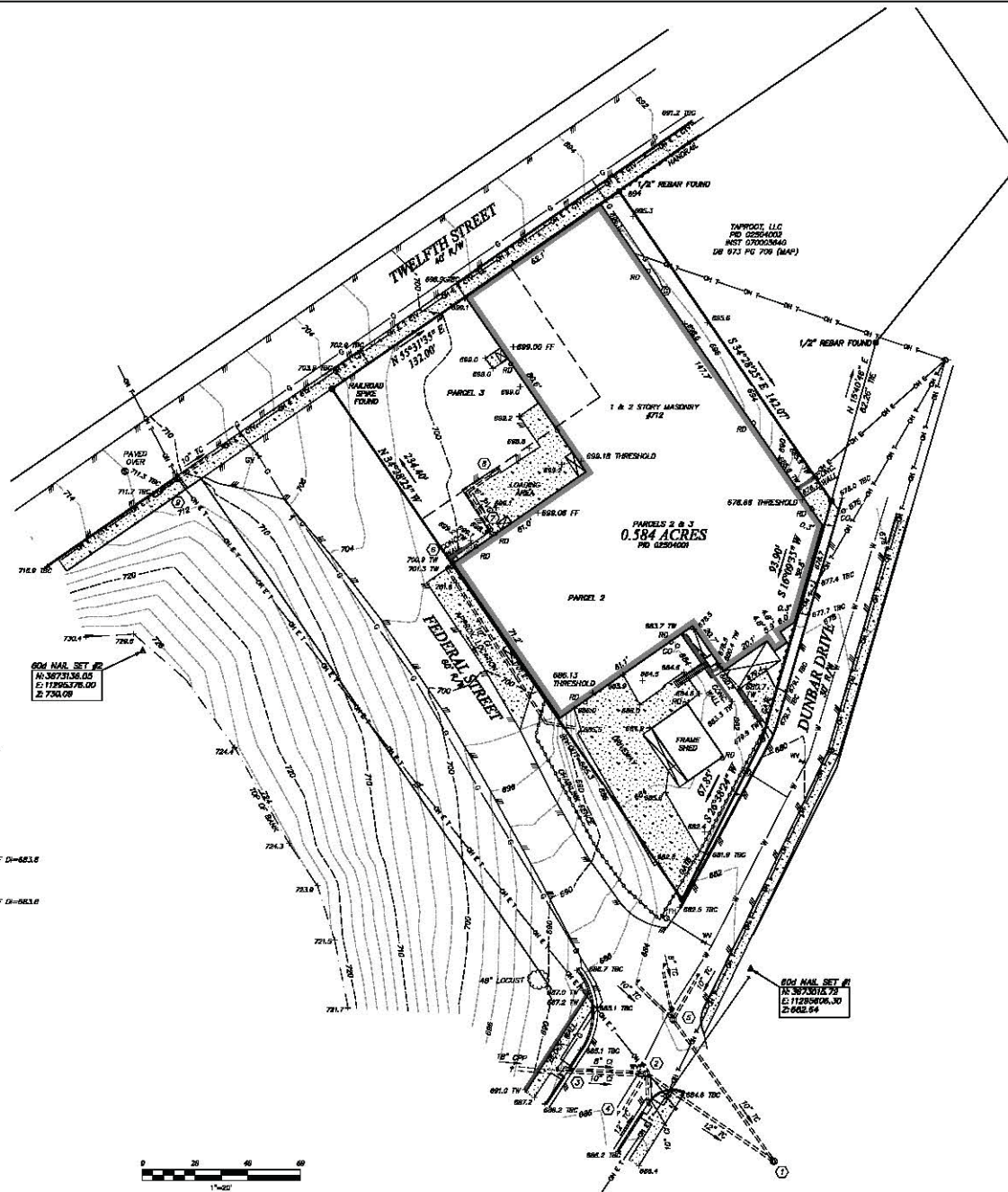


MAP SCALE: 1" to 4,000' DATE PRINTED: 5/12/2017

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DRAWING NUMBER:	C-1
SHEET NUMBER:	



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- THE AREA SHOWN HEREON IS NOT LOCATED IN A 100 YEAR FLOOD HAZARD ZONE FOR FIRM FLOOD MAP 51000300400 EFFECTIVE JUNE 3, 2006.
- HORIZONTAL DATUM FOR THIS DRAWING IS VIRGINIA STATE PLANE COORDINATE NAD83 VA SOUTH AND VERTICAL DATUM IS NAVD 83.
- UNDERGROUND UTILITIES WERE MARKED BY MISS UTILITY TICKETS A77690681, A77690681, AND A77690681.
- STORM STRUCTURE 7 HAS NO INVERT OUT, WATER IS PONDING AND OVERFLOWING TOWARDS 6 DURING RAIN EVENTS.
- STORM STRUCTURES 3 AND 4 ARE FULL OF SEDIMENT AND AS SUCH ARE PONDING AND DISCHARGING STORM WATER BACK INTO DUNBAR DRIVE DURING RAIN EVENTS.

LEGEND

- UTILITY POLE
- CONTROL POINT
- COMPUTED POINT
- SANITARY SEWER MANHOLE
- STORM MANHOLE
- OVERHEAD TELEPHONE
- OVERHEAD ELECTRIC
- UNDERGROUND SANITARY SEWER
- UNDERGROUND GAS LINE
- UNDERGROUND WATERLINE
- WATER VALVE
- WATER METER
- FIRE HYDRANT
- GAS VALVE
- GAS METER
- GUY WIRE
- SIGN
- EDGE OF PAVEMENT
- CHAINLINK FENCE
- SOURCE OR DESTINATION UNKNOWN
- FINISHED FLOOR
- TOP OF WALL
- TOP BACK OF CURB
- CLEARDIRT
- ROOF DRAIN
- CONCRETE

SOURCE OF TITLE:
712 12th STREET, LLC
INST 170002017

PLAT OF REFERENCE:
DB 873 PG 708

THIS TOPOGRAPHIC SURVEY WAS COMPLETED UNDER THE DIRECT AND RESPONSIBLE CHARGE OF THE SURVEYOR, B. TRIM. AN ACTUAL FIELD SURVEY MADE UNDER MY SUPERVISION THAT THE IMAGERY AND/OR ORIGINAL DATA WAS OBTAINED ON 6-16-2017 AND THAT THIS PLAT MAP OR DATA COORDINATE DATA INCLUDING METADATA MEETS MINIMUM STANDARDS UNLESS OTHERWISE NOTED.



TOPOGRAPHIC SURVEY OF THE PROPERTY OF
712 12th STREET, LLC
CITY OF LYNCHBURG, VIRGINIA

PROJECT: 170101

DATE: 6-19-2017

DRAWN BY: CRL

SHEET 1 OF 1

712 12th Street LLC
1708 Arlington Rd. SW
Roanoke, VA 24015

712 12th Street LLC is requesting to be re-zoned from I-2 to B-4 and amend the Future Land Use Map for the City of Lynchburg from a Neighborhood Commercial use to a Downtown designation for the property located at 712 12th Street. This change is consistent with the City's goals for the area as described in the Lynchburg 2030 Comprehensive Plan and Plan Framework Map, where 12th Street is shown to be a Revitalization Area. The primary advantage created by this change will be to allow the property to be redeveloped into a multi-family building. This will begin to establish the stable mix of residential and non-residential uses desired in Revitalization Areas, increase safety, and help create a more attractive gateway to downtown along 12th street.

The conversion of historic properties into multi-family dwellings has proven to spur commercial, retail, and other reinvestment in areas that have yet to attract the same attention as the city center. Creating homes where people live day and night eliminates vacancy and blight and increases the safety of the area. Security cameras, residents coming and going at all hours, and having lights turned on at night are all deterrents to criminal activity that can otherwise go unnoticed. By increasing the overall safety, the area becomes more attractive to other types of reinvestment, such as retail and dining, that are less likely to venture into transitional areas on their own.

712 12th Street is the first building seen when visitors approach Downtown coming from Mid-Town. Substantial facade improvements that will be made to the exterior of the building, including the restoration of windows, site lighting and landscaping, will provide a more attractive gateway to downtown than the building does currently while serving an industrial use. The project will utilize state and federal historic tax credits and be held to the Secretary of the Interiors' Standards for Rehabilitation, thereby ensuring that the historic integrity and character will be sensitively maintained during the repairs. The Standards place an emphasis on good design, which will create an enhanced quality of life for the residents of the building and add to the intrinsic value of the community as a whole.

In summary, making the change from I-2 to B4 and adjusting the FLUM will open the door to re-investment for an area currently underutilized. It will allow the successful revitalization seen downtown in the past ten years to expand further up the hill, thereby creating new opportunities for the community to live, work and play.





**712 12th Street
Public Hearing
October 11, 2017**

PLEASE PRINT

[illegible]

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **November 14, 2017**

AGENDA ITEM #: **11**

CONSENT:
ACTION: **X**

REGULAR: **X**
INFORMATION:

WORK SESSION:

CLOSED SESSION:
(Confidential)

ITEM TITLE: *Zoning Ordinance Amendment – Section 35.2-67, Sidewalks and Pedestrian Connectivity*

KEY ELEMENTS:

X Economic Development ___ Excellent Government X Natural and Built Environment X Safe Community X Vibrant Community

RECOMMENDATION: Approval of amending Section 35.2-67 of the *Zoning Ordinance* to: 1. Require sidewalks along all street frontages of “new” developments. 2. Require sidewalks along primary and secondary street frontages when the redevelopment of an existing site exceeds the threshold of fifteen thousand (15,000) square feet per one hundred (100) linear feet of street frontage. 3. For sites that currently exceed the threshold of fifteen thousand (15,000) square feet per one hundred (100) linear feet of street frontage, the ordinance allows for an additional five thousand (5,000) square feet of development before sidewalk is required along primary and secondary streets. 4. Allows the Zoning Administrator to lessen or eliminate the requirement for sidewalks where the existing cross slope of the right-of-way exceeds twenty-five (25%), stormwater conveyances or other physical constraints render sidewalk improvements unfeasible and/or for streets with fewer than one hundred (100) vehicle trips per day.

SUMMARY: On June 13, 2017, City Council directed staff to draft amendments to the *Zoning Ordinance* that would provide additional flexibility for sidewalk requirements. Section 35.2-67, Sidewalks and Pedestrian Connectivity of the *Zoning Ordinance* currently requires sidewalks be provided along all street frontages of a development subject to site plan review.

Sidewalks improve the quality of life for Lynchburg citizens by promoting active and healthy living, safety along roadways and social equity through transportation choice. However, the current sidewalk requirement in the *Zoning Ordinance* has been viewed as financially burdensome to properties with multiple street frontages, developments with long street frontages and developments adjacent to streets with limited daily vehicular trips. In developing the proposed ordinance, Planning Commission sought to strike a balance between new and redevelopment while furthering the goals, objectives and policies of the City’s *Comprehensive Plan 2013-2030*.

PRIOR ACTION(S):

June 13, 2017:	City Council directed staff to draft amendments to <i>Zoning Ordinance</i> Section 35.2-67, Sidewalks and Pedestrian Connectivity
August 9, 2017:	The Planning Commission conducted a work session on the proposed <i>Zoning Ordinance</i> amendments
September 13, 2017:	The Planning Commission conducted a public hearing on the proposed <i>Zoning Ordinance</i> amendments and tabled the discussion until September 27, 2017
September 27, 2017:	The Planning Commission conducted a work session on the proposed <i>Zoning Ordinance</i> amendments
October 11, 2017:	The Planning Commission conducted a work session and recommended approval (6-0, with 1 absent (Bowden) of the <i>Zoning Ordinance</i> amendments

FISCAL IMPACT: N/A

CONTACT(S):

Tom Martin, City Planner – 455-3900
Kent White, Community Development Director – 455-3900

ATTACHMENT(S):

Ordinance

Planning Commission Minutes – August 9, 2017

Planning Commission Memorandum – August 9, 2017

Planning Commission Minutes – September 13, 2017

Planning Commission Report – September 13, 2017

Planning Commission Minutes – September 27, 2017

Planning Commission Memorandum – September 27, 2017

Planning Commission Minutes – October 11, 2017

Planning Commission Memorandum – October 11, 2017

Speaker Sign Up Sheet

REVIEWED BY: bms

ORDINANCE:

AN ORDINANCE TO AMEND AND REENACT THE CODE OF THE CITY OF LYNCHBURG, 1981 BY AMENDING ZONING ORDINANCE SECTION 35.2-67, SIDEWALKS AND PEDESTRIAN CONNECTIVITY.

WHEREAS, the City Council initiated amendments to Section 35.2-67, Sidewalks and Pedestrian Connectivity on June 13, 2017 in order to provide greater flexibility for when sidewalks are to be constructed.

WHEREAS, the Planning Commission conducted several work sessions and held a public hearing to consider and address the proposed Zoning Ordinance Amendment to receive public comment on September 13, 2017.

WHEREAS, the City Council held a public hearing to consider and address the proposed Zoning Ordinance Amendment and to receive public comment on November 14, 2017.

WHEREAS, the City Council finds that this Ordinance should be adopted in order to promote the public necessity, convenience, welfare and good zoning practice.

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

That Section 35.2-67, Sidewalks and Pedestrian Connectivity of the Code of the City of Lynchburg, 1981, be and the same is hereby amended and reenacted as follows:

35.2-67 Sidewalks and Pedestrian Connectivity

35.2-67.1 Applicability

(a) Sidewalks and walkways that comply with Americans with Disabilities Act requirements, the City of Lynchburg Manual of Specifications and Standard Details and this Ordinance, shall be provided ~~along all streets~~ for any development subject to site plan review. ~~The Zoning Administrator may lessen or eliminate the requirements of this section when existing cross-slopes in excess of twenty-five (25) percent measured across the width of the right-of-way, stormwater conveyances or other physical constraints render required sidewalk improvements unfeasible.~~

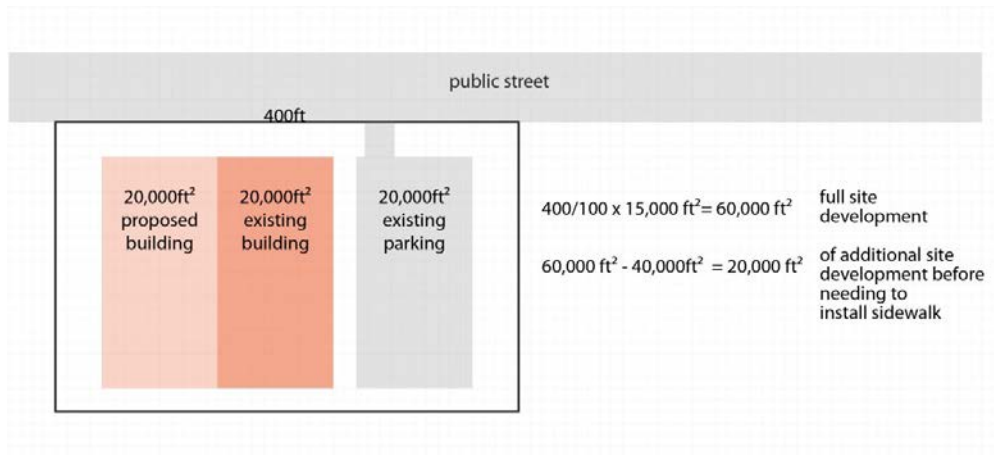
1. New Development: Sidewalks shall be provided along all street frontages.
2. Redevelopment: Sidewalks shall be provided along the primary street frontage and for redevelopments with multiple street frontages along the secondary street frontage as provided in this Ordinance. For purposes of this section, primary street frontage shall be the street with the highest vehicle trips per day and secondary street frontage shall be the street with the second highest vehicle trips per day.
 - a. Sidewalks shall be required when site development meets the threshold of fifteen thousand (15,000) gross square feet of developed area per one hundred (100) linear feet of primary street frontage, whether the developed area is existing or proposed at the time of site plan approval. Existing development shall be calculated from data maintained by the City Assessor's Office and

proposed development shall include any new buildings, parking areas or areas of land disturbance.

[site development = (frontage ft/100) x 15,000]

- b. Redevelopments that exceed the site development threshold prior to final site plan approval, shall not be required to construct sidewalks until site development exceeds an additional five thousand (5,000) cumulative square feet.
- c. For the purposes of this ordinance redevelopment shall be considered the expanded development of a property while retaining the existing buildings.

Exhibit VI-18: Sidewalk Threshold Requirements for Redevelopment



35.2-67.2 Sidewalk Width Requirements

- (a) Sidewalks shall be ~~provided along all streets~~ as provided in Exhibit VI-18.1. Generally, sidewalks shall be located in the right-of-way adjacent to the property line. However, the City Engineer may approve the installation of sidewalks on private property upon finding that adequate easements have been provided by the property owner and the sidewalk alignment provides adequate connectivity to existing and future sidewalks.

Exhibit VI-18.1: Sidewalk Width Requirements

Location	Minimum Width
Local and collector streets in residential districts	5 feet
Local and collector streets in B-3, B-5, IN-1, IN-2, I-1, I-2 and	6 feet
Local and collector streets in B-1 districts	6 feet where buildings are set back more than 10 feet
Arterial streets	6 feet
B-4 districts	8 feet

- (b) For multiple household residential, mixed use or multi-occupant commercial centers and institutional uses, the applicant for site plan approval shall provide for a safe, clearly marked and continuous walkway from the sidewalk to the building entrances. Where warranted by the Manual on Uniform Traffic Control Devices (MUTCD), the driveways shall have either marked crosswalks that are ADA compliant or continuous ADA compliant sidewalks with aprons for vehicular traffic.

35.2-67.3 Sidewalk Exemptions

- (a) The Zoning Administrator may lessen or eliminate the requirements for sidewalks when existing cross-slopes in excess of twenty-five (25) percent measured perpendicular across the width of the right-of-way, stormwater conveyances or other physical constraints render required sidewalk improvements unfeasible.
- (b) The Zoning Administrator may eliminate the requirement for sidewalk on streets with fewer than one hundred (100) vehicle trips per day and if the area served by the street will not generate an excess of one hundred (100) vehicle trips per day based upon the existing zoning patterns and the Comprehensive Plan's Future Land Use Map.
- (c) In areas where sidewalks are not required, and grading occurs in city right-of-way, grading shall be done in a manner so as not to preclude the future installation of sidewalks.

That this ordinance shall become effective upon its adoption.

Adopted:

Certified: _____
Clerk of Council

MINUTES OF THE AUGUST 9, 2017 PLANNING COMMISSION MEETING (MINUTES HAVE BEEN APPROVED):

Discussion of Section 3.2.67 Sidewalks: Mr. Martin explained that in June of 2017, City Council directed staff to draft amendments to the Zoning Ordinance that would provide additional flexibility for when sidewalks are to be constructed. Currently, the Zoning Ordinance that was adopted by Council in February of 2016 states that sidewalks are required along all streets for any development subject to site plan review. If you have to do a site plan—whether it is a 2,000 square foot building on a ten-acre lot or you have three street frontages—you have to build sidewalk along all street frontages. Multi-household, mixed used developments and multi-occupant commercial centers also have to provide a continuous walkway from the sidewalk to their building entrances.

There was some flexibility built into the ordinance in that if the cross slope across the right-of-way is in excess of 25 percent, the requirement may be lessened or eliminated. If there is some other physical constraint such a stormwater conveyance that would make the construction unfeasible, it could also be lessened or eliminated.

Sidewalks are required to be different widths in different districts. Local and collector streets in residential districts are five feet and commercial districts are six feet. In a B-1 district, depending on where the building is positioned, it could be anywhere from six to eight feet. In B-4 districts, they are required to be eight feet in width.

The subdivision ordinance that was adopted in 2010 already requires for sidewalks to be constructed as part of new residential streets. It is based on vehicle trips per day on whether or not you have to construct sidewalk on either one side or two sides of the street. It is 6,000 trips a day, so there will probably not be any new subdivisions required to put sidewalk on both sides of the street.

The main difference between the residential requirement and the commercial requirement is that the City will cost share the sidewalk on the residential side. The City will split the cost 50/50 for a new residential development for the curb, gutter and sidewalk.

Sidewalks are supported by the City's *Comprehensive Plan*. The *Comprehensive Plan* talks about enhancing mobility for all the residents through convenient access to transportation choices and looking at the needs of pedestrians, bicyclists and transit riders and also coordinating site and building design with the design of streets and public facilities.

Some of the guiding principles for transportation speak to several items supporting sidewalks. The City's Better Streets policy, which is contained within the *Comprehensive Plan*, talks about making sure our streets are built and designed for balance between all users. These policies and goals are really designed to promote a multi-modal or choice based transportation system. Mr. Martin showed them a map from the *Comprehensive Plan* that showed where current sidewalks exist compared to the street network. You can see that we have many more streets that do not have sidewalk than we do with sidewalk. In terms of infrastructure, the City is pretty severely lacking on walkability depending on which area of the City in which you live.

Sidewalks also promote active living and good health, improve safety along roadways and provide transportation choices. There is also a social equity component. Travel mode is not a choice for all citizens (young, old, disabled, low income). Access to goods and services and jobs are severely limited when land use patterns do not promote multi-modal transportation.

Support for sidewalks is also in the form of economic development. Employers more and more want to attract employees that want to walk places. It also encourages denser development. When we were rewriting the Zoning Ordinance and updating the *Comprehensive Plan*, we talked about the need to become denser if we are going to support the population growth that we expect over the next ten to

twenty years. You could also argue that it is better for the environment because it reduces the reliance on the automobile and vehicular congestion.

It is supported by several organizations throughout the City—Live Health Lynchburg, Bridges Out of Poverty and Council's adopted transportation policies in promoting multi-modal, safe and accessible systems that are available to all citizens.

There are concerns, obviously, financial; they are expensive. You are looking at \$50 a foot base cost for the sidewalk itself. That does not include grading or other site development costs. Location is obviously a factor. Staff hears all the time "Why do we have to put a sidewalk where there are no other sidewalks around?" We call it "the sidewalk to nowhere." We are trying to build our sidewalk network over time. We are really trying to catch up in providing pedestrian amenities because in the past it wasn't thought about in every instance. We are trying to find a way to promote walkability and give people options but also be equitable to the development community. Obviously, with City projects there are budgeting concerns.

Mr. Martin gave them some examples that were shown to Council. The thoughts are staff's thoughts and not the thoughts of the development community.

James River Day School came in for a conditional use permit to expand its campus. Per the ordinance, they were required to build sidewalks on three streets, across the frontage of Boonsboro Road, Bon Ton Road and Bon Ton Circle. Depending on who you speak with, the section on Bon Ton Circle is in question as to why they had to build that sidewalk and was it really necessary. The school may not have wanted to expend the funds for them, but they are finding them very useful on Boonsboro Road and Bon Ton Road (in Mr. Martin's conversations with the school.)

Mr. Martin presented another situation (Centra Pharmacy at 1331 Oak Lane). The property had frontage on Fairway Place and Oak Lane. There is no connection to a business on Fairway Place, so it was exempt due to topography, as well as staff thought it was not necessary.

Mr. Martin presented 1600 Campbell Avenue as a highly debated situation. The Zoning Ordinance requirement would require sidewalk along 16th Street and Campbell Avenue. He indicated where sidewalk would be exempt and where it would have to be constructed. The question is where the sidewalk would lead to on 16th Street.

Mr. Martin showed them another example, Hi Tech Automotive on Fort Avenue. This was a rezoning petition and they are required to put sidewalk on Tolleys Lane and Fort Avenue because they have two street frontages.

Mr. Martin showed them another example—Old Mill Apartments on Old Mill Road. They are being required to build sidewalks and connections into the development from the sidewalk.

Staff tried to come up with some alternatives for the Planning Commission to discuss: 1) require sidewalk on the primary street frontage only; 2) require sidewalk as a percentage of development cost; 3) cost share sidewalks on secondary and tertiary street frontages; 4) provide exemptions for streets with less than 100 vehicles per day; 5) require sidewalks based upon the amount of required land disturbance; where sidewalks are not required, provide a cleared and appropriately graded area for future construction along all streets.

Commissioner Rogers commented that he was told by a school on Breezewood Drive that they want to build a weight room and they have to put in a sidewalk and possibly add some parking spaces, but there is no connection. The weight room would add no burden at all in traffic. It doesn't change the count of the students. There are no curbs on Breezewood Drive. Mr. Martin asked Commissioner Rogers if he meant Fleetwood Drive and he said that is what he meant. Mr. Martin commented that we take

these large institutional uses and approve them in the middle of residential areas. We are making use predominant to the car but not making it accessible for people that have to walk.

Mr. Martin commented that there was a condition put in that school's conditional use permit that they would have to construct a sidewalk at the time it was deemed appropriate by the City Engineer. That was many years before we talked about sidewalks. Mr. Martin said Commissioner Rogers brought up a very good point. There is a very long street frontage and they want to do a small addition. It might not generate a lot of additional people visiting the site but the way the ordinance is written, they would have to build sidewalk across the entire frontage of Fleetwood Drive.

Commissioner Rogers thinks the people that need the sidewalk are the people that live on that street. The argument of the school is that none of their students live there. Mr. Martin commented that no one in that area attends that school. Because there is no sidewalk, if they did want to go to the school, they can't walk there. So we are isolating uses again. None of the students walk on that street, yet, they are generating a lot of traffic on that street for the people that live in that neighborhood. Should they be provided with a safe place to walk in their neighborhood?

Commissioner Rogers thinks there are a lot of people in apartments that don't drive and walk on Wyndale Drive, so there is obviously a need. He thinks sidewalks are very important. Mr. Martin said there is no easy answer and yes, it would be a sidewalk to nowhere at this point. But how do get the infrastructure constructed over time? Commissioner Marion agreed that there are roads that are more rural and are dangerous.

Mr. Martin thinks they are tasked with creating a better balance between providing for a walkable community and dealing with the social equity issues, while also making it a little bit more realistic and feasible for the development community.

Commissioner Bowden noted that we have created a lot of areas where you can only drive. He thinks they deal with it on a case by case situation. He asked if there was a way for them to take that argument and bring it up 10,000 feet and say we have identified this as an area that really needs sidewalks. Or the City will cost share within these enterprise zones for lack of a better phrase because that is really where we need them based on our density of population or where we think the density of the population will be.

Mr. Martin said it sounds like they may set certain areas of the City where sidewalks would be required regardless. Commissioner Bowden said he is trying to come up with some way of saying that we have a policy that addresses trying to fill in the "white" spaces. Those areas are not being addressed because we are taking it on a case by case basis.

Commissioner Marion asked if the City owns a sufficient right-of-way on either side of a street to put in sidewalks if we had enough money. Mr. Martin said it would be on a case by case basis. We do not always have sufficient right-of-way. The ordinance does permit for them to be put on private property with easements or the right-of-way could be taken.

Commissioner asked if a development could grade to put in a dirt path. That is a whole lot safer than people walking in a street. Mr. Martin said the issue with that becomes ADA accessibility.

Commissioner Bowden noted that we have built ourselves a problem that we are trying to fix with money that we don't have. We are also trying to build so we don't have the problem in the future. We can't just stop and say this is too big a problem; we will let somebody else handle it. But Commissioner Bowden doesn't know what the best way is to stop the progression.

Mr. Martin said a start might be to look at the primary streets because if you could get that spine in, that may be a little bit more reasonable. Commissioner Bowden asked if there was a way to look at

population density because if he is thinking behind the newspaper office, there are a lot of houses back there. There has to be some way for us to say how best for us to create a quality of life within the boundaries of Lynchburg. Commissioner Bowden likes the idea of primary streets. They went back to discussing the pharmacy. Commissioner Bowden thinks Fairway Place would be a great place to have a sidewalk. Mr. Martin asked if that should be at the cost of the developer though. Commissioner Bowden asked if there is a way for us to develop a situation where we can cost share because the person that puts a house on the other lot on Fairway Place will have to put in sidewalk. Mr. Martin said it wouldn't be required if they were just building one house.

Mr. Martin said it sounds like they are talking about arterial and collector streets. Mr. Don DeBerry, the City's Transportation Engineer, said the Engineering Department could work with the Planning Department to come up with a draft flow sheet. Listening to the discussion, he thinks it is not any one alternative but probably a combination of a number of alternatives—is the development on a primary route without a sidewalk, the answer is “yes,” you have to build a sidewalk if it is financially feasible. Do they have to build a retaining wall or a structure to support the sidewalk? Do we have to create a guideline so that the average cost is \$50 a square foot? Would it cost more than \$100 a square foot? If the answer to that is that it would cost more than \$100 a square foot, the answer is “no” or the City will cost share.

Commissioner Marion asked if the cost share would only cost share if the site plan is over a certain square footage. Mr. DeBerry said they could create a flow chart that has maybe a dozen inputs—if this, then that, if this, then yes, if these, then no. We could come up with a flow chart and come back to the Planning Commission and they could focus on, for example, if you are within 500 feet of a bus stop, if you are within 500 feet of an existing sidewalk. There are a lot of scenarios where you would want to make folks contribute. But if it is under some threshold or value, then the answer is no or maybe the answer is will the City cost share if it is beyond a certain amount.

Mr. Martin reminded them that when the ordinance was originally drafted, it was for sidewalk to be required within ¼ mile of a sidewalk and staff was told that we want sidewalk everywhere. From a planning perspective he agrees with that but is that equitable and reasonable—no—so you have to put a big dose of logic into it. We would like the whole City to have sidewalk but can we get there overnight—no—so how do we step ourselves into it.

Mr. Gary Harvey of Architectural Partners came forward to speak. They have been involved with two of the projects presented today. He is all for a walkable community. They started bringing this concern up several months ago with the James River Day School and the Campbell Avenue projects. For them, it was the rigidity of the process. The school feels the sidewalk on Boonsboro Road and Bon Ton Road are useful but Bon Ton Circle leads to one residential property owned by the school. In the future, the school may request that Bon Ton Circle be vacated. Mr. Harvey had asked if they could go to the Board of Zoning Appeals and the City Attorney said they could not take any action. The school has to build a sidewalk at the cost of \$25,000 that goes to one house.

Mr. Harvey suggested that one of the stipulations could be that if you are required to put in a sidewalk but some of these other stipulations apply, you could pay for credits that would go in a sidewalk pool fund that the City could use to put in sidewalks where they are critical. Mr. Martin said they spoke with the City Attorney and they are not able to do that in the state of Virginia. Mr. Martin said that Zoning Ordinances have to be clearly understood and have to lay out what the criterion are if staff is going to provide logic.

Commissioner Rogers asked why the City cost shares when someone is putting in a new residential street but not a commercial development. Mr. Martin said at the time the City was trying to promote more single-family residential development in the City.

Mr. Martin thinks they have a menu list of things to examine. Staff will sit down with Mr. DeBerry and Mr. Harvey and draft something to bring back to them.



Memorandum

Planning Division • Community Development

900 Church Street
Lynchburg, Virginia 24504
P 434-455-3900

To: Planning Commission

From: Tom Martin, AICP, City Planner

CC: File

Date: August 9, 2017

Re: Sidewalks

On June 13, 2017, City Council directed staff to draft amendments to the Zoning Ordinance that would provide additional flexibility when sidewalks are required to be constructed.

Section 35.2-67 of the Zoning Ordinance currently requires sidewalks to be provided along all streets for any development subject to site plan review. Multi-household, mixed use, multi-occupant commercial centers and institutional uses are also required to provide safe, clearly marked and continuous walkways from sidewalks to building entrances. The Zoning Administrator may lessen or eliminate the requirement if cross-slopes of the right-of-way exceed twenty-five percent (25%) or stormwater conveyances or other physical constraints render construction unfeasible.

The City's Subdivision Ordinance adopted July 1, 2010 requires sidewalks to be constructed on at least one side of all residential streets and both sides of residential streets with a post development count greater than six thousand (6000) vehicles per day. Sidewalks constructed as part of new residential street development are cost shared fifty/fifty (50/50) by the City and Developer.

The City's Comprehensive Plan 2002-2013 adopted on January 14, 2014 supports "enhancing mobility for all residents through safe and convenient access to transportation choices that attend to the needs of pedestrians, bicyclists, transit riders and motorists" (Goal T-2). The Comprehensive Plan also provides a Better Streets Policy that states "Lynchburg's Better Streets will be designed and built to strike a balance between all users, regardless of physical abilities or mode of travel. They will attend the needs of people first, prioritizing pedestrians, bicyclists, transit, street trees, stormwater, utilities and livability as well as vehicular circulation"(p. 128).

Sidewalks promote "quality of life" such as active living and good health, improves safety along roadways and provides for alternative transportation choices. Sidewalks also improve social equity in that travel mode is not a choice for all citizens and sidewalks improve access to goods, services and jobs limited by land use patterns and the availability of transportation choices in the City. Sidewalks promote economic development and encourages denser development and efficient land use while reducing the reliance on automobiles and vehicular congestion.

While there are many reasons supporting the construction of sidewalks, there are reasons that question the equity of requiring sidewalks to be constructed as part of a development project. The construction of sidewalks can be expensive (\$50 per linear foot, with additional grading and site costs), multiple

sidewalks may be required for developments with multiple street frontages, location of required sidewalk segments may not be readily contiguous to other sidewalks and sidewalks may be required along streets with limited need for pedestrian amenities.

On July 10, 2017, City Staff met to discuss possible alternatives that may provide additional flexibility for when sidewalks are required. City staff would like to discuss these alternatives and receive additional suggestions from the Planning Commission at the August 9, 2017 work session:

- Require sidewalk on the primary street frontage only.
- Require sidewalk as a percentage of development cost.
- Cost share sidewalks on secondary, and tertiary street frontages.
- Provide exemptions for streets with less than one hundred (100) vehicles per day.
- Require sidewalks based upon the amount of required land disturbance.
- Where sidewalks are not required, provide a cleared and appropriately graded area for future construction along all streets.

City staff also discussed the possibility of allowing developers to pay into a “sidewalk” fund in lieu of constructing sidewalks along the street frontage of the project; however the City Attorney has opined that this is not permitted under the Code of Virginia.

MINUTES OF THE SEPTEMBER 13, 2017 PLANNING COMMISSION MEETING (MINUTES HAVE BEEN APPROVED):

Consideration of amending Section 35.2-67, Sidewalks and Pedestrian Connectivity to provide alternatives to when sidewalks are required as part of any development subject to site plan review;

Mr. Martin went through an overview of how we have arrived at discussing the sidewalk ordinance. The Zoning Ordinance was adopted in February 2016. The City and citizens put a great amount of work and effort and time into adopting it. As part of those revisions, Section 35.2.67 required that sidewalk be constructed along all streets for any development subject to site plan review. It also required that any multi-household, mixed use, multi-occupant commercial centers and institutional uses are to provide safe, clearly marked and continuous walkway from the sidewalk to building entrances. The Zoning Administrator may lessen or eliminate requirements if there are cross slopes in excess of 25 percent across existing right-of-way or stormwater conveyances or other physical constraints render construction unfeasible.

Mr. Martin presented a slide showing the width required in different districts. They range from five to eight feet. The City has been requiring sidewalks in the Subdivision Ordinance since 2010. Section 24.1-30(k): Sidewalks are required on at least one side of the street, on both sides of streets with a post development count greater than 6,000 vehicles per day. The cost is shared 50/50 in residential subdivisions.

Sidewalks are widely supported by the City's *Comprehensive Plan*. Goal T-2 Better Streets and Enhanced Mobility: Enhance mobility for all residents through safe and convenient access to transportation choices that attend to the needs of pedestrians, bicyclists, transit riders and motorists. Streets should help move goods and people, while accommodating trees, stormwater and other utilities that enhance Lynchburg's livability. Goal LU.3.2: Coordinate site and building design with the design of streets and public facilities. Mr. Martin said the only reason you would not require sidewalk is because it is an area of the City where you do not want people walking. By design or the way the City has developed, it is very vehicular oriented. Yet we have a *Comprehensive Plan* that is trying to promote walkability and alternate forms of transportation.

Sidewalks improve quality of life by promoting active living and good health, improving safety along roadways and providing transportation choices. Sidewalks are needed for other modes of transportation (vehicular, bicycling and public transit). There are bus stops in the City that have no sidewalk. How do we expect people to get from the bus to where they need to be? What has developed are what planners call "pig paths," dirt paths along the side of the road and it is not safe.

Sidewalks also promote social equity. Travel mode is not a choice for all citizens (young, old, disabled, low income). Access to good, services and jobs is severely limited by land use patterns and availability of transportation around the City.

Mr. Martin asked them to consider "What are we trying for the City to be in the next twenty years?" That was the purpose of the *Comprehensive Plan*. That is why it was so detailed in encouraging walkability.

There are guiding principles for transportation: consistency, multi-modal support, connectivity, efficiency and system design. The Better Streets policy was adopted as part of the *Comprehensive Plan*. "Lynchburg's Better Streets will be designed and built to strike a balance between all users, regardless of physical abilities or mode of travel. They will attend the needs of people first, prioritizing pedestrians, bicyclists, transit, street trees, stormwater, utilities and livability, as well as vehicular circulation and parking."

Mr. Martin showed a slide showing the City's existing street network and its existing sidewalk network. You can see where the sidewalks are very limited compared to the street network. If you look at how the City has developed since the last annexation in 1976, it has been a very suburban style model. It is very vehicular oriented and we are trying to go back over time and fix that. That is what the sidewalk ordinance was intended to do.

Sidewalks promote economic development. Employers want to attract employees. Studies show that employees want walkable communities. Sidewalks encourage denser development and efficient land use. Park once and walk where you need to go. Sidewalks are also good for the environment by reducing automobile reliance and vehicular congestion.

Sidewalks are supported by many Lynchburg initiatives: Live Healthy Lynchburg, Bridges Out Of Poverty and adopted priorities for transportation. There are also concerns. There are financial concerns. They can be relatively expensive at times. The going cost is about \$50 a linear foot (a five foot section). The location can be a concern because they can be a "sidewalk to nowhere" because there are no other sidewalks in the area. Mr. Martin's response to that is this is a way to build the City's sidewalk network over time just the way the street network has been built over time. Obviously, with City projects, there are budgeting concerns.

Several examples were discussed at the August 9th meeting that could be attributed to three or four common themes—projects that had multiple street frontages such as James River Day School; multiple street frontages where a sidewalk could be required on a street with very low traffic volumes, for example, 16th Street. Mr. Martin also showed an example from 2210 Florida Avenue, the Hawkins-Graves site. They wanted to do a 5,000 square foot addition that would have triggered a requirement for 400 feet of sidewalk. Sidewalk on Florida Avenue would be nice but is it equitable for that developer to pay for that amount of sidewalk?

City staff took comments from the commission and one of the local architects that spearheaded the suggestion that changes were needed. Staff drafted the amendments before them today.

The first amendment proposes that it takes out the provision that sidewalk is provided along all streets for any development. Sidewalks will be provided along the street on which the development is addressed. A sidewalk would be required on the primary street and for developments with multiple street frontages along the secondary street frontage only. If you have more than two frontages, sidewalk would be required on the secondary street with the highest traffic volume.

Another amendment says the Zoning Administrator can eliminate the requirement for sidewalk on secondary streets when the secondary street has less than 100 vehicle trips a day. If there could be 100 vehicles trips one day in the future due to zoning in the area and *Future Land Use Map* uses, the sidewalk would be required.

Another amendment proposes no sidewalk would be required if there is less than 5,000 square feet of land disturbance. It is the City's stormwater threshold. However, it is cumulative to prevent people from doing one small addition after another to avoid the sidewalk requirement. That is the same way the stormwater ordinance works. In areas where sidewalks are not required and grading occurs in the right-of-way, the grading should at least be done in a manner that would not preclude the future installation of sidewalks.

There was concern about how and when the actual crosswalks are being required across building entrances. The wording "where warranted by the Manual of Uniform Traffic Control Devices" was added.

Chair Perault asked if there was anyone who wished to speak in favor of the petition. No one came forward. He asked if there was anyone that was opposed.

Mr. Mark Hayward came forward. He said he did not have any feelings for or against but he is interested in the topic and would like to know how to gain access to this document. Mr. Martin said it is on our website. Mr. Hayward said he would follow up after the meeting.

Reverend (Mr.) John Heaton, the headmaster of New Covenant Schools, came forward to speak. He had the following statement to read to the commission: "My name is John Heaton and I am the Headmaster of New Covenant Schools where I am in my 20th year. I have developed a campus at 122 Fleetwood Drive since 2001 in three phases consistent with a CUP that was acquired in 2001. This CUP permitted a facility to accommodate about 420 students and was updated in 2013 to permit lighting of an athletic field. We have fulfilled our growth plan of 420 students and we work hard at maintaining a first-class facility and at being a good neighbor to this key section of Lynchburg.

In every phase of our development, I have worked with Tom Martin, Kent White and others, and I can attest to their professionalism. The objections I am about to raise are not personal to them or any member of the City staff.

The traffic New Covenant Schools generates on Fleetwood Drive at drop-off and pick-up, while heavy two times a day, has not been such that the City Traffic Engineer has required either widening of Fleetwood or any other improvements to the right of way.

Since completing the major portions of our campus, the additions to date involve expansion of a room, or an addition to an existing building. These projects range in size and scope, our current one being the addition of a weight room resulting in a disturbance of less than 5,000 square feet. My next one will likely be the expansion of our chapel.

At this latest project of about \$300,000, we were astonished that the city was prepared to enforce the new sidewalk ordinance which, by itself would have required about 1,000 linear feet down Fleetwood Drive over some areas of grading on severe slopes, requiring site work, paving and likely requiring expansions to existing or even the construction of new retention ponds. This would ***not*** have cost \$50 a linear foot, a round number I hear tossed about by people who don't pay construction bills. No; our site engineers informed us that we should expect estimated \$75K to north of \$100K added to a relatively small project. Moreover, these sidewalks would connect to nothing.

We were dismayed to discover that the current code had no provision at all for appeal, which prompted my calls to members of City Council, who told me to come here today. Meanwhile, the requirement was waived – *this* time, for reasons that are not altogether clear to me. James River Day School got no such waiver.

I would like to voice my objection to the existing and proposed ordinances on the following grounds:

- 1) Sidewalks are nice; I like them and I agree that a pedestrian friendly city is a good, and that our city should reflect movement on a more human scale; however, if the city believes this to be a good (idea), **then it should schedule this as a priority in its tax code**. I am willing to pay more on my property taxes for the city to install strategically located sidewalks that connect to the right places according to an established plan. What I object to is the city requiring me, a single property owner and non-profit executive, to bear the enormously **disproportional** burden to provide sidewalks for growing populations. In my case, neighborhoods have been greatly expanded AFTER I located to my current site and generate far more traffic than I do. I am afraid that I will soon be required to widen Fleetwood because of the increase those new houses have created in front of my school. These are burdens that become the condition for getting a building permit.

- 2) It is not equitable that existing property owners be on the hook for improvements to the city's right-of-way just because those entities marginally improve their properties.
- 3) It makes sense for developers who are building homes for profit, who add pedestrians to streets, to provide for safety through impact fees. Such an impact fee should and could, however, be mitigated, by better planning and broader revenue in the general tax base. It does not follow automatically that every new project by the private sector should provide a public sidewalk because the city wants them.
- 4) A sidewalk improvement – *if it is to be required* – ***must*** be scaled to the project. I refer to 35.2-67.1 (b) which refers to particularly difficult site elevations, which exist on parts of my own frontage on Fleetwood Drive. (Some of these exist because of how the city required me to berm the property in Phase I development!) While the code might provide some flexibility in topographical unfeasibility, it does not take into account *financial* feasibility. When one undergoes an expansion that disturbs a square footage over the proposed 5,000 sq ft, the cost of a sidewalk, as in my particular case, it adds 30-40% to the cost. This is simply not sustainable and brings improvements to a standstill. A number of non-profits in this town (JRDS and others) are facing this reality.
- 5) I understand that City Staff desires a less flexible code. They don't want people like me asking for exceptions and variances. I understand that city staff does not support a code that allows staff to waive the sidewalk requirement. The bottom line is that the staff supports a stringent code, and the default reading will be on a narrow interpretation of the code, not one of flexibility. I could refer to any number examples, such as back flow prevention devices and other issues on our property where codes were enforced with zero flexibility resulting in the replacement of virtually new equipment with actually new equipment at a cost of tens of thousands of dollars. I am not here to complain about that; rather, I am here to attest as one who has dealt with planning and zoning every five years since 2001, that the restrictions are narrower, more rigid, and vastly more expensive. The sidewalk code should not push the citizens of Lynchburg further in that direction."

Chair Perault asked for anyone else who wished to speak in opposition. No one came forward. Chair Perault noted that they have a letter from the Lynchburg Museum Foundation. Some of its views are similar to what we have just heard.

Chair Perault asked Mr. Martin if he would like to respond. Mr. Martin noted that, with all due respect to Mr. Heaton, the requirement for the New Covenant Schools sidewalk really has nothing to do with the City's sidewalk ordinance. It was directly related to a condition of the conditional use permit (CUP) that was approved by Council in 2001. The condition stated very clearly a sidewalk across the frontage of Fleetwood Drive would be required with the City Engineer determined it to be needed. So even back in 2001, we were thinking about sidewalks. Their property was zoned R-1, Low Density Residential and a major institution was put in the middle of a single-family area. At the time, Council said at some point, New Covenant Schools was going to grow to the point where traffic will be such that a sidewalk is needed for safety. The reason it was waived was because we considered it grandfathered. The City Engineer determined at this time because of the small addition it would not be required. But any future additions we are going to require it.

Again, a major institution was put on a piece of property that is zoned residential and there has been a tremendous amount of growth and we are debating whether or not a sidewalk should be required along the frontage of the property. Mr. Martin would argue that it would be the school's responsibility because the school is generating a large amount of the traffic in the area and the concerns. In a perfect world and because we've made some very bad land use decisions, you would not put these institutions in an

area where you are forcing people to drive to them. Mr. Martin acknowledged that Mr. Heaton would argue that none of the students walk to it. Mr. Martin would ask why the school was put in that location. Again, that sidewalk is a requirement of the CUP. Whether you scrap this ordinance today or tomorrow or leave it the way it is, that sidewalk is going to be required unless New Covenant Schools goes back through the CUP process and asks for that condition to be removed.

Commissioner Marion asked if it was a requirement because of the weight room. Mr. Martin said it was a requirement of the entire campus and the CUP that allowed the school. Commissioner Marion asked if it was waived for the weight room and the chapel. Mr. Martin said it was just waived at this time. It is going to get to the point where it has to be built or the City Engineer may say that they don't have to build it. Mr. Martin doubts that the City Engineer will make the same decision on the next addition. Commissioner Marion asked if the weight room and chapel had to come before them. Mr. Martin said they were part of the master plan. Mr. Martin thinks the condition was a bad decision because either the sidewalk was needed or it was not. You've heard that the sidewalk is going to be very expensive. Politics come into play. That is probably why it hasn't been required to this point. Mr. Martin would argue that sidewalk is definitely needed in the majority of the City.

Commissioner Rogers noted that the two projects Mr. Heaton mentioned would not be affected by this ordinance. Mr. Martin said if it was today no. But they have a condition that is sitting out there from a previous approval. Commissioner Rogers said he has been doing some research. For example, Grand Rapids' ordinance lets them determine when a sidewalk is needed. Why is there no more objectivity they could apply in certain cases? He thinks there needs to be a broader policy on how they build the sidewalk system as opposed to just putting blanket requirements that are just "it is what it is." There is no way to measure their real need.

Mr. Martin said that is because zoning ordinances are not meant to be subjective. They are meant to be clearly defined. Commissioner Rogers says if it says "as needed" that is subjective. Commissioner Rogers said we are going to keep having these questions. Mr. Martin said we are and if they don't have some criteria for when they are not required, you are going to be inundated with some very political requests purely based on financial reasons and that is really not a basis on whether or not to require sidewalk.

The variance request through the Board of Zoning Appeals would be the proper place for a person to go. If you have a true hardship on whether or not the sidewalk should be built, that is the board that is in place to determine if a variance is needed. But they are based on set criteria. There has to be something peculiar to the property—property arrangement, topography—something that we already have built into the ordinance.

Again, either you want to increase the City's sidewalk network or you don't. What about properties that have long road frontages with varying degrees of slope. Mr. Martin said where the slopes are blended, that is a good point where you could build it in this section and not in the other section. Commissioner Marion thinks it sounds like an average. Mr. Martin said the length is measured from right-of-way line to right-of-way line.

Chair Perault ended the public hearing portion of the petition.

They called Mr. Heaton back to speak. He said maybe he does not understand. He said they do have slopes in excess of 25 percent and stormwater conveyances, so the sidewalk would be in pieces in order to be in compliance with the ordinance. With regard to the CUP, his understanding is that it was written in the subjunctive. Sidewalk may be required by the City Engineer. But what criteria would be used to determine if it is needed? The City wants the sidewalk, so that becomes the criteria.

Mr. Heaton said they are within the bounds of their CUP and have not exceeded it. It was not required when that CUP was granted. So, why would it be required now given the growth that was

project, planned and achieved? Mr. Heaton says he doesn't have a way of challenging or appealing that if it is just what the City Engineer wants.

Chair Perault said as a commission, they honestly cannot address that concern now. Mr. Heaton said he understands and appreciates the chance they gave him to speak. Mr. Heaton said it is a frustration for property owners that have to navigate these things every so often and the ground shifts under your feet. It is difficult to plan. Mr. Martin said he would be happy to sit down with Mr. Heaton and the City Engineer to discuss the CUP.

Commissioner Marion is interested in the museum situation. How would the proposed ordinance affect Point of Honor? Mr. Martin said their main address is on Cabell Street. They would be required to complete the sidewalk on Cabell Street. Their secondary street would be whichever one has the most vehicles per day. If Norwood Street has more than 100 vehicles a day, they would be required to build a sidewalk. Mr. Martin thinks if you pull up an aerial view, you can see where a sidewalk could very easily be constructed on Cabell Street.

Commissioner Marion said she doesn't understand what was waived—the requirement that they build a sidewalk right now? Mr. Martin reiterated that it has nothing to do with the ordinance. Commissioner Marion asked if New Covenant Schools has a general “get out of jail free” card from now on? If they want to build a chapel that is more than 5,000 square feet and we pass this ordinance, then this kicks in? Mr. Martin said condition #4 of their CUP from 2001 is worded “The school may have to install a sidewalk along the Fleetwood Drive frontage of the property at any time after completion of Phase I, if required by the City Traffic Engineer. The result of having worded subjectively is that now we are sitting here debating it.

Chair Perault clarified that if the City Traffic Engineer says it is not required, will what they are proposing for this ordinance kick in? Mr. Martin said the requirement has no relation to the ordinance. Commissioner Marion asked if they build something else that is more than 5,000 square feet, does the ordinance kick in? Mr. Martin said no because they are under the CUP. If the City Engineer keeps saying no you don't need to build it—Mr. Martin thinks that is very bad—but that's the way it is. Whether the City Engineer is going to keep saying that, Mr. Martin doesn't know.

Mr. Martin said he can't say that the new sidewalk ordinance didn't weigh into the City Engineer's mind. We are requiring other businesses and institutions to put in sidewalk. Mr. Martin would think that quite possibly the next improvement that they come in with for site plan approval, the City Engineer is more than likely going to require them to build the sidewalk. New Covenant Schools can go back to Council and have them amend their CUP and remove the condition. If the condition is removed, then the school will have to comply with the sidewalk ordinance.

Chair Perault clarified that new residential developments are cost shared 50/50. He has an issue with a couple of things with the fact that the developers are getting assistance and we have existing folks bearing a greater percentage of the burden. He likes to relate things back to traffic. We've been told that we can't put the burden of a traffic light on the most recent developer. It seems like we're putting the burden of the sidewalk on the person that's doing the most recent land disturbance. He is not sure that is fair.

Commissioner Marion noted that Bell Terrace will be building the streets and improving that property. There is certainly a win in it for the City. There is a reason for the City to cost share. Mr. Martin said the City wants single-family residential development. That is why that provision was put in the Subdivision Ordinance as way to encourage single-family development in the City instead of in the county where curb and gutter and sidewalks are not required.

Mr. Martin said he doesn't understand what they mean that the last person that does development gets hit with the improvement. It is only across the frontage of their property not the entire street. Chair Perault acknowledged that is true.

Commissioner Marion noted that if they make an improvement to an existing property that has not had to have sidewalks, now they have to build one. Mr. Martin said it is really no different than other standards. You have to comply with the backflow preventer ordinance. No questions asked. You are going to put it in if you want to get your building permit because the City is interested in protecting its water source. If you have to widen the road or put in a turn lane, you are going to do it because it is a requirement and a standard to make it safe. But yet when it comes to the safety of the pedestrian and encouraging walking and alternate modes of transportation, all of these things that we give lip service to in our *Comprehensive Plan*, we are having this great big debate because we think it is putting some undue burden on the people that are creating the need for it. It is either we are going to support the *Comprehensive Plan* and we are going to truly promote walkability in the City or we're not.

Commissioner Lowe said his concern is in the residential areas. Someone has a wide front yard. Somehow, he gets stuck with having to put a sidewalk there. What is the City's code for clearing the sidewalk in inclement weather? Mr. Martin said it is the responsibility of the property owner. Commissioner Lowe noted that the City clears the road and puts two feet of snow on the sidewalk, that homeowner is responsible for removing all of that? Commissioner Marion said that is the way it is. That is life. Mr. Martin said, in all due respect, the amount of snow we get and the infrequency--the fact that somebody would be required to shovel a sidewalk--it is really not an argument. There are no sidewalk police writing people tickets for not shoveling sidewalks. Mr. Martin said we are not really talking about residential subdivisions anyway. We are talking about institutional, industrial, retail and commercial areas.

Commissioner Lowe said he does have a thing with the "sidewalk to nowhere." James River Day School has a sidewalk to nowhere. Mr. Martin said you can take that sidewalk a very long way back to Rivermont Avenue. Mr. Martin said it is a start and you are developing the City over time. Think where the City would be if we had been doing this twenty years ago.

Commissioner Rogers asked what Hawkins-Graves' decision was as far as their site development. Mr. Martin said they didn't move forward with it because they couldn't afford the sidewalk. Mr. Martin said staff agrees that providing that amount of sidewalk for that small of an addition would not be equitable. If the whole property were redeveloped, Mr. Martin thinks they should have to do the sidewalk.

Commissioner Rogers says he lives in an urban area. The block behind has sidewalk. The next block, which is very dense, has no sidewalks at all. Commissioner Rogers is wondering why we don't have some kind of overlay district where the City puts its money where its mouth is and works to develop infrastructure as opposed to places like the Hawkins-Graves site or Fleetwood Drive where you could argue that no one will ever develop a sidewalk. In those areas, you will have a sidewalk that doesn't connect. Commissioner Rogers feels like you have to have a better framework to develop the system. We have areas of the City that maybe 50 to 100 years down the road might be that dense.

Mr. Martin wants to know where he thinks they should start. Commissioner Rogers thinks we start in the areas where they really do have a need—where people walk to a bus stop or children are walking to a bus stop. He gave Early Street as an example. Mr. Martin asked about Timberlake Road. Commissioner Rogers said if people are walking that road. Mr. Martin said people walk that road every day. Commissioner Rogers said we are starting to build that area out and that is dense. Mr. Martin said we're building it out as part of this ordinance. Commissioner Rogers said Timberlake Road has a density we are looking for as a City. Are we looking for that density on Fleetwood Drive? Are there areas where we are not looking for that density—that will always be R-1 or R-2?

Mr. Martin said he understands what Commissioner Rogers is saying; he doesn't agree with it. Respectfully, because we have a *Comprehensive Plan* that promotes walkability across the entire City, who are we to say what areas should have walkability. We think you don't need to walk in this area. We don't ever think you need to walk from this bus stop to your job or whatever. Mr. Martin thinks if we are truly going to stand behind our *Comprehensive Plan*, we should at least keep what staff is proposing here in terms of requirements. We certainly shouldn't go below what has been drafted.

Commissioner Lowe said he supports the plan, but he sees a hodgepodge of sidewalks. He sees areas where we desperately need sidewalks, especially along Old Forest Road going to 221. There are people walking in the curb area that don't wear bright clothing. Their lives are at risk there. But other streets have sidewalks on one side or the other and you're constantly crossing the street. Mr. Martin said that is true, but over time, if there are enough of those sections, then the City could come in and fill in the gaps.

Mr. Martin thinks the mentality we need to be in as a City is what is the City standard? No one argues when someone wants to put in a new road because we're thinking vehicular traffic, vehicular traffic, vehicular traffic. We're not giving any thought to other means of transportation. Mr. Martin would argue that if you pull up the City's network of water lines and sewer lines, there are probably some disconnects there too, yet if you want to develop a piece of property, guess what you are going to extend—a water line or a sewer line, which is very expensive, because that's the City standard. Yet we're debating on whether or not walkability is important.

Chair Perault said he is not debating that at all. His concern is the rigidity. He understands that in other realms this rigidity exists but when he looks at the Lynchburg Museum Foundation—it would be nice if we never had to make exception but this commission exists because we make exceptions and he can see cases where they should make exceptions.

Mr. Martin asked him what you would base that on for the Cabell Street project. Chair Perault said he does not know; it would have to be studied. Commissioner Marion said it's like if you could do a traffic study of pedestrians. If you build it, they will come too. If you had a sidewalk beside Point of Honor, people would walk on it, she is quite sure.

Mr. Martin said if you look at that entire neighborhood, there is a very eclectic grouping of sidewalks and the majority of them are on both sides of the street. Commissioner Marion said having a nice smooth sidewalk there would be nice. Having the bike trail right below, people walking to the bike trail would use it. Commissioner Marion thinks the amendments are a good start. We are making it more flexible than it was. Commissioner Marion asked about the matrix—if this, then that. Staff didn't do a matrix but did put in some triggers like if there are less than 100 vehicle trips a day, they don't have to put sidewalk on the secondary street. She thinks staff added a lot of flexibility.

Mr. Martin said these are recommendations. If this doesn't go far enough, please tell him what they would like to see.

Chair Perault said he was not part of the last meeting and feels he needs to do some homework and look at examples from other places. He wonders if there is some way to add flexibility without opening the barn door to everyone getting exempted or waived.

Commissioner Rogers said he has an ordinance from Nashville. It is Nashville's third iteration. This must be a big issue all over the place. There are some objective measures put in its ordinance. Commissioner Rogers said if you put in objective measures but are in a place where you really need sidewalks, that is why he was asking about overlays. Nashville based it on cost and size of the project—cost as a percentage of assessment and size as a percentage of square footage.

Mr. Martin said that's why they put in the 5,000 square foot land disturbance threshold. Maybe that's too small of an improvement to require a sidewalk of that magnitude. Mr. Martin reminded them we are behind in developing our pedestrian network. If we had been doing this 20 or 30 years ago, we would be further ahead in what the City is trying to accomplish.

Commissioner Rogers asked why the Starbucks and UPS store did not have to put a sidewalk on Boonsboro Road. Mr. Martin said those were built prior to 2016 when the sidewalk ordinance was established.

Commissioner Johnson said she is in complete agreement. She is a realtor and takes buyers on many, many town tours. She can't tell them how many times people want to go—she is seeing where people want to go where they can walk to restaurants, shops and work. Commissioner Johnson is definitely in favor of the ordinance. She feels for New Covenant Schools and completely understands having that kind of burden thrown on you at the tune of \$100,000. It would be really hard to swallow and could make or break a development. It sounds like that is separate and based on something that was decided long ago. Mr. Martin said if New Covenant Schools went back and got their CUP amended, they would probably never have to build the sidewalk because they have built their site out for the most part and the chapel addition would be less than 5,000 square feet.

Commissioner Rogers said the museum is still in a bad position. Commissioner Rogers said they will still have to build a sidewalk. Mr. Martin said yes and quite frankly, he thinks they should have to build the sidewalk because they are bringing in children and they're in the middle of a residential neighborhood. Why wouldn't you want to have a sidewalk in front of your facility? Mr. Martin says there is a sidewalk that goes down part of Cabell Street and stops at their steps. Mr. Martin said if you look at it, it's hard to imagine that there wasn't a sidewalk there at some point.

Chair Perault asked if they are making a recommendation to City Council and it goes to them regardless of their recommendation. Mr. Martin said if they want to act on it today, they should recommend either approval or denial, change it or table it. Council does have the final say.

Mr. Martin pulled up an aerial view of Point of Honor and they looked at the sidewalks in the area. Commissioner Johnson asked if their building addition is large enough to trigger the sidewalk requirement. Mr. Martin said they are doing enough land disturbance that he thinks it would be over 5,000 square feet. Mr. Martin said maybe they should look at the 5,000 square feet as building size and not disturbed acreage. Mr. Martin asked who the next person will be that comes in and we are going to tailor the ordinance to them. Make sure it works for them, so they don't have to do it.

Commissioner Lowe thought Point of Honor would have to remove the rock walls. Mr. Martin said they would not have to; if there was not exactly five feet in width, they could get a variance to build it 4' 10" or whatever width it is possible to build. Isn't that better than no sidewalk at all? Commissioner Marion thought it was better than no sidewalk at all.

Chair Perault said the point is there will be a case where the cost is going to be crazy expensive and the benefit is not great. That gets back to the lack of flexibility and the lack of an appeal process. Mr. Martin said an appeal can't be based on financial hardship.

Commissioner Johnson likes the changes but is nervous about sending it forward because she is not sure she knows enough about it. She acknowledged she was not sure how much research she could do before the next meeting that would add anything of value though.

Mr. Martin asked them what information they would like to see. Commissioner Johnson wasn't sure. She just really feels for these institutions. Mr. Martin said he does too but if a new school was going into a residential area, would Commissioner Johnson be thinking about requiring sidewalk. Commissioner

Marion pointed out New Covenant Schools knew 16 years ago that this sidewalk could be required at some point and thinks they should have started planning and setting funds aside for the sidewalk.

Commissioner Rogers thinks the amendments are not subjective. They are very clear. The question is are they too restrictive or not restrictive enough. Commissioner Rogers said if it were him and it were a private school, he would have the City pay for the sidewalk because that is less students in the City's school system. He acknowledged though that you cannot just eliminate all nonprofits either. Mr. Martin said there is no doubt that the City's nonprofits do great things for the City, culturally and educationally. Yet you are taking property that could have been used for single-family development. Where are we approving these things? Maybe we should be approving them in more dense areas where the infrastructure is there to support them rather than putting them on greenfield sites.

Chair Perault said his bottom line is that he is not comfortable with the rigidity of it. He would probably vote against it but he is comfortable with sending it to City Council and letting them debate it. They'll be able to review all our arguments and let them decide whether or not it's worthy to approve or send back. He almost feels like they need to be part of this discussion. Commissioner Rogers said maybe more people will show up at City Council to voice their opinion. Chair Perault doesn't want to keep bouncing it back and forth. Sometimes it is valuable to keep at their level, but this might be a time where sending it on with whatever vote we come up might not be a bad thing.

Mr. Martin said it would be helpful if they told him what is too rigid. Chair Perault said he just doesn't know. Looking at other examples might help. Chair Perault said one thing that bothers him is there is no appeal process. Mr. Martin said if they want to put in an appeal process that it goes to the Planning Commission or City Council, that is great. But there needs to be some very objective criteria on what that appeal is going to be based upon rather someone coming in and saying "I really don't feel like building this sidewalk because we didn't raise money for it or budget for it."

Commissioner Rogers said he had hope for the matrix. Mr. Martin said when staff discussed it, these amendments were what they thought was reasonable. Obviously, some of them still have concerns. He is trying to ask what are their concerns. Chair Perault said he's not sure and he would want City Council to know he's not sure and this is something they would tackle and discuss.

Commissioner Lowe thinks the draft is a very good piece of work. He does not see the rigidity. The exceptions should not be for financial reasons. He thinks they have to have something moving forward. They cannot go back and change history. We need to try and address what is going to happen down the road. He thinks this draft is a way to do that and we should send it to City Council. It stands pretty much on its own. If we have criteria for appeals, we need to tell Mr. Martin what they are. Commissioner Marion said she is not sure we can think of all reasons for an appeal.

Mr. Martin said he understands but if they are forwarding it to Council saying they just don't know, he is not sure what benefit that will be. It's like they are saying "Hey, you figure it out." If they need more time, they should take more time to think about it instead of sending them something they are not comfortable with.

Commissioner Rogers said he doesn't mind spending more time finding more examples. Commissioner Johnson thinks they should take a couple more weeks to think about it. Mr. Martin said staff has a great deal of ordinances from other localities from when they were rewriting the ordinance. He can share those with them.

Commissioner Lowe made a motion to table the sidewalk discussion to another date so they can review other ordinances. Commissioner Marion seconded the motion and it passed by the following vote:

AYES:	Johnson, Lowe, Marion, Perault and Rogers	5
NOES:		0
ABSTENTIONS:		0
ABSENT:	Bowden and Light	2

The Department of Community Development

City Hall, Lynchburg, VA 24504 **434-455-3900**

To: Planning Commission
From: Planning Division
Date: September 13, 2017
Re: ***Zoning Ordinance*** Amendment – Section 35.2-67, Sidewalks and Pedestrian Connectivity

I. PETITIONER

City of Lynchburg, 900 Church Street, Lynchburg, Virginia 24504

Representative: Tom Martin, AICP, City Planner

II. LOCATION

The amendment would be applicable to all developments subject to site plan review.

III. PURPOSE

The purpose of the petition is to amend *Zoning Ordinance* Section 35.2-67, Sidewalks and Pedestrian Connectivity to provide additional flexibility for when sidewalks are required to be constructed.

IV. SUMMARY

- On June 13, 2017, City Council directed staff to draft amendments to the *Zoning Ordinance* that would provide additional flexibility when sidewalks are required to be constructed.
- Section 35.2.67 of the *Zoning Ordinance* currently requires sidewalks to be provided along all streets for any development subject to site plan review.
- The City's *Subdivision Ordinance* requires sidewalks to be constructed on at least one side of all residential streets and both sides of residential streets with a post development traffic count greater than six thousand (6000) vehicles per day.
- The City's *Comprehensive Plan 2002-2030* supports "enhancing mobility for all residents through safe and convenient access to transportation choices that attend to the needs of pedestrians, bicyclists, transit riders and motorists."
- The City's *Comprehensive Plan 2020-2030* provides a "Better Streets" Policy that states "Lynchburg's Better Streets will be designed and built to strike a balance between all users, regardless of physical abilities or mode of travel. They will attend the needs of people first, prioritizing pedestrians, bicyclists, transit, street trees, stormwater, utilities and livability as well as vehicular circulation."
- Sidewalks promote quality of life and social equity.
- Sidewalks can be expensive (\$50 per linear foot, with additional grading and site costs).

The Planning Division recommends approval of the *Zoning Ordinance* amendment.

V. FINDINGS OF FACT

1. **Comprehensive Plan.** The *Comprehensive Plan 2013-2030* lists “Guiding Principles for Transportation”.

- Consistency. Transportation planning efforts shall be coordinated with and directed toward implementing the goals of this Comprehensive Plan. The City acknowledges the unique character of the City's many neighborhoods and the corresponding need to protect this character by ensuring that transportation projects fit into and enhance the neighborhoods in which they are located. The Plan is also consistent with VTrans2035 (Virginia's Long-Range Multimodal Transportation Plan) and the Commonwealth's Six-Year Improvement Plan (SYIP).
- Multi-modal Support. The City supports the expansion of modal choices for residents with different needs and preferences. It also recognizes the importance of coordinating design to provide connectivity between modes and to ensure safety for motorists, transit riders, bicyclists and pedestrians. The City is in the process of preparing Multimodal System Design Guidelines to support its Better Streets policy and help achieve the goals of VTrans2035 Corridors of Statewide Significance.
- Connectivity. The City supports improved connectivity between neighborhoods and the uses served by those neighborhoods to facilitate mobility between the places where residents live, work and play.
- Efficiency. The City will capitalize on current investments in the system through effective maintenance and management while targeting funding for improvements that contribute the most to the safe and efficient movement of people and goods.
- System Design. The City of Lynchburg Transportation Policy shall endeavor to create a safe, sustainable, connected and efficient transportation system that preserves the City's character and history. (*p. 128*)

The *Comprehensive Plan 2013-2030* provides a “Better Streets” Policy. Lynchburg's Better Streets will be designed and built to strike a balance between all users, regardless of physical abilities or mode of travel. They will attend the needs of people first, prioritizing pedestrians, bicyclists, transit, street trees, stormwater, utilities, and livability, as well as vehicular circulation and parking. (*p.128*)

By adopting the Better Streets Policy in the Comprehensive Plan, the City of Lynchburg:

- Affirms its commitment to improve both Lynchburg's image and its transportation system function by providing a safe and attractive environment for street users of all ages and abilities such as pedestrians, bicyclists, transit riders and motorists.
- Recognizes that the development of pedestrian, bicycle, transportation, and stormwater infrastructure supports The Region 2000 Bike Plan and the City's Comprehensive Plan goals because it increases accessibility, enhances recreational opportunities, reduces effects of human activity on the environment and provides well-designed streetscapes, thus promoting a high quality of life for all citizens.
- Appreciates the positive role that good pedestrian, bicycle and transit facilities play in attracting population growth and sustainable economic development.
- Values the long-term cost savings of developing pedestrian, bicycle, and green stormwater infrastructure as they relate to improved public health and environmental quality, improved environmental stewardship, reduced fuel consumption, and the decreased demand for motor vehicle infrastructure.

- Recognizes that Better Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time, or projects requiring rebuilding of transportation facilities, and that transportation-related funding sources be drawn upon to implement Better Streets.
- Intends to maximize the number of transportation options available within the public right of-way.
- Recognizes that Green Streets offer the capability of transforming a significant stormwater and pollutant source into an innovative treatment system. Green Streets optimize the performance of public space and will allow the city to coordinate the implementation of stormwater control efforts in meeting water quality goals

2. **Zoning.** *Zoning Ordinance* Section 35.2-67 was adopted February 23, 2016.

3. **Board of Zoning Appeals (BZA).** *Zoning Ordinance* Section 35.2-12.1, Applicability states “the variance process allows for reasonable deviations from those provisions regulating the shape, size, or area of a lot or parcel of land, or the size, height, area, bulk, or location of a building or structure when the strict application of the ordinance unreasonably restrict the utilization of the property, and such need for a variance would not be shared generally by other properties, and provided such variance is not contrary to the purpose of the ordinance. It shall not include a change in use, which change shall be accomplished by a rezoning or by a conditional zoning.”

During preparation of the draft revisions, the concept of allowing the Planning Commission or City Council the ability to waive the sidewalk requirement was discussed. Planning staff does not support this concept, as the proposed ordinance provides additional flexibility for when sidewalks will be required. If a deviation from the sidewalk requirement is needed due to something peculiar to the site and not shared by other properties, a variance may be sought as provided by State Code.

4. **Surrounding Area.** N/A

5. **Site Description.** N/A

6. **Proposed Use of Property.** N/A

7. **Traffic, Parking and Public Transit.** N/A

8. **Stormwater Management.** N/A

9. **Emergency Services:** N/A

10. **Impact.** The City’s *Comprehensive Plan 2012-2030* strongly supports the creation of a multi-modal transportation network (in particular sidewalks) within the City. Sidewalks promote “quality of life” such as active living and good health improves safety along roadways and provides for alternative transportation choices. Sidewalks also improve social equity in that travel mode is not a choice for all citizens and sidewalks improve access to goods, services and jobs limited by land use patterns and the availability of transportation choices in the City. Sidewalks promote economic development and encourages denser development and efficient land use (also goals of the *Comprehensive Plan*) while reducing the reliance on automobiles and vehicular congestion.

The current *Zoning Ordinance* requires sidewalks to be constructed along all streets adjacent to any development subject to site plan review. This requirement has been viewed as burdensome to some previous developments with multiple street frontages, to small improvements with long street frontages or developments adjacent to streets with limited daily vehicular trips. The

proposed ordinance amendment attempts to address the above issues while still being proactive in implementing the goals, objectives and policies as listed in the *Comprehensive Plan*.

11. 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 amending Section 35.2-67, Sidewalks and Pedestrian Connectivity

This matter is respectfully offered for your consideration.



William T. Martin, AICP
City Planner

pc: Ms. Bonnie M. Svrcek, City Manager
Mr. Charles Hartgrove, Deputy City Manager
Mr. Walter C. Erwin, City Attorney
Mr. Kent L. White, Director of Community Development
Mr. J. Lee Newland, City Engineer
Ms. Cynthia Kozzerow, Lynchburg Police Department
Battalion Chief Thomas Goode, Fire Marshal
Mr. Don Deberry, Transportation Engineer
Mr. Doug Saunders, Building Official
Mr. Kevin Henry, Zoning Administrator
Mr. Gary Harvey, Architectural Partners

VII. ATTACHMENTS

- 1. Section 35.2-67 Ordinance Amendment**
- 2. Letter from Lynchburg Museum Foundation – September 8, 2017**

35.2-67 Sidewalks and Pedestrian Connectivity

35.2-67.1 Applicability

- (a) Sidewalks and walkways that comply with Americans with Disabilities Act requirements shall be provided ~~along all streets~~ for any development subject to site plan review. ~~The Zoning Administrator may lessen or eliminate the requirements of this section when existing cross-slopes in excess of twenty-five (25) percent measured across the width of the right-of-way, stormwater conveyances or other physical constraints render required sidewalk improvements unfeasible.~~ Sidewalks shall be provided along the street on which the development is addressed and for developments with multiple street frontages along the secondary street frontage. For purposes of this section, other than the primary street frontage, secondary street frontage shall be the street containing the highest number of vehicle trips per day.
- (b) The Zoning Administrator may lessen or eliminate the requirements of this section when existing cross-slopes in excess of twenty-five (25) percent measured across the width of the right-of-way, stormwater conveyances or other physical constraints render required sidewalk improvements unfeasible.
- (c) The Zoning Administrator may eliminate the requirement for sidewalk on secondary streets when the secondary street has less than one hundred (100) vehicle trips per day and the area served by the secondary street will not generate in excess of one hundred (100) vehicle trips per day based upon the existing zoning and the Comprehensive Plan's Future Land Use Map served by the secondary street.
- (d) Sidewalks are not required for any development disturbing less than five thousand (5000) cumulative square feet.
- (e) In areas where sidewalks are not required, and grading occurs in city right-of-way, grading shall be done in a manner so as not to preclude the future installation of sidewalks.

35.2-67.2 Sidewalk Requirements

- (a) Sidewalks shall be provided ~~along all streets~~ as provided in Exhibit VI-18. Generally, sidewalks shall be located in the right-of-way adjacent to the property line. However, the City Engineer may approve the installation of sidewalks on private property upon finding that adequate easements have been provided by the property owner and the sidewalk alignment provides adequate connectivity to existing and future sidewalks.

Exhibit VI-18: Sidewalk Requirements

Location	Minimum Width
Local and collector streets in residential districts	5 feet
Local and collector streets in B-3, B-5, IN-1, IN-2, I-1, I-2 and	6 feet
Local and collector streets in B-1 districts	6 feet where buildings are set back more than 10 feet
Arterial streets	6 feet
B-4 districts	8 feet

- (b) For multiple household residential, mixed use or multi-occupant commercial centers and institutional uses, the applicant for site plan approval shall provide for a safe, clearly marked and continuous walkway from the sidewalk to the building entrances. Where warranted by the Manual on Uniform Traffic Control Devices (MUTCD), the driveways shall have either marked crosswalks that are ADA compliant or continuous ADA compliant sidewalks with aprons for vehicular traffic.



Lynchburg Museum Foundation

P.O. Box 529
Lynchburg, VA 24505
(434) 455-6226

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Ms. Whitney Roberts,
Museum Educator

September 8, 2017

David Perault- Chair
Robert C. Light, Jr. - Vice-Chair
Robert Bowden
Kensie Johnson
Mark Lowe
Nancy Marion
Tom Rogers

Dear Planning Commission:

As you discuss changes to the City's sidewalk ordinance, the Advisory and Foundation Board of the Lynchburg Museum and Point of Honor (POH) would like to share these observations. We are sorry that none of our members can be in attendance for the meeting but our scheduled Board meeting is at the same time as yours on September 13th.

As you may know, we are in the process of raising funds to build the Point of Honor Education Center as an addition to the Carriage House at 109 Norwood Street. The Board and staff have been working on the project concept for several years and are now moving into the public phase. As part of our due diligence, Museum Director Doug Harvey and project architect Mark Smith of Architectural Partners met with City planning staff to review the project and learn what City requirements need to be met.

From that meeting, we learned that the current sidewalk ordinance mandates that new sidewalks be built on portions of Norwood Street and Cabell Street as a result of the addition. Since POH is an historic property on the State and National Registers, is operated by the City, and has an existing mix of historic brick and stone walks around most of the property boundary, we asked if the sidewalk requirement could be waived and were told that was not possible.

We later explored the fact that POH is made up of some 30 parcels that were brought together over a long period of time and how the ordinance would affect the parcel where the addition will go. Because that parcel extends across the center of the property from Norwood to Cabell Street, the ordinance requires that sidewalks be added on both streets. There is already an existing sidewalk of decorative historic brick that was installed by the City on the Cabell Street side that goes about halfway from A Street to B Streets. The area where there is currently no sidewalk has a steep bank, is narrow, has several utility poles, and is right across the street from an existing sidewalk.

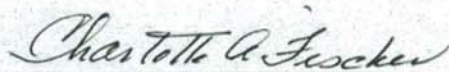
MISSION: The Lynchburg Museum Foundation was formed in 1998 as a 501 (c) (3) organization to support and assist the growth and development of the Lynchburg Museum System

Our Board is committed to following City requirements but feels that adding more sidewalk on the Cabell Street side would have no real benefit since there is already one about 20 feet away. We accept that the addition of more sidewalks on the Norwood Street side of the parcel would help visitors walk between the parking area and the new Education Center.

POH already has a network of stone walkways across the property's interior and the amount of traffic on Cabell Street and Norwood Street where the historic site is located is very limited. Given the expense additional sidewalks would incur, the lack of public benefit, and the fact that modern sidewalks would not be compatible with the existing historic character, the Board respectfully requests that the ordinance be altered to allow for an exemption in cases such as this.

Please call on me if we can provide additional information or clarification and thank you for considering this request.

Sincerely,

A handwritten signature in cursive script that reads "Charlotte A. Fischer". The signature is written in dark ink on a light-colored background.

Charlotte A. Fischer, Board Chairman

CC: Members of the Board

Kent White, Community Development Director

Tom Martin, City Planner

Douglas Harvey, Museum Director

Mark Smith, Architectural Partners

MINUTES OF THE SEPTEMBER 27, 2017 PLANNING COMMISSION MEETING (MINUTES HAVE NOT BEEN APPROVED):

Discussion of Section 3.2.67 Sidewalks: Chair Perault commented that he has a child that attends New Covenant Schools. He was advised by the City Attorney that this was not a conflict of interest in the legal sense. As long as he felt unbiased, he could continue in the discussions. If anyone has concerns about that before the public hearing, he is happy to discuss it. Commissioner Rogers said he would make the same comment.

Mr. Tom Martin reminded them that the sidewalk ordinance was adopted in 2016. The current ordinance requires sidewalks to be provided along all frontages of all streets subject to site plan review. Multi-household, multi-occupant commercial centers also have to provide a walkway from the sidewalk to the building entrance. The current ordinance allows the Zoning Administrator to eliminate or lessen the sidewalk requirements when there are cross slopes in excess of 25 percent across the right-of-way or stormwater conveyances or physical constraints render construction unfeasible. Different districts require different widths of sidewalks ranging from five to eight feet.

The subdivision ordinance has been requiring sidewalks since 2010 at least on one side of the street. For a larger development with more vehicles, it would be required on two sides of the street. The main difference is that in the subdivision ordinance, the cost is shared 50/50 by the City and the developer.

Mr. Martin commented that the *Comprehensive Plan* is very supportive of enhancing mobility for all residents. It promotes walkability and density, which sidewalks help to promote. The City also has the Better Streets policy, which is part of the *Comprehensive Plan*, which talks about striking a balance between all users, prioritizing pedestrians and bicyclists and also vehicular circulation. Mr. Martin showed them a map of the City's street network and the City's sidewalk network, which shows the sidewalk network is lacking as compared to its street network.

Mr. Martin reiterated that sidewalks improve quality of life by promoting active living and good health, improving safety along roadways and providing transportation choices. Mr. Martin also remarked that sidewalks promote social equity because travel is not a choice for all of our citizens (young, old, disabled and long income.) Access to goods and services is limited by our land use patterns. Sidewalks promote economic development and is better for environment. Mr. Martin also mentioned that sidewalks are supported by several City initiatives: Live Healthy Lynchburg, Bridges Out of Poverty and Council's adopted policies.

Mr. Martin acknowledged the concerns involved with sidewalks such as financial and location (the "sidewalk to nowhere"). The City is not able to put in sidewalks everywhere it would like to because of budgeting concerns.

Mr. Martin summarized what had happened at the September 13th meeting. Staff had attempted to draft some flexibility into the existing ordinance. They drafted language that says if a property has frontage of more than two streets, they would only have to construct sidewalks on two streets. The primary street would be the one where the property is addressed and the secondary street would be the one with the most vehicle trips per day. Staff has discussed that the definition of "primary street" may need to be tweaked or changed because where the property is addressed might not be the street with the highest number of vehicles and might be the most appropriate place for the sidewalk to be located.

Staff added in language that would allow the Zoning Administrator to eliminate the requirement for sidewalk on the secondary street if it had less than a hundred vehicle trips per day or if the area served by the secondary street based on the property's zoning and *Future Land Use Map* designation. Mr. Martin indicated staff tried to write in language that would address situations where it might be equitable for a property owner to be required to build sidewalk.

Staff also wrote in language that the requirement may be waived if the area disturbed is less than 5,000 cumulative square feet. The reason 5,000 square feet was chosen was because that is the stormwater threshold. Just like with the stormwater ordinance, they could not come in with a plan for less than 5,000 square feet each time to try and avoid the sidewalk requirement. Some language was also added that if grading occurs within the right-of-way but sidewalk is not required, that grading would occur in such a way that it would not prohibit the future installation of sidewalk.

Mr. Martin commented that staff has also provided them with ordinances from some other localities. He would suggest they start by looking at the drafted language and see if the commission feels it goes too far, not far enough or just talk in terms of what the commission's concerns with the redrafted ordinance. As far as the other localities' ordinances, staff is not sure how they would work in Lynchburg because Lynchburg's development patterns have been different since the 1976 annexation in that they have just sprawled out. You can look at the map of the sidewalk network and see those development patterns.

Commissioner Marion asked Mr. Martin if it is illegal to have a sidewalk fund. Mr. Martin said that the City Attorney has advised that it is not permissible to have them make a payment into a sidewalk fund. Other localities are doing it; that does not make it legal. Commissioner Marion wanted to know if it is a Virginia law and Mr. Martin said that is correct.

Commissioner Rogers asked why we give residential development help with sidewalks but not commercial. He hates that residential developments that burden our system more than commercial do in terms of revenue get that assistance and commercial development does not. Mr. Martin said he understands Commissioner Rogers' point and this was a policy decision. The City has been cost sharing curb, gutter and sidewalk for over twenty years. He thinks the City was trying to incentivize people to develop single-family homes in the City as opposed to the counties where curb, gutter and sidewalk are not required.

Commissioner Marion noted that one of the problems they had last time is that there was no flexibility and there is no one you can petition. In Alexandria, the City Manager may waive the requirement if the sidewalk will not serve a useful purpose. She thinks she saw it in Nashville's ordinance as well. Chair Perault thought he had seen in every other locality's ordinance that someone could take circumstances into account. Mr. Martin thought with the exception of Alexandria, there were standards for which they could waive it. Mr. Martin reminded them he had said that if they would like to build in waiver standards, let's base it on something. Let's not base it on "I really don't want to build this sidewalk." That could be you are "x" amount of feet away from another sidewalk—whatever—but let's put that standard in the ordinance.

Commissioner Rogers thought the pedestrian benefit zone in Nashville was interesting. To try and develop an overlay like that might be very difficult but he thought that could address areas where the City is trying to develop density. Commissioner Rogers noted that Nashville keeps revisiting its sidewalk ordinance. He thinks this is the third iteration. He wondered if the City could look at the plan and determine where these areas are and have different criteria for different areas. For example, Cornerstone developers put in what needed to be done because they felt there was a value to being in that location. If people develop along Timberlake Road, they will put in sidewalks because they know the value of getting people to cross the street. When there is development, it drives the value of this type of infrastructure. In other areas, where there is no projected density in our plan, then people do raise the question of why in the world do I have to do this? Commissioner Rogers also noted that in some of the other ordinances, sidewalks were tied to transit. He thinks it is important to have sidewalks in the right places.

Ms. Anne Nygaard noted that Nashville's ordinance is tied to a pretty significant pedestrian and bicyclist plan that unfortunately we do not have at this point. Our ordinance is set up to require sidewalk where development is going. She pointed out that if development is going in, it is a destination and

maybe sidewalk needs to be installed. It is a little more reactive rather than proactive. Commissioner Marion also noted that Nashville is tearing down old stuff and putting in new stuff all the time.

Mr. Martin brought up the adopted *Future Land Use Map*. He indicated where the lowest density areas are in light yellow. The colored areas are the denser areas. The commissioners noted it is all over the place. Mr. Martin commented that it kind of correlates with where the sidewalks are now except when you get to major roads like Timberlake Road, Old Forest Road, Lakeside Drive and Wards Road.

Mr. Martin commented that when staff originally wrote the sidewalk ordinance, they wrote it as being required if it was a quarter mile from a bus stop, school, public park or other sidewalk. Then Council said they thought sidewalks were important everywhere. But then Council asked staff to look at the ordinance again and sent it back to Planning Commission to begin the process. Ms. Nygaard suggested they could bring those exemptions back and Mr. Martin commented that they could look at the Greater Lynchburg Transit Company network.

Commissioner Rogers asked how difficult it is to develop a pedestrian and bicyclist plan. Ms. Nygaard commented that would depend on the level of plan and what you want in it. She does not know if staff could do it on its own. Mr. Martin said it would have to stand in line. Right now we are doing downtown and after that Tyreeanna.

Chair Perault commented that going back to the flexibility issue, he did not find stringent requirements in many of the other localities. In Madison's ordinance, it states "where the city commission finds that strict compliance with this section creates an extraordinary hardship, the commission may waive the requirements." He sees things like this in the other locality's ordinances, not so much specifics. He does not understand why there can't be that some sort of "out." If you go back to when the City's Transportation Engineer was talking about a flow chart, he mentioned financial hardship as part of the equation—that if it exceeds a certain level, then maybe the City would cost share. He understands they do not want to open the door up, but that is why they are here.

Mr. Martin said that is exactly what they are doing—opening the door up. What he is telling them as their City Planner is that if they draft the ordinance without specific standards for waiving it, it is not a good model for a zoning ordinance. The ordinance requirements need to be so that they can be implemented and required equally across the board. If you are basing requirements on just which way the commission might be thinking that day—if you have nothing on which to base your opinion on or your waiver on, why would you waive it? Chair Perault said that is what they do with everything that comes before them. Mr. Martin said they are basing it on zoning standards and impacts and development standards. The ordinance states that those exceptions may be permissible in this district and then there are development standards in the ordinance for a school or a church, for example. The commission reviews it and makes sure it meets those standards. If it does not, you are not approving it or if it creates an impact they cannot address or is it not appropriate in that area, the commission does not recommend approval of it. We are talking about a standard that is being applied equally across the entire city. Just to say "John Doe has to do it but Jane doesn't" without having some reasoning and rationale behind it, Mr. Martin's thought is that is not a good way to draft an ordinance.

Commissioner Marion said she keeps thinking of James River Day School having to build sidewalks on three streets and it not being fair and Mr. Martin said "Why isn't it fair?" She said there is just so much sidewalk they have to build and there is that third street. They own the only house on the street. Mr. Martin said that is that is the reason staff proposed primary and secondary streets. If the secondary street has less than 100 vehicles, it would not have to be built.

Commissioner Rogers said maybe they would look at it from what they would want in the end. He would want a sidewalk along Boonsboro Road no matter what. Mr. Martin asked if everyone agrees that there should be sidewalk on at least the primary frontage. Commissioner Rogers said for him it depends

on the density of traffic. Also, in the case of James River Day School, it connected with a sidewalk network that would take someone almost all the way to Boonsboro Shopping Center.

Mr. Martin commented that the 100 vehicle trips per day might be too low. That is really a very low number of trips. Commissioner Rogers commented that if there were a hardship requirement based on what they did, there would not be as much of an argument about the one frontage. For Commissioner Rogers, it is volume of traffic and value of the project—for example, if you have a \$10,000 project but it is going to cost \$50,000 to build the sidewalk, that would make no sense. But if you have a \$1 million project and \$50,000 sidewalks, that is no big issue. If you have a lot of traffic, it is a need.

Mr. Martin said he understands that but the issue he would throw out there for discussion is we are trying to play catch up here for something that we probably should have been doing years ago. Over time there has probably been over a million dollars in investment. So at what point do you say you guys really need to put that sidewalk in?

Ms. Nygaard said there is also the practical issue of getting reporting of what the actual cost of a project is. Commissioner Rogers noted that in the Nashville ordinance they are pretty flexible in that—by square foot or by value and not to exceed 50 percent of the cost. If you are that flexible, you can see that could be a really big development. He could see having some kind of percentage as a framework could fit in and staff could say “well, you have exceeded this.” He does not think people will try to cumulatively try to build half a million square feet if that is what they want. He does not think will try to build that, for instance, over ten years to try and get out of the sidewalk requirement.

Mr. Martin said staff toyed with such an idea. Since the ordinance exempts someone if they are under 5,000 square feet, that takes care of small additions. He said they also tried to come up with a square footage ratio per hundred feet of road frontage. That looks at what is there now and in the future. At the time you exceed that square footage is when you have to put in the sidewalk. The problem with that is if the square footage threshold is 50,000, for example, they will stop at 49,999 square feet. He is not sure that is the best way to go, but it is a thought.

Ms. Nygaard said she has been hesitant to tie it to a value because at the site plan stage when they are implementing the sidewalk requirement, they are not getting how much the project is going to cost. The developer probably doesn't even have a hard number at that point. From a practical standpoint, it would be really hard to enforce.

Commissioner Johnson asked why they had decided on 5,000 square and Mr. Martin said it is the City's threshold for stormwater before you have to address water quantity and quality. Ms. Nygaard indicated that when you hit 5,000 square feet, you are doing a much more significant development at that point and investing more money. It kind of made sense to tie the sidewalk requirement to the same threshold.

Mr. Martin said this is what they feel like they are doing. We have a *Comprehensive Plan* that promotes walkability and we say we want walkability in the City. Yet, we are kind of backing our way into trying to figure out ways to not require people to do sidewalks. That is exactly what we are sitting here doing really. How can we write this so no one has to put sidewalk in is what he feels like. The reason they came up with 5,000 square feet threshold is they look at the Florida Avenue development. He was doing something like a 4,000 square foot addition. He didn't have to do a stormwater plan so staff thought we really ought to exempt these small building additions. They are already exempt from stormwater, so let's just use that number for sidewalk as well.

Commissioner Lowe suggested someone buys a wooded lot that is two acres and he has to take out an acre and a half of trees. He is going to put in a 2,000 square foot house. Mr. Martin said they are not talking about single-family homes or duplexes. Commissioner Lowe said that is great and clarifies a lot of issues for him. Mr. Martin said they are talking about townhomes, multi-family, commercial and industrial

development. Commissioner Lowe said that is not clear to him. Mr. Martin said it is subject to site plan review and single-family homes are not subject to site plan review.

Commissioner Lowe asked how we get sidewalk in those areas in the future. Mr. Martin said the City has to put them in or they just do not have any sidewalks. Commissioner Lowe asked when the City plans for future development, do they automatically plan for the sidewalk? He gave the Indian Hill Road bridge and Link Road bridge as examples. He asked if there will be a sidewalk to nowhere on both sides. Mr. Martin said typically they have been putting in sidewalks on at least one side when the City does bridge replacements. For safety reasons, there really needs to be at least a sidewalk on one side of our bridges.

Commissioner Johnson noted that she has not been on the commission that long and this is her first time hearing about the sidewalk issues. Her only concerns are regarding the two entities they heard complaints from, New Covenant Schools and Point of Honor. Her concern was that the ordinance be written so that there is not so much of a major burden on an entity like New Covenant Schools for an addition that was not going to be costing that much. That being said, she totally understands staff's issues and how they are trying to write this up. She really doesn't know what the best answer is. She would like to see some kind of hardship exemption but she understands why staff does not want to put that in there.

Mr. Martin said if they want to put it in there, define what the hardships are. Again, he reminded them that New Covenant School's requirement to put in a sidewalk has nothing to do with the ordinance. She said she understands that. He reminded them that New Covenant Schools needs to come back to Council and have their conditional use permit amended to remove their sidewalk requirement, even if the entire sidewalk ordinance goes away.

Chair Perault said in general terms they can still discuss the ratio of a \$20,000 project and a huge sidewalk being required versus a million dollar development project and the same sidewalk requirement. There is a difference. Mr. Martin commented that over time don't they think that New Covenant Schools have invested over a million dollars on that site. Some of the commissioners indicated they agreed with that statement. Commissioner Johnson stated that Nashville has an exemption of 50 percent over five years. It seems very complicated to come up with some kind of formula. How do you define the value of New Covenant Schools—from what time point to another?

Commissioner Rogers said at the risk of sounding anti-capitalist, he almost feels like there should be a different standard for the single land holder who is not developing for profit. He thinks there are different costs and values associated with it. He thinks a developer understands the value and he thinks the struggle comes in when the single user or the single nonprofit has a hard time seeing the value because it does not bring them value. They feel like it is a disproportionate burden on them and they don't have the money sometimes.

Commissioner Marion says when she thinks of these nonprofits like schools and historical places like Point of Honor, if anyone needs a sidewalk, they do—certainly schools. She has a hard time exempting a school from putting in a sidewalk in front of their school. She definitely feels they are the last ones we should exempt from putting in a sidewalk.

Commissioner Rogers would argue the same with the Hawkins Graves site. It's the same argument. He is just using that argument. He is not talking about the school. He is talking about an individual company for which there is no value in putting in a sidewalk. They didn't build their addition because of the sidewalk requirement and now there is a little less tax revenue because they did not see the value in doing it. That is not the fault of staff or anything. It is just the way this is written. But if that were someone that is developing a new shopping center there, they would say, "of course I need a sidewalk."

Mr. Martin said that is why staff came up with if you are not developing over “x” amount of square feet cumulatively, the sidewalk requirement doesn’t kick in. Commissioner Rogers said if his business developed 5,000 square feet, he cannot bring the value out of it. He would develop elsewhere if he cannot afford it. He is not doing that but he thinks that is the way a lot of small business or a business developer would think. But if he were building apartments, he would be “okay and I want a bus stop.” He brought that up with the apartment complex on Old Graves Mill Road and told Mr. Maddox he really needed to work with GLTC and get a bus stop too. He thinks that the transit tied with that has a lot of value for a for profit developer.

Chair Perault said he appreciates the size exemption and it does make sense to him for consistency's sake to have it the same as the stormwater threshold. He would suggest they put language in the ordinance like “similar to the stormwater ordinance” to add logic to why they are choosing 5,000 square feet. That is a minor thing but just explaining it parallels the stormwater exemption might be useful.

Mr. Martin asked if there was anything in the draft that they do agree on. They agree on the 5,000 square feet threshold. Mr. Martin moved on to the language about sidewalks being required on the primary and secondary streets. He explained they will change the language to define the primary street as the street with the heaviest volume of vehicular traffic or the road that the business to which they are closest. For example, some businesses on Wards Road may have a Wards Road address but have their access closer to Wards Ferry Road.

Commissioner Lowe thinks that there will be someone else that does not grasp what “subject to site plan review” means. He wondered if they could put “does not apply to single-family homes” in the language. Ms. Nygaard said there is a part in the ordinance that states to what it applies. Staff knows to refer back to the applicability section. Commissioner Lowe said staff knows but does the average person reading that know it? Ms. Nygaard said they are not going to get to this ordinance unless they are doing a site plan. Mr. Martin said they will not start building a development unless they have talked to staff. Ms. Nygaard said they can message that going forward. Commissioner Lowe said there are people that watch these meetings and he wants it to be clear.

Mr. Martin asked them for discussion if sidewalks should be provided at least across the frontage of the primary street. The commissioners agreed. Does the commission think primary street should be defined as the street from which access is taken or the street with the highest number of vehicles per day? The commissioners felt it should be defined as the street with the highest volume of traffic.

Does the commission think that sidewalks should be provided along secondary streets? They felt it depends and Mr. Martin asked on what it would depend. Commissioner Rogers said if it is on the corner of Wards Road and Fort Avenue, it would be obvious. Commissioner Marion said if it is a street that goes almost nowhere....Chair Perault said it would fall under the less than 100 vehicle trips a day. Ms. Nygaard reminded them that often the secondary street leads back to a neighborhood. She feels the 100 vehicles trips per day makes a lot of sense. Commissioner Rogers used James River Day School as an example. What if the secondary street is just a stub that ends in their parking lot? That's just my traffic and I have 50 employees. Mr. Martin said if it ends in their parking lot, the City would not be maintaining it. Commissioner Rogers said it could go down a block and they own the lot or something like that.

Commissioner Rogers is not sure about the 100 trips a day and thinks sometimes they talk about things that would never happen. He thinks that if there were a simple appeal, there would be so few things that qualify for an appeal. It would be worth it to have something like that. Commissioner Marion knows that staff does not want to become the sidewalk tsar but she agrees with that statement. Some things just take a common sense approach and we cannot think of all of them no matter how many times we meet about this.

Mr. Martin said that in his conversations with James River Day School, they did not have a problem with Boonsboro Road or Bon Ton Road. Their issue was with Bon Ton Circle. Under this provision, they would not have to do sidewalk there and they would only do the secondary street if there were over 100 vehicle trips per day. Commissioner Marion said she likes the wording about the 100 vehicle trips per day. Commissioner Lowe agreed with it as well.

Mr. Martin noted that the slopes and the stormwater conveyances and other physical constraints language is in there. Commissioner Rogers asked what would happen if part of someone's road frontage is really steep. Mr. Martin said the language says "lessen or eliminate." That is where the whole sidewalk could be waived or a portion of it. Ms. Nygaard said hopefully they could find another route that would go through the property and avoid the steep area.

With paragraph (d), they were trying to address properties with long road frontages and small additions. Mr. Martin asked if they need to go further. Are they comfortable that on Florida Avenue if the addition goes over 5,000 square feet, they would have to build 400 feet of sidewalk? It still doesn't seem right to Mr. Martin. Commissioner Rogers thinks they should be able to appeal in those pretty obvious cases. He thinks there is logic around that. Commissioner Rogers said Hawkins Graves has land that they might sell to someone. There is a value. Mr. Martin said the other thought they had was to base it on some many square feet of improvement versus 100 feet of frontage. That is for existing uses where they are expanding. If someone came in and wiped out the entire Hawkins Graves site and redeveloped it, at that time he would offer that they should have to build the sidewalk period. But to ease into it, if you had that ratio of amount of street frontage to building addition, that might ease the burden a little. You run the risk that someone will stop just under the threshold. Ms. Nygaard said they still have to find the right ratio. For example, for every 100 feet of road frontage, you are allowed 5,000 square feet of building addition. Chair Perault thinks that is a good idea.

Mr. Martin asked if they would like to try and write that language in now or do they want them to bring it back. Mr. Martin explained that if you have 400 feet of road frontage, for example, for every 100 feet of road frontage, you could build 5,000 square feet. The commissioners thought that made a lot of sense. If you have 100 feet of road frontage and that is all you have and you are building 5,000 square feet, you are building a sidewalk. But if you have 200 feet of road frontage, you do not have to build it until you get to 10,000 square feet. Chair Perault said he understands it as if you are building less than 5,000 square feet, it doesn't matter how much street frontage you have, you are okay. Mr. Martin said that is correct. Chair Perault noted that as your property size gets bigger, these scalable things kick in, which he thinks is good. Mr. Martin offered to draft the language and bring it back to them. Mr. Martin asked them if someone tears down the Hawkins Graves building and redevelops the property for another use, do they agree that they should have to build the sidewalk. The commissioners agreed they should have to period.

Chair Perault said one of two things is going to happen. They are either going to create something with too many loopholes and not be happy or it will be so tight that City Council is going to get a lot of complaints from people. Commissioner Rogers says that goes to the whole "change of use." Mr. Martin would think that hopefully this would appease some of the people that have been complaining. If you think about New Covenant Schools and that condition wasn't there, they have approximately 500 feet of road frontage. They could build another 25,000 square feet before they would have to do the sidewalk. Chair Perault thinks that addresses the ratio of the project investment versus the sidewalk cost.

Commissioner Rogers said that in his conversations with people he hears that the City should not require anyone to build sidewalk. But he thinks they have to have some kind of standard. You will still have people that will complain because there are a lot of people that do not want any government regulation but we have to have it. Mr. Martin pointed out why do we ask people to put in roads or water lines or sewer lines or turn lanes or backflow preventers. Why do we require people to have a fire hydrant within so many feet? Because that's what makes a city and we are providing for the general health, welfare and safety of our citizens. Walkability is something that has been promoted in your

Comprehensive Plan that is important. Obviously, we need to ease into this but honestly, he thinks this is one of the most important discussions that this commission has had, and that City Council will have, that will affect the quality of life for Lynchburg for a long time to come.

Commissioner Marion agrees with that and does not want to swing the pendulum too far the other way. This proposal is certainly not Draconian but she does not want to make it too easy either. Commissioner Marion suggested they play with the ratio numbers and see what they think makes sense because she does not want to give up all those sidewalks. Commissioner Rogers thinks the change of use addresses many of the issues in his mind. If someone is going to have a much more intensive use of the property and they have to apply for that—that was important for him because that eliminates the Hawkins Graves situation issue. It takes care of it in multiple ways. He thinks there is real potential for a change of use on that property in the next ten or fifteen years. Mr. Martin noted it gives them a certain amount of square footage they can build before they have to do the sidewalk.

Mr. Martin asked about lots that have just 100 feet of road frontage. Should they have to build the sidewalk? The commissioners thought they should have to build it if they go over 5,000 square feet. Mr. Martin clarified they are talking about redevelopment. If a new 2,000 square foot Taco Bell goes in, they are building the sidewalk period. The commissioners agreed with that statement.

Chair Perault went back to the City helping with sidewalks for residential development. He thinks there is a perception out there that the City is helping some people but not everyone. Chair Perault is not sure they should be doing that; it is not fair to the rest of the citizens. But that is not a deal breaker for him. Mr. Martin clarified what they are voting on would not change that one way or the other because that provision is in the subdivision ordinance.

There was some discussion about why sidewalk is required for a property when there is sidewalk on the other side of the street. Most of the commissioners felt they should just deal with what is in front of a development regardless of what is on the other side of the street. Ms. Nygaard pointed out that there may be sidewalk on the other side of the street but there may be no crosswalk to get to it. Commissioner Rogers thought it would be great if in the future they could do some type of pedestrian and bicyclist study. He thinks they have some great trails and it is a shame that they are not interconnected. There are a lot of opportunities for people to use alternative ways for people to get around if we look at connecting things better in a more efficient way.



Memorandum

Planning Division • Community Development

900 Church Street
Lynchburg, Virginia 24504
P 434-455-3900

To: Planning Commission

From: Tom Martin, AICP, City Planner

CC: File

Date: September 27, 2017

Re: Sidewalk Ordinance Amendments (PRJ1706-0002)

At the September 13, 2017 meeting, Planning Commission tabled the discussion on revisions to the City's Zoning Ordinance regarding sidewalks so that they could do more research on how other localities incorporate similar requirements into their codes and determine if there are further scenarios where exemptions or reductions in requirements may be necessary. Staff has also studied ordinances from other localities and compiled a selection that represents the variety of approaches different cities take. The key discussion is to determine the right approach for Lynchburg to fairly implement the *Comprehensive Plan 2013-2030*.

MINUTES OF THE OCTOBER 11, 2017 PLANNING COMMISSION MEETING (MINUTES HAVE NOT BEEN APPROVED):

Discussion of Section 3.2.67 Sidewalks: Mr. Martin commented that there was a first draft presented to them on September 13 and discussed again on September 27. Mr. Martin noted that what came from those discussions were many areas of agreement; however, the commission wanted to explore the correlation the amount of development on the site versus the amount of street frontage. The draft before them today is proposing that sidewalk would be required for all street frontages for new developments. Redevelopment of existing sites would require sidewalk on the primary and secondary streets only. Staff looked at requiring sidewalk per 15,000 square feet of redevelopment per 100 linear feet of street frontage based on the assessor's data. Staff feels the commission needs to discuss this because the assessor's data does not capture all the improvements on a site. Items such as driveways and athletic fields are not captured in the assessor's data. There is still an additional 5,000 square feet of development that could allow for developments that exceed the threshold. You would look at existing developments based on how much development they currently have and any new development. When they reach that threshold, they would have to build the sidewalk. If this ordinance is adopted and they already exceed this threshold, this ordinance provides that they would get an additional 5,000 square feet. The same waivers for slopes, stormwater conveyances and other physical constraints are also included in this section, as well as the requirement for grading in the right-of-way not to preclude future development of a sidewalk.

Staff is not that comfortable with the option before them today. They would like to go through some examples just to let them know exactly what this would and would not do and why staff has concerns with it.

Ms. Nygaard explained that when they left the meeting on September 27, they thought the threshold should be 5,000 square feet per 100 feet of road frontage. It turned that no one would ever get exempted because that threshold was too low. They went to 10,000 and still no one was exempted. They went to 15,000 square feet and there were some exemptions. They went to 20,000 square feet and everyone was exempted.

Staff then started to look at different levels of street frontages and she presented the commission with several examples. As they could see from the examples provided, sometimes the draft language works and sometimes it does not.

Mr. Martin suggested they discuss and decide how the commission wants to proceed, how important is what the *Comprehensive Plan* says, how do you proceed equitably with trying to meet objectives and goals of the plan, the vision for the City versus requiring sidewalks. Chair Perault asked why staff is concerned with today's draft. Mr. Martin said they are concerned because some of these smaller sites that have very small street frontages and already built out will never do enough square footage or disturbance that the sidewalk will ever get built. This is essentially discounting these sites unless someone tears the building down and starts over. Chair Perault asked if that would not be true of the original draft too. Mr. Martin said if you look at the way development and redevelopment is defined in the existing ordinance, it is things like repaving—any type of improvement. Technically, if someone came in and said we want to grind and repave our parking lot, under the definition of development, they would have to build the sidewalk. Ms. Nygaard pointed out that they do not get a site plan for that type of work, so it would be difficult to catch. Mr. Martin is not sure even 5,000 square feet is the right number for these smaller lots.

Mr. Martin said the big, broader discussion the commission needs to grapple with today is how important is walkability to the City and furthering the goals of the *Comprehensive Plan*. If their goal is to eventually get sidewalks, this draft probably does not work for them. Ms. Nygaard said it works sometimes but other times it does not. Mr. Martin said it works less on the smaller lots.

Commissioner Lowe said that one thing that Mr. Martin mentioned caught his attention. If someone grinds and redoes their parking lot, they have to put in a sidewalk even though they are not doing anything with the building. He feels that is punishing the person that might not be responsible for the damage to the parking lot. Mr. Martin said he is not sure if punished is the right word. Commissioner Lowe said your wallet is going to be taking a major hit.

Mr. Martin said that there is no doubt that the chief complaint about this is financial. He pointed out that if someone wants to do an interior renovation, they have to put in a backflow preventer to protect the water. It is a matter of what is important to them. You could argue that you are being punished for doing an interior renovation as well.

Mr. Martin reiterated that if you take out the 5,000 square foot threshold, there will never be a sidewalk on these smaller lots because they will never meet the 15,000 square foot threshold. Chair Perault would argue that even with the original proposal, most of them would not meet the threshold either. Mr. Martin said probably not. Chair Perault still likes having a little bit of flexibility with some of the calculations.

First of all, Chair Perault appreciates what staff did. They did exactly what the commission asked them to do and they did a nice job of presenting the distinctions between the two drafts. He thinks the current draft does offer a little bit more flexibility for some of the cases where someone is doing a development—it takes into account the disproportionate impact versus the frontage and the size of the site. He thinks that is a lot of what people were looking for last time.

Commissioner Lowe asked if the petitioner for 712 12th Street (heard before this item) would have to do sidewalk. Ms. Nygaard said an eight-foot sidewalk will probably not work because he has a significant slope but he will have to do a narrower sidewalk. There was some discussion about whether the site would be required to do sidewalk under the new draft. Commissioner Johnson said this would be the ideal site for a sidewalk and it is mind boggling to her to try and come up with a formula that would work for every situation. Mr. Martin suggested they might not want to have the exemption. Commissioner Johnson said she is completely for sidewalks. She thinks the City needs to become a walkable community. Mr. Martin commented that the way the current ordinance is written, this site would be required to do sidewalk because it requires a site plan. Any changes to the current ordinance put that into question.

Chair Perault commented that the 5,000 square feet threshold for consistency's sake makes sense to him to go with the same threshold the City has for stormwater management. It is as logical as any other number you can pick. Commissioner Johnson wondered why there could not be a formula that applies to smaller lots. Chair Perault suggested maybe the 100 foot street frontage threshold is the one that needs to be addressed. Mr. Martin said they are trying to correlate development to street frontage. The problem is that you could have a long street frontage but the lot is not very deep. That is the issue staff wanted to point out and they played with numbers either way.

Chair Perault noted that they are allowed to invite members of the public to speak even though this is not a public hearing. Mr. Heaton from New Covenant Schools came forward to speak. He said he is impressed with what staff has done. He knows that the purpose of the code is to preclude any kind of appeal and he still does not see any way to appeal the terms of this ordinance at all. It strikes him as an unbelievably complicated way to scale up every conceivable property based on its size and its road frontage. People that have large road frontages such as New Covenant Schools are going to be very tempted to simply divide the property. There will be ways that people will seek to get around it because it is so complicated. It seems to him to be so overly complicated that it will be picked apart and not achieve the end goal. Mr. Heaton thinks sidewalks are great and he applauds a pedestrian city. But when you look at road frontages, it seems they are putting a disproportionate burden upon the single property owner based on the lot configuration or the land disturbance. All of a sudden, repaving a parking lot goes from \$250,000 to \$450,000 and there is no way to appeal or change that simply because

the City has said that it is good that it requires sidewalks. It seems to him that if the City wants sidewalks, that the City decides where they should go and there should be something in our tax code that pays for it. We are going to endlessly argue forever over disproportionality. There are so many variables that this does not strike him as a good solution, although he would say this is a heroic effort on staff's part.

Mr. Martin noted that New Covenant Schools' lot is 50 acres and they have 1,083 linear feet of road frontage. Under this scenario, at 15,000 you could build an additional 31,501 square feet. That does not account for the athletic fields. If you put the athletic fields in, you would be over. Mr. Martin said if they could have a candid discussion, let's set aside New Covenant School's CUP requirement. Are they planning on doing huge building additions or are they planning on doing smaller building additions? Mr. Heaton said they would be doing smaller additions. He would not rule out anything in the future. The next headmaster—who knows what he or she will want to do. Mr. Martin said he realizes it costs money to do these things but in its long range planning process, would they be able to work sidewalk into their budget if they knew the threshold requirement.

Mr. Martin asked the commission if it thinks athletic fields should count toward the development threshold because New Covenant Schools is probably at the threshold if they count and when they go over 5,000 square feet in building additions, they would have to build the sidewalk. Mr. Heaton said he understands that concept.

Commissioner Lowe asked if building an athletic field would be considered land disturbance. Mr. Martin said building a new one would be considered land disturbance. Chair Perault thought they were basically counting any impervious area. Mr. Martin said the assessor's office is picking up building footprints, parking lots and pavilions, for example. Chair Perault asked how athletic fields are dealt with in terms of stormwater. Mr. Martin said they are looked at as disturbed area. Ms. Nygaard commented that if you are regrading and changing the way it drains, that counts. Mr. Martin said the stormwater ordinance looks at land disturbance. It does not matter if you take a grass field and regrade it. You have to do water quality and everything. That is the state of Virginia, not the City of Lynchburg.

Mr. Martin commented that if they can come to a consensus that this is what should be included in the threshold, how they calculate it, he thinks they can figure that part out. He thinks the bigger discussion is what should be included—is it just buildings, is it just new paved areas or is it land disturbance? And then is what is before them the right threshold?

Mr. Martin noted that New Covenant Schools has (per the assessor's data) 63,399 square feet of building and 67,500 square feet of paving. Based on the full development at 15,000 square feet per 100 feet of road frontage, they could do up to 166,450. That leaves them 31,000. That does not include the athletic fields because they are not picked up on the assessor's data. Mr. Martin noted that it is not even mentioned in the ordinance, so that would be his first question. Should athletic fields and other disturbed areas be included or should it just be parking and buildings? Commissioner Marion thought that impervious area has weight. Mr. Martin also noted that people could walk to athletic fields, which goes back to walkability.

Chair Perault commented that he would be comfortable with pervious versus impervious for existing assessments. Any disturbance would count towards the total amount of the development threshold for new development. Mr. Martin clarified that the commission means land disturbance period moving forward. Under that rationale, then New Covenant Schools could disturb an additional 31,501 square feet before they would have to build the sidewalk. Chair Perault noted that is more than 5,000 square feet, which was the first draft ordinance.

Mr. Martin commented this is not going to be a perfect science at all. What staff tried to do is come up with something that was fair and equitable to everyone.

Mr. Heaton commented that what staff has done is remarkable. He thinks it is totally the wrong approach. He thinks that if the City decided that it wants 10,000 miles of sidewalk and the most important areas are here and the least important area is here as we do comprehensive plans for roads and other kinds of infrastructure and then we funded that through a broad based tax initiative, he would be the first one to step up and pay a sidewalk tax. That may not be politically possible but even in this scenario, this is better than what he had before; it favors him. But nevertheless, it still accomplishes the goal in a patchwork sort of way and disproportionately impacts people with circumstances that they cannot possibly anticipate here today. There is no formula that is going to cover each unique situation.

Mr. Martin said that if there is a circumstance that there is a hardship, there is the Board of Zoning Appeals. But it has to be a hardship. Just because someone does not want to build the sidewalk that everyone else would have to build is not a hardship. Financial considerations are not considered a hardship. Mr. Heaton said he would disagree with that. Here is the scalability issue. Let's suppose that we are working in a situation where we have a \$300,000 addition that is coming in just under the 5,000 square foot threshold so they do not trigger the current ordinance. They could probably do a little bigger project, but if they did, the cost of the sidewalk in addition to that takes it north of a 30 percent cost increase. There is no scalability there. When you say financial is not a consideration, you are just shutting down people developing within the City because it is a financial consideration whether you want it to be or not. A project that is doable at \$300,000 is not doable at \$450,000. That is just too big of a disparity for a bump out type of project. No one is going to be able to raise money, as he does in a nonprofit, for a \$250,000 project if it doubles or it goes to \$400,000 and people want to know why the project is so expensive. That does not make sense to donors or parents even though everyone wants sidewalks. Chair Perault asked Mr. Heaton if this draft is addressing some of those concerns and he said it is. He acknowledged it would appear to favor New Covenant Schools' particular case, so he is happy with it.

Chair Perault commented that there is always a case where someone will feel they are being hammered. The commission has been tasked to address this ordinance. Until City Council says it is going to fix this with other ways, then that is what is on their table. The commission is being tasked with coming up with a workable sidewalk ordinance. Chair Perault acknowledged there should be a broader approach, but that is not their task right now.

Commissioner Rogers thinks if they take out the New Covenant Schools' case, this addresses the Hawkins Graves site. Mr. Martin said that site could get another 3,000 square feet. However, another approach for that site, as well as New Covenant Schools, is they could subdivide a lot so they did not have to build a sidewalk, or maybe not as much sidewalk. Mr. Martin said it is not a perfect science, but we are going from an ordinance that was very strict to an ordinance that has a little bit more flexibility in it. That was Council's direction to staff and the Planning Commission. He thinks they have done that with either draft and it is a matter of what the commission feels comfortable forwarding to Council.

Commissioner Marion asked Mr. Martin what would be considered a hardship that would be considered by the Board of Zoning Appeals. Mr. Martin referred to the Zoning Ordinance and said that typically hardships are things like topography, existing lot line configuration where you would not be able to get setbacks, those types of things. The hardship for sidewalks would be topography, which is already dealt with in the ordinance.

Commissioner Light asked how many other individuals came to the meetings. Mr. Martin said it was Mr. Heaton and one other individual. The reason it got to the Planning Commission was because of the sites they have talked about—James River Day School, Campbell Avenue and Florida Avenue really. Staff tried to address these sites with the vehicle trips per day and the land disturbance threshold and only requiring sidewalk on the primary and secondary streets.

Chair Perault said he appreciates the work that has gone into this and the current draft represents a good balance. He understands the concern about the small lots but it seems like with a lot of them there

would be no difference between this draft and the previous one. Mr. Martin said that was a valid point. Chair Perault said not everyone is going to be happy but it does give some flexibility.

Chair Perault asked if there was anyone else from the public that would like to speak. Mr. Mark Hayward came forward. He thinks the dilemma the commission is faced with is deciding what they want and where is the priority with where they want sidewalks. Unfortunately, the stormwater ordinance looks at land displacement as the metric for where you are going to get your sidewalks. He thinks they would get a better result if you looked at the core question of where people are walking. He thinks they will find that information not in their stormwater metrics but in looking at things like the census data and zoning. If an area is zoned heavy industrial, there will not be a lot of people walking.

With the petition for rezoning for apartments heard before this item, there will be a strong need to have sidewalk. It would seem theoretically possible, although frustrating for the incredibly diligent planning staff, to rework this and look at the areas where there is a concentration of people and a concentration of movements. If you have an end result where someone builds an apartment building or turns a warehouse into loft apartments and doesn't put sidewalks around it but you've got a private school with 400 students and 50 acres and you require sidewalk all around that, it doesn't meet the common sense test. He believes the reason they are getting that bizarre result is because they have started with kind of a bizarre initial premise about how you should select areas in need of sidewalk.

Commissioner Rogers has said it before that there is a need for a plan that addresses walkability. They have looked at densities and the census and things like that. Chair Perault asked if this is a practical approach that can be tackled right now. Commissioner Marion suggested it would be some kind of overlay of pedestrian zones. Mr. Martin asked where they would want to put them. Commissioner Marion would agree that industrial areas shouldn't need them as much as residential areas and schools. Mr. Martin said he could argue differently because we are putting in sidewalks in industrial parks using City tax dollars or grant money because the people that work there (several thousand) want to be able to walk. We put a public park in an industrial park. The only reason you don't put a sidewalk in is because you don't want someone walking there. People are walking out of necessity, for convenience and exercise on streets such as Timberlake Road and Hollins Mill Road. We have people walking in the street and we have people getting hit by cars. We have people trying to get to bus stops in areas where there are no sidewalks. Chair Perault would argue that what they are doing is a good start and doesn't remove the need to look at the big picture. Mr. Martin reminded them that the *Comprehensive Plan* has a goal of the City being multi-modal in terms of its transportation choices. That would mean mass transit and sidewalks pretty much everywhere. What they are talking about is how you get there over time. If we had implemented a sidewalk ordinance thirty years ago, we would be in a lot better place. What they can do is to make decisions today that will leave people after us in a better situation with a better city.

Commissioner Lowe said he agrees and thinks what that have is not the answer but it is a working solution. The question is always going to be money. Let's be real. We are losing people to the counties over money. Mr. Martin pointed out that the population is also growing. Commissioner Lowe commented it would be nice to have sidewalks in the older neighborhoods but it is going to take a lot of tax dollars to build them. City Council has to decide how to balance the tax dollars without driving out citizens.

Chair Perault would agree and asked them if they are at a comfortable level with the current draft or the previous draft to move forward. The commissioners were in consensus that they support the current draft. Staff has put a lot of effort into it and should be applauded for their effort.

Commissioner Marion asked Mr. Martin if they are comfortable with the current draft. Mr. Martin said honestly that staff would like the ordinance to remain as it is but that is not what they have been asked to do. Ultimately, it is Council's decision and staff will accept it. Commissioner Marion asked if they felt that way because this draft gives more outs and fewer sidewalks will be built. Mr. Martin said that is correct. Ms. Nygaard said it is also because it does not work the same for every lot. Mr. Martin

commented that is the nature of zoning. There are always some peculiar oddities with everything they deal with.

Chair Perault thought it would be helpful for Council to be taken through the process of the first draft and the second draft. Mr. Martin said Council will have the minutes but ultimately, staff is taking Council what the Planning Commission recommends. Staff will not tell them their concerns unless they are asked.

Commissioner Johnson asked if staff likes the September 13 version better than the one before them today. Mr. Martin said staff does not really like either one. Staff's job was to bring the commission some suggested language and to make sure they understood what was being presented and make sure they understood what they were asking for. They tried to do that today and it sounds like the commission is comfortable with what they asked staff to do. Mr. Martin asked for clarification if the commission is comfortable with using the assessor's data for redevelopment sites. The commission was comfortable with using that data. Any new additions or new buildings would use land disturbance. The commission was agreeable with that as well.

Commissioner Marion made a motion to recommend approval of the draft presented to them today with the clarifications just made in the above paragraph. The motion was seconded by Commissioner Lowe and passed by the following vote:

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



Memorandum

Planning Division • Community Development

900 Church Street
Lynchburg, Virginia 24504
P 434-455-3900

To: Planning Commission

From: Tom Martin, AICP, City Planner

CC: File

Date: October 11, 2017

Re: Sidewalk Ordinance – Revised Draft

The Planning Commission conducted a public hearing concerning revisions to the City's *Zoning Ordinance* sections pertaining to sidewalks on September 13, 2017 and a work session on September 27, 2017.

Section 35.2-67 of the *Zoning Ordinance* currently requires sidewalks to be constructed for any development subject to site plan review. The City's *Subdivision Ordinance* requires sidewalks to be constructed on at least one side of all residential streets and both sides of streets with a post development traffic count greater than six thousand (6000) vehicles per day.

While the City's *Comprehensive Plan 2002-2030* supports the provision for sidewalks, the proposed revisions attempt to address concerns that the existing requirements are too burdensome to properties with multiple street frontages, developments adjacent to streets with limited daily vehicular trips or properties with long street frontages proposing small improvements.

City staff has revised the draft amendments based upon input received from the Planning Commission at the previous public hearing and work session. City staff suggests that the proposed draft is both equitable to new and redevelopment of existing sites, while still furthering the goals, objectives and policies of the City's *Comprehensive Plan*.

The revised draft proposes the following:

- Sidewalks would be required along all street frontages of new development.
- Sidewalks would be required when the existing and proposed development of an existing site exceeds the threshold of fifteen thousand (15,000) gross square feet per one hundred (100) linear feet of primary street frontage.
- Developments currently exceeding the threshold would be permitted five thousand (5000) additional cumulative square feet prior to sidewalks being required.
- The Zoning Administrator may eliminate or lessen the requirements for sidewalks where the existing cross slope of the right-of-way exceeds twenty-five percent (25%) and/or streets with fewer than one hundred (100) vehicular trips per day.

35.2-67 Sidewalks and Pedestrian Connectivity

35.2-67.1 Applicability

(a) Sidewalks and walkways that comply with Americans with Disabilities Act requirements, the City of Lynchburg Manual of Specifications and Standard Details and this Ordinance, shall be provided ~~along all streets~~ for any development subject to site plan review. ~~The Zoning Administrator may lessen or eliminate the requirements of this section when existing cross slopes in excess of twenty five (25) percent measured across the width of the right of way, stormwater conveyances or other physical constraints render required sidewalk improvements unfeasible.~~

1. New Development: Sidewalks shall be provided along all street frontages.
2. Redevelopment: Sidewalks shall be provided along the primary street frontage and for redevelopments with multiple street frontages along the secondary street frontage as provided in this Ordinance. For purposes of this section, primary street frontage shall be the street with the highest vehicle trips per day and secondary street frontage shall be the street with the second highest vehicle trips per day.
 - a. Sidewalks shall be required when a redevelopment meets the threshold of fifteen thousand (15,000) gross square feet of developed area per one hundred (100) linear feet of primary street frontage, whether the developed area is existing or proposed at the time of site plan approval. Existing development shall be calculated from data maintained by the City Assessors Office.

[site development = (frontage ft/100) x 15,000]
 - b. Redevelopments that exceed the development threshold prior to final site plan approval, shall not be required to construct sidewalks until land disturbance thresholds exceed five thousand (5000) cumulative square feet.
 - c. For the purposes of this ordinance redevelopment shall be considered the expanded development of a property while retaining the existing buildings.

Exhibit VI-18: Sidewalk Threshold Requirements for Redevelopment**35.2-67.2 Sidewalk Width Requirements**

- (a) Sidewalks shall be provided ~~along all streets~~ as provided in Exhibit VI-18.1. Generally, sidewalks shall be located in the right-of-way adjacent to the property line. However, the City Engineer may approve the installation of sidewalks on private property upon finding that adequate easements have been provided by the property owner and the sidewalk alignment provides adequate connectivity to existing and future sidewalks.

Exhibit VI-18.1: Sidewalk Width Requirements

Location	Minimum Width
Local and collector streets in residential districts	5 feet
Local and collector streets in B-3, B-5, IN-1, IN-2, I-1, I-2 and	6 feet
Local and collector streets in B-1 districts	6 feet where buildings are set back more than 10 feet
Arterial streets	6 feet
B-4 districts	8 feet

- (b) For multiple household residential, mixed use or multi-occupant commercial centers and institutional uses, the applicant for site plan approval shall provide for a safe, clearly marked and continuous walkway from the sidewalk to the building entrances. Where warranted by the Manual on Uniform Traffic Control Devices (MUTCD), the driveways shall

have either marked crosswalks that are ADA compliant or continuous ADA compliant sidewalks with aprons for vehicular traffic.

35.2-67.3 Sidewalk Exemptions

- a. The Zoning Administrator may lessen or eliminate the requirements for sidewalks when existing cross- slopes in excess of twenty-five (25) percent measured perpendicular across the width of the right-of-way, stormwater conveyances or other physical constraints render required sidewalk improvements unfeasible.
- b. The Zoning Administrator may eliminate the requirement for sidewalk on streets with fewer than one hundred (100) vehicle trips per day and if the area served by the street will not generate an excess of one hundred (100) vehicle trips per day based upon the existing zoning patterns and the Comprehensive Plan's Future Land Use Map.
- c. In areas where sidewalks are not required, and grading occurs in city right-of-way, grading shall be done in a manner so as not to preclude the future installation of sidewalks.

September 13, 2017

PLEASE PRINT

[illegible]

AGENDA ITEM #12

From: Gavin Braithwaite []
Sent: Monday, November 06, 2017 10:32 PM
To: Chambers, Valeria
Subject: City council request

Dear Ms. Chambers,
I would like to speak at the November 14th 7:30pm City Council meeting

I will be speaking as an individual on behalf of the skate park.
Gavin Braithwaite 18 year old E.C Glass student.

145K

AGENDA ITEM #13

From: Jeff Gray [<mailto:mail@s3bs.com>]
Sent: Tuesday, November 07, 2017 9:47 AM
To: Chambers, Valeria
Subject: Speaking at City Council

I would like to speak to City Council on Nov 14th at 7:30pm in regards to the Rotary Centennial Skatepark.

I will be speaking as an individual citizen in favor of reopening the skateboard park.

Thank you,

Jeff Gray

scene3 / scene3 designs

w 434 385 4431 m 434 221 9590

s3bs.com scene3designs.com

146K

AGENDA ITEM #14

From: shannon@keyfundraising.com [<mailto:shannon@keyfundraising.com>]

Sent: Thursday, November 09, 2017 9:49 AM

To: Chambers, Valeria

Subject: Speaking to City Council

Valeria:

Jackie Asbury and Bob Blevins with the Rotary Club of Lynchburg would like to address City Council about the Rotary Centennial Riverfront Skatepark at the Tuesday, Nov. 14th City Council meeting at 7:30. A letter regarding the Rotary Club of Lynchburg's position on the skatepark is attached.

Please let me know if you have any questions.

Thanks,
Shannon

Shannon L. Watts, CFRE
President, Key Fundraising
P. O. Box 1015
Lynchburg, VA 24505
434.610.3407
shannon@keyfundraising.com
www.keyfundraising.com

147K

(attachment sent Wednesday, 11/8/17)



November 7, 2017

Lynchburg City Council
900 Church Street
Lynchburg, VA 24504



Dear Members of the City Council,

We are writing on behalf of the Rotary Club of Lynchburg and the Lynchburg-Morning Rotary Club to request that the City of Lynchburg acquire ownership and control of the Rotary Centennial Riverfront Skatepark and continue the use and operation of that property as a community skatepark facility, all in accordance with the intent and purpose of the Rotary Club of Lynchburg and Lynchburg-Morning Rotary Club's substantial monetary contribution to the project.

Amazement Square approached the Rotary Club of Lynchburg and the Lynchburg-Morning Rotary Club about this project and solicited our support for the skatepark. We agreed to support the project and in time donated a combined \$120,000 to Amazement Square, designated to the construction of the Rotary Centennial Riverfront Skatepark, which opened in 2008. After a strong opening and good attendance the first few years, the Rotary Centennial Riverfront Skatepark has been open irregularly and is most often closed. Amazement Square now wants to repurpose the Rotary Centennial Riverfront Skatepark, removing the skatepark and installing a new exhibit.

The Rotary Club of Lynchburg raised \$100,000 and the Lynchburg-Morning Rotary Club raised \$20,000 for the skatepark over two years, committing many volunteer hours to raising these funds, and made the donation in good faith that the Rotary Centennial Riverfront Skatepark would be open to be used and enjoyed for decades to come. Part of that \$120,000 gift were sponsorships from several local companies, whose investment in the skatepark was also made with the understanding that the Rotary Centennial Riverfront Skatepark would be open and operating indefinitely.

The Rotary Club of Lynchburg and the Lynchburg-Morning Rotary Club Boards of Directors, representing their club memberships, are adamantly opposed to the local downtown Lynchburg skatepark, which celebrates 100 years of Rotary International and bears Rotary's name, being destroyed. We sincerely hope that Lynchburg City Council will vote to acquire the Rotary Centennial Riverfront Skatepark per the Memorandum of Understanding between Amazement Square and the City of Lynchburg.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert Blevins".

Robert Blevins
President, Rotary Club of Lynchburg

Sincerely,

A handwritten signature in black ink, appearing to read "Aaron S. Van Allen".

Aaron S. Van Allen
President, Lynchburg-Morning Rotary Club

AGENDA ITEM #15

From: Katherine Basten []
Sent: Wednesday, November 08, 2017 12:29 PM
To: Chambers, Valeria
Subject: City Council Meeting

Valeria,

I am requesting to speak regarding the skatepark at the 7:30 pm City Council Meeting on November the 14th.

Sincerely,
Katie Basten

148K

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: November 14, 2017

AGENDA ITEM #: **16**

CONSENT:
ACTION: **X**

REGULAR: **X**
INFORMATION:

WORK SESSION:

CLOSED SESSION:
(Confidential)

ITEM TITLE: Consider the Sale of Property at 405 Cabell Street

KEY ELEMENTS:

☒ Economic Development ☒ Excellent Government ☐ Natural and Built Environment ☐ Safe Community ☐ Vibrant Community

RECOMMENDATION: Adopt the Resolution that was introduced on October 10, 2017 authorizing the sale of surplus City property located at 405 Cabell Street.

SUMMARY: The City advertised the property as being for sale and received an offer from Boyd Coons to purchase the property for the sum of \$175,000.00 with the intent of restoring and preserving the buildings on the property and to authentic historic standards, to occupy the main building as his home, and to possibly rehabilitate the kitchen building as a two bedroom rental unit and convert either the service wing or basement of the main house into an additional one bedroom rental unit.

The City also received a second offer in the amount of \$240,000 to purchase the property with the intent to convert the entire property to rental units. The property was purchased by the City in 1981; the current assessed value is \$276,600.

Because this property has been used for public purpose, an affirmative vote of three-fourths or 6 votes are required to approve the sale of the property.

PRIOR ACTION(S): Purchase of property by the City – 1981
Advertisement of public hearing
Public Hearing: October 10, 2017

FISCAL IMPACT: Proposed net proceeds of \$163,600

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

ATTACHMENT(S): Resolution
Letter from Boyd Coons

REVIEWED BY: bms

RESOLUTION

A RESOLUTION TO CONVEY THE PROPERTY LOCATED AT 405 CABELL STREET TO F. H. BOYD COONS.

WHEREAS the City of Lynchburg owns the property located at 405 Cabell Street in the City of Lynchburg, Virginia; and

WHEREAS the City used the property as housing for one of its youth group homes, but with the opening of the Lynchburg Youth Group Home in 2016 the City stopped using the building as a youth group home, is not currently using the property and has no plans to use the property in the future; and

WHEREAS the City advertised the property as being for sale and received an offer from F. H. Boyd Coons to purchase the property for the sum of \$175,000.00 with the intent to restore and preserve the buildings on the property and to authentic historic standards, to occupy the main building as his home, and to possibly rehabilitate the kitchen building as a two bedroom rental unit and convert either the service wing or basement of the main house into an additional one bedroom rental unit; and

WHEREAS the City also received a second offer to purchase the property at a higher amount with the intent to convert the property to rental units; and

WHEREAS after careful consideration of this matter, City Council has decided not to accept the higher offer for the following reasons:

(i) The occupancy of the property by F. H. Boyd Coons as a home will be more beneficial to the neighborhood than the conversion of the property to rental units.

(ii) F. H. Boyd Coons's plans to restore and preserve the buildings on the property and to authentic historic standards will help preserve structures that have important historic, architectural, and cultural interests for the benefit of the community.

NOW, THEREFORE, BE IT RESOLVED that City Council determines that the City has no need for the property located at 405 Cabell Street as described above and finds the City's continued ownership of the property is no longer necessary or required for the best interests of the City, and finds that the sale of the property to F. H. Boyd Coons will promote the public interest because the property will be owner-occupied and the buildings on the property will be restored and preserved to authentic historic standards, helping preserve structures that have important historic, architectural, and cultural interests; and

BE IT FURTHER RESOLVED that City Council hereby vacates for any public purpose the property located at 405 Cabell Street, approves the conveyance of the property to F. H. Boyd Coons for the sum of \$175,000.00, and authorizes the City Manager to execute a deed and any other documents that may be needed to convey said property to F. H. Boyd Coons.

Adopted:

Certified:

Clerk of Council

To whom it may concern:

I am F. H. Boyd Coons, a resident of Atlanta and Americus, Georgia. For the past eighteen years I have been employed as Executive Director of The Atlanta Preservation Center, a 501 C3 non profit. I am a Board member and Treasurer of Easements Atlanta which holds Historic Façade easements on 43 of the city's historic buildings. I co-founded and serve as Board President of Friends of Historic Westview Cemetery and also serve on the Board of Sweet Auburn Works, and have served on the Boards of Southern Architecture Foundation, Buckhead Heritage, The Cherokee Garden Library, Historic Westville, and the Counseling Center of St Luke's Episcopal Church.

As Director of the A.P.C., I am an advocate for Historic Preservation, History and Culture. We provide 9 historic walking tours and numerous educational programmes as well as children's history camps, lectures and seminars. Our offices are in the 1856 Grant Mansion, one of only two remaining Ante Bellum buildings in the city. We purchased the house 16 years ago to save it from demolition and have been continuously at work on restoration and adaptive reuse throughout that time. Among our other projects has been the restoration of the Sidney Lanier Poet's monument by Carrere and Hastings in Piedmont Park.

My undergraduate degree in Design was from the College of Architecture at the University of Florida, followed after a few years of practice by a Masters of Architectural History with Certificate in Preservation from the School of Architecture of the University of Virginia. While there I was privileged to have studied under Frederick Doveton Nicholls, K Edward Lay, and Richard Guy Wilson. Afterwards I continued at U.Va. with post graduate studies in the Post Bellum Architecture of the New South Period.

In addition to a number of National Register Districts and individual listings, I have done the design work for projects in Georgia, Florida, New York, and in France. I have been involved in the preservation of three Ante Bellum properties of my own in Georgia, where I currently own the 1836 Champion McGarrah Plantation complex near Americus, Ga. I have successfully utilized the State of Georgia's State Historic Rehabilitation Tax Program.

It is my plan to retire from my current job at the A.P.C. in approximately two years. I hope to be able to move back to Virginia and enjoy the wonderful atmosphere of Lynchburg. The Dabney Scott Adams House would be the ideal home and continuing project for me. It would provide me with interest and purpose to preserve the house and to help it to maximize its potential as an authentic historic entity able to function in a contemporary world. I would wish to remove the non original interior partitions and return the rooms to their former sizes and proportions, repair the plaster and woodwork, rework the systems and mechanical elements so that they do not obtrude on the character defining features; in short, restore the integrity of the building. I would like to have baths, kitchen and HVAC which assure a modern level of comfort but which are entirely subsidiary to the historic character of the building. Naturally I will want to maintain the building to assure its structural integrity. As the property is multi family zoned I would like to rehabilitate the Kitchen building as a two bedroom rental unit, with the possibility of an additional one bedroom rental unit in the service wing or basement of the main house. This would allow a very comfortable amount of space for my own use in the main block of the building. I have a collection of 18th and 19th century American furnishings and decorative art which would be complimentary to the house. I would also like to develop a landscape treatment which would suit the style of the building and which would include replacement of the historic fence which was an essential part of the original design. I would also implement a paint scheme which compliments the architectural features of the building. In everything I would respect the original character defining features of the house.

Sincerely,

Boyd Coons

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: **November 14, 2017**

AGENDA ITEM #: **17**

CONSENT:
ACTION: **X**

REGULAR: **X**
INFORMATION:

WORK SESSION:

CLOSED SESSION:
(Confidential)

ITEM TITLE: Consideration of 2018 Legislative Agenda

KEY ELEMENTS:

☒ Economic Development ☒ Excellent Government ☒ Natural and Built Environment ☒ Safe Community ☒ Vibrant Community

RECOMMENDATION: Provide input for the 2018 Legislative Agenda.

SUMMARY: It is time to review and update City Council's Legislative Agenda in preparation for the 2018 session of the Virginia General Assembly. Attached is an annotated copy of the adopted 2017 Legislative Agenda with suggested revisions as proposed by staff. Staff would appreciate receiving Council's input so the draft can be finalized for adoption at Council's meeting on November 28th. A clean copy of the 2018 Legislative Agenda will be included in your November 28th Agenda packet as well as a copy noting changes and additions based on discussion.

Also attached are Legislative Agendas from the Virginia Municipal League (VML) and the Virginia First Cities Coalition (VFC). The VML Legislative Agenda was adopted at the recent conference in Williamsburg. The VFC Legislative Agenda is scheduled for adoption at the annual meeting on December 1st in Staunton.

PRIOR ACTION(S): None

FISCAL IMPACT: To be determined.

CONTACT(S): Bonnie Svrcek, City Manager, 455-3990; Walter Erwin, City Attorney, 455-3973

ATTACHMENT(S): Draft 2018 Legislative Agenda; 2018 VML Legislative Agenda; Draft Virginia First Cities Coalition 2018 Legislative Agenda

REVIEWED BY: bms

149K

CITY OF LYNCHBURG

201~~8~~7 LEGISLATIVE-AGENDA

Adopted November ~~2~~8, 201~~7~~6

The City of Lynchburg is a member of both the Virginia Municipal League and the Virginia First Cities Coalition and supports the legislative agendas of both organizations. The City of Lynchburg 201~~8~~7 Legislative Agenda is meant to highlight those issues of particular importance to the City.

The Lynchburg City Council asks that legislators keep the following principles in mind as they evaluate and vote on legislation and the biennial budget.

PRINCIPLES

- Local governments are instruments of the state, created in large measure to deliver state responsible services in a more efficient and effective manner. This state/local partnership requires an equitable allocation of costs between the two levels of government and across the various jurisdictions of the Commonwealth.
- The state must continue to meet constitutional and statutory responsibilities to adequately fund the state share of state/local services, especially in education, human services, and public safety. Any shortfall in state revenues should not be shifted to local governments.
- When the state experiences or anticipates a budget surplus, due to either increased revenues or reduced expenditures, it should relieve localities of funding responsibilities that have been shifted to them for state mandated/locally delivered serves.
- Rather than shifting responsibilities for programs that the state is unwilling to fund down to the localities, the state should consider eliminating those programs.
- The state should explore ways to increase the efficiency and effectiveness of the delivery of state services at the local level including the regionalization of service delivery (e.g. Social Services) and the elimination of inefficient structures such as the Compensation Board.
- The General Assembly should defeat proposed legislation that would erode local taxing authority, cap or reduce local revenue sources or that would impose unfunded mandates on localities.
- The General Assembly should support legislation that provides greater authority to localities in implementing sustainability initiatives especially with regard to land use and transportation planning.

- The General Assembly should preserve local zoning and land use authority, allowing flexibility to meet the needs of individual communities.

20187 LEGISLATIVE PRIORITIES

Filing of Bills with Local Fiscal Impact: Support legislation that requires members of the General Assembly to file bills with local fiscal impacts as early as possible and no later than the first day of the legislative session, so that the appropriate fiscal impact analysis can be completed and reported in a timely manner.

Taxes- Machinery and Tools: Oppose legislation that would reduce or eliminate a locality's authority to impose a machinery and tools tax. The loss of \$4,841,000 in revenue from the Machinery and Tools Tax would equate to a 9.9 cent increase in the City's Real Property Tax rate.

Taxes- Business License: Oppose legislation that would reduce or eliminate a locality's authority to impose a business license tax. The loss of \$8,127,366 in revenue from the Business License Tax would equate to a 16.7 cent increase in the City's Real Property Tax rate.

Children's Services Act (CSA): CSA funding continues to be a serious concern. Actions taken by the General Assembly have increased mandated services and shifted costs to the localities. The General Assembly should refrain from adding additional mandated services and should fund its full share of the CSA program.

Comprehensive Poverty Reduction: Support continued funding of the Community Wealth Building state matching fund which partners with local programs that target intractable long-term pockets of poverty through combined education and job training, housing and transportation resources, mentoring and prisoner re-entry, childcare and early education, and workforce training and other programs that break the cycle of poverty. Preparing people for jobs in the new workforce is extremely important to a healthy community continuum. Prioritize the use of "Go Virginia" funding to create jobs for those in poverty.

Economic Development: Preserve existing incentive and grant funds offered by the Virginia Economic Development Partnership, the Virginia Department of Agriculture and Consumer Services, the Department of Housing and Community Development, the Department of Environmental Quality, Virginia Tourism Corporation, and Virginia Commission for the Arts.

Educational Funding: Jobs are the key to economic recovery and adequate education is essential for preparing the current and future workforce. The State should fully fund the Standards of Quality (SOQ), including support staff costs and categorical incentive funds for At-Risk students and restore funding from cuts to education over the last biennium. The state has a constitutional duty to meet its education funding obligations and should refrain from changes in methodology and division of financial responsibility that result in a further shift of funding responsibility from the state to localities. These

shifts do not change what it actually costs to provide education but simply transfers additional costs to local governments, and ultimately to the local real estate tax base.

Historic Rehabilitation Tax Credits: Support this financing tool which supports the development and redevelopment of historic buildings.

Local Law Enforcement Funding: The Commonwealth should be equitable in its support for local law enforcement funding both to those localities with police departments (HB 599 funding) and to those in which Sheriff's Departments provide law enforcement (through the Compensation Board). Cities should not bear a disproportionate burden for law enforcement funding through continued reductions in funds provided by HB 599.

Proffers: Request that the General Assembly monitor the impact the adoption of Section 15.2-2304.4 of the State Code will have on the use of proffers in conditional residential rezonings, with an eye towards identifying any uncertainties or confusion resulting from the implementation of the new legislation, and consider any amendments to Section 15.2-2304.4 that may be needed to further clarify the appropriate use of proffers in conditional residential rezonings.

~~**Revenue Sharing:** Preserve the Revenue Sharing program administered by the Virginia Department of Transportation. This program allows localities to leverage funds for needed projects that have no other source of funding.~~

~~**Smart Scale:** Support local and regional applications to the Smart Scale project selection process. Smart Scale promotes the implementation of safe and efficient transportation systems.~~

Water Quality and Environment: The City continues to ~~finance~~ face significant financial burdens in its efforts to comply with water quality regulations. The management of all the related water quality programs imposes high costs on sewer and stormwater rate payers. Continued Federal and State assistance is required to avoid an unreasonable economic burden on City residents and businesses. The City urges support for the following positions:

- Support legislation authorizing Long-Term phased implementation of ammonia-related nitrogen requirements under consideration now by the State Water Control Board.
- Conform Virginia's Compliance Schedule Rule to the Federal Rule for consistency to remove the 5-year ceiling on allowed schedules and instead adopt the Environmental Protection Agency's "As soon as possible" provision that allows for longer compliance schedules when appropriate.
- Support legislation that minimizes duplicative mandates on Municipal Separate Storm Sewer Systems (MS4) localities for oversight of industries with Virginia Pollution Discharge Elimination System (VPDES) permits which are already regulated by the Department of Environmental Quality (DEQ).

- Support adding a DEQ administrative process to forecast future funding needs specifically related to the Stormwater Local Assistance Fund.
- ~~Oppose any legislation that would reduce the City's Chesapeake Bay or James River nutrient allocations, require the City to re-justify its nutrient allocations for its existing treatment facility, or otherwise take away any nutrient allocation or related treatment capacity. The City supports the Department of Environmental Quality's (DEQ) James River Study and legislation to maintain the City's nutrient allocations at the current permitted levels.~~
- Continue to adequately fund the Virginia Clean Water Revolving Loan Fund (VCWRLF) program and make available low and zero interest loans for water quality improvement projects that are necessary for permit compliance and the achievement of the goals of the Chesapeake Bay and other local Total Maximum Daily Loads(TMDL).
- Support efforts to fund the Stormwater Local Assistance Fund in the amount of at least \$50 million to help localities offset some of the multi-billion dollar cost attributed to stormwater through the Chesapeake Bay TMDL.
- ~~Support point source Water Quality Improvement Funding (WQIF). This will help Lynchburg by improving water quality in the James River and clearing up outstanding balances that the State owes for other wastewater plant upgrades and placing the State in a better position to help fund future upgrades to the Lynchburg Regional Wastewater Treatment Plant if and when they are necessary.~~
- Oppose any efforts to exempt certain properties from stormwater utility fees. Additionally oppose efforts to provide reduced stormwater fees for certain properties or situations. Equitable distribution of stormwater program costs is essential to meeting regulatory requirements and minimizing stormwater rates.
- Oppose any efforts to increase DEQ's penalty authority against localities.
- Oppose any efforts to shorten Sanitary Sewer Overflow reporting deadlines. Currently the requirement is to notify DEQ within 24 hours of an overflow. A shorter timeline would significantly impact staffing needs.
- ~~Oppose more stringent requirements and regulations associated with the land application of biosolids. Oppose efforts to regulate water and wastewater utilities by the State Corporation Commission.~~
- ~~Support funding associated with lead water service replacement efforts.~~

OTHER LEGISLATIVE POSITIONS

Binding Arbitration: Oppose legislation that mandates binding arbitration, meet and confer requirements, and imposed grievance procedures for local employees.

Communications Sales and Use Tax: Support legislation to reclassify the communications sales and use tax as a local not a state tax. The Virginia Communication Sales and Use Tax was enacted to establish a statewide tax rate and to preempt local taxes on communication sales and services. The City supports setting the tax rate at the same level as the state sales tax

rate of 5.3 percent, and broadening the coverage of the tax to include audio and video streaming services and prepaid calling services.

Exemptions: Oppose any legislation that would exempt churches and other religious and non-profit organizations from neutral, generally applicable local ordinances, and in particular local health, safety and zoning ordinances.

FOIA Exemption on the Release of Information Pertaining to Closed Criminal

Justice Case Files: Oppose legislative action to remove the current FOIA exemption on the release of information pertaining to closed criminal justice case files. While not preventing the disclosure of information from closed criminal case files, the exemption allows law enforcement agencies the option to decline disclosure in situations where such disclosure is deemed likely to compromise ongoing criminal investigations; to identify at-risk witnesses, informants or victims; or to otherwise jeopardize public safety. Beyond the scope of endangering witnesses, informants or victims in certain cases, indiscriminate release of all closed case information would significantly hamper current criminal investigations involving the same suspect, similar modus operandi, etc. A primary reason for keeping investigative details from public knowledge is to preserve investigators' ability to evaluate the validity of information gathered from various sources

Law Enforcement Data Collection and Retention: The collection of data on citizen activities in the public rights of way is a sensitive matter and should be addressed with due caution to respect individual privacy rights. Access to data collected by devices such as Automatic License Plate Readers should be only for legitimate law enforcement purposes after a crime has been committed. and passive data should be purged as soon as possible.

Line of Duty Act: Support initiatives that return program funding responsibility to the state. Should this unfunded mandate continue, support efforts to implement the recommendations of the 2014 Joint Legislative Audit and Review Commission (JLARC) "Line of Duty Act Report" .

Prevention: Restore state funds for prevention services.

Reimbursement for Political Party Primaries: Support the full reimbursement to localities for the costs related to political party primaries.

Reimbursement for General Registrar and Electoral Board Expenses: Support the full reimbursement by the State to the localities for the compensation and expenses of the General Registrar and Electoral Board.

Reimbursement for the Retrieval of Cellular Phone Information: The General Assembly should amend §19.2-70.3 of the Code of Virginia to provide reimbursement for the costs of retrieving historic cellular tower information through a search warrant. Code of Virginia §19.2-70.2 has language in section G that allows localities to seek reimbursement for costs related to obtaining pen register information authorized through a court order. Such orders are traditionally used for real-time cellular phone information (pen register and trap & trace). Code of Virginia §19.2-70.3 does not currently have language to allow localities to seek reimbursement. This code section requires a search warrant for cellular phone information related to real-time location data (pinging a

phone) or historic subscriber and billing information. United States v. Graham, decided August 5th by the 4th Circuit Court of Appeals, held that a search warrant is necessary for historic cellular tower information. This sort of information shows where a phone was at any relevant point in time. Without the reimbursement language being added to §19.2-70.3, localities will end up spending thousands of dollars a year through investigations involving the need for cellular phone information obtained through search warrants.

Short-term Rentals: Oppose short-term rental legislation that does not require property owners to register locally and insure accessibility, zoning and life safety protections and equal taxing of all lodging facilities.

Social Services: Maintain funding for workforce re-training through appropriate agencies, retaining Virginia Initiative for Employment not Welfare (VIEW) staff and funding in Social Services. This program has successfully helped Temporary Assistance for Needy Families (TANF) recipients secure and maintain jobs.

State Aid to Public Libraries: Restore state aid for libraries to at least FY 2010 levels. Public libraries serve as resources for early childhood education and for the unemployed seeking job opportunities.

Substance Abuse Treatment: Restore state funding for substance abuse treatment programs. Such funding could be provided to Community Service Boards, programs such as “The Healing Place” or other pilot programs.

Tax on Electronic Cigarettes and Vapor: Support legislation to allow localities to tax electronic cigarettes and vapor in a manner similar to traditional cigarettes.

Taxes on Local Services: Oppose the imposition of a state fee, tax or surcharge on water, sewer, and solid waste or on any other local government funds or services.

Telecommunications: Maintain local authority over zoning, land use, rights-of-way and taxation. Limit new state regulation preempting local authority regarding the use and compensation of local rights of way for telecommunications.

Workers Compensation Medical Fees: Virginia should adopt Medicare-based fee schedules for setting medical provider fees in workers’ compensation cases, instead of the prevailing community rate standard now used. This will make providing workers’ compensation coverage more affordable and will adequately protect the financial interests of the medical providers of Virginia.

2018 VML Legislative Program

Priorities

State and Local Government Fiscal Relationship

Governance at the local level becomes ever more challenging as the Commonwealth and the Federal government add new programs, or modify existing program guidelines, and promulgate complex regulations and higher standards for local governments to implement. It is not uncommon for the state and federal governments to either underfund their share of the costs or to ignore them altogether.

To that end, the Virginia Municipal League holds as essential these principles on local taxing and budget authority.

- Specific local revenue authority and sources cannot be further restricted without first granting and providing alternative revenue authority with reliable, sustainable revenue sources. This includes, without limitation, the BPOL and M&T taxes.
- Local governments should be involved in any discussions relating to local taxing authority including legislation that exempts specific industries from local taxes and fees.
- Local general fund revenue and special funds cannot be confiscated or re-directed to the state treasury.
- Placing additional administrative burdens on local governments without sufficient resources or administrative flexibility jeopardizes the quality of services delivered at the local level. Local governments cannot be expected to bear the expenses related to the imposition of new funding requirements or the expansion of existing ones on services delivered at the local level without a commensurate increase of state financial assistance or new local taxing authority.
- Shifting traditional state funding responsibilities onto local governments for services including public education, law enforcement, and public safety activities and any core services affecting local government, is bad fiscal policy, resulting in stress on local finances without reductions in overall program costs.
- Imposing state fees, taxes or surcharges on local government services impedes transparency at both the state and local level.
- Any efforts at tax reform must begin with a thorough examination of state tax reform and the financing of state services. The State should reform its own tax structure before taking on the topic of local taxes. State or local tax changes should not negatively affect local revenues.
- State budget cuts to state mandated and other high priority programs should specify the programs to be affected by the cuts.

The Commonwealth should:

- Enter a dialogue with local governments to examine state requirements and service expansions that can be suspended or modified to alleviate to the degree possible the financial burden on state and local taxpayers.
- Examine models in other states that allow for modernizing state and local taxing authority.

- Develop spending and revenue priorities that support economic development, public safety, education and other public goals. State tax credits, tax deductions and tax relief policies must receive the same scrutiny as spending programs as part of the prioritization process.
- In times of revenue crises, review ways to increase revenues to meet constitutional and statutory obligations to Virginia citizens after all other actions have been taken.
- Include local government representatives on any “blue ribbon” commission or other body established by the state that has as its purpose changes to local revenue authority or governance.

Education Funding

A strong public school system is essential to economic development and prosperity. The state must be a reliable funding partner in accordance with the Virginia Constitution and state statutes. The Standards of Quality should recognize the resources, including positions, required for a high-quality public education system. VML opposes changes in methodology and changes in the division of financial responsibility that result in a shift of funding responsibility from the state to localities.

Further, VML opposes policies that lower state contributions but do nothing to address the cost of meeting the requirements of the Standards of Accreditation and Standards of Learning.

Any approach to improving low-performing schools must include adequate state financial support. VML supports increased state funding for the Virginia Preschool Initiative, the K-3 reduced class size program and Early Reading Intervention program. VML also supports increased state stipends for highly effective teachers in high-poverty schools, and other innovative programs for teachers and students.

State Assistance to Local Police Departments (HB 599)

Almost 70 percent of Virginians live in communities served by police departments. The state created a program of financial assistance to local police departments (HB599) when it imposed an annexation moratorium on cities more than 30 years ago. It has increasingly de-emphasized this funding obligation as a priority but has never compromised on the annexation moratorium. VML calls for the state to honor its commitment to local governments and public safety by funding the program as stipulated in the Code of Virginia.

Legislative Program Items (listed in alphabetical order)

Communications Sales and Use Tax

The Virginia Communication Sales and Use Tax was enacted to establish a statewide tax rate and to pre-empt local taxes on communication sales and services. VML supports setting the tax rate at the same level as the state sales tax rate, and broadening the coverage of the tax to include audio and video streaming services and prepaid calling services.

Community Solar

VML supports legislation that would allow for greater flexibility for community-owned solar facilities. VML supports the protection of current net metering compensation.

Full Funding for Virginia State Parks

VML supports full funding for Virginia State Parks, and supports what is needed to adequately maintain and operate current facilities, infrastructure, and authorized future construction, as detailed in the Virginia Association for Parks' Needs Assessment.

Incentives for In-Fill Development/Tax Abatement

VML supports allowing local governments greater flexibility in creating incentives for in-fill development and tax abatement for properties that are not challenged by housing structures.

Landscape Materials

VML supports the ability of localities to regulate the use of specific landscape cover materials or the retrofit of existing landscape cover materials for the health, safety, and welfare of their citizens.

Marijuana Decriminalization

VML supports a change to the *Code of Virginia* to make anyone found to be in the simple possession of no more than 0.5 oz. of marijuana for personal use subject to a civil rather than criminal penalty. Individuals under 21 years of age found to be in possession should still be required to undergo drug screening and participation in a treatment or education program as a condition of the suspension of a conviction if appropriate.

Medical Use of Marijuana

VML supports the expansion of an affirmative defense to prosecution for the possession or distribution of marijuana if a person has a valid written certification issued by a practitioner licensed by the Virginia Board of Medicine to prescribe cannabidiol oil or THC-A oil for the treatment of, or to alleviate the symptoms of, cancer, glaucoma, HIV, AIDS, ALS, MS, PTSD, traumatic brain injury, and other chronic or terminal conditions.

Price Floor for Regional Gas Taxes

VML supports an amendment to Virginia Code § 58.1-2295 that would establish a protective floor price for the 2.1 percent regional gas tax, such as was done for the statewide fuels tax in §58.1-2217. Such a floor concept is essential to provide a more stable, dedicated revenue source needed for long-term financing of regional projects.

Public Transit Funding

VML supports increased federal and state funding for public transit; policies that allow for the equitable distribution of such funding; and dedicated sources for such funding, all to avoid the impending fiscal cliff in 2019.

Regional Greenhouse Gas Initiative & Commonwealth Resilience Fund

VML urges the General Assembly to address greenhouse gas emissions targets through the Regional Greenhouse Gas Inventory (RGGI) or carbon credit auctions. All proceeds derived from the auction of credits should be used to establish the “Commonwealth Resilience Fund,” a special state-dedicated fund to assist localities in addressing flooding, energy efficiency improvements, and economic development.

Retain Local Land Use Authority in Implementation of Wireless Technology

VML supports the implementation of new wireless technology to all localities and providing service to all residents of the Commonwealth. Localities must retain the ability to exercise current land use authority in the implementation of new wireless technology. Local rights-of-way are public property and proper local management and maintenance are essential to ensure public safety, to protect the integrity of the property, to guarantee the safety of workers and maintain efficient transportation.

School Capital Funding Pilot Program

Local governments pay the majority of public school capital costs. Communities struggle to balance financing the infrastructure and operational costs for 21st century learning environments with other public infrastructure and service needs. The Literary Fund long ago lost its capacity as a viable financing option for most communities’ school capital costs. VML supports new avenues for funding public school construction and renovation costs, including the creation of a pilot program of competitive grants using funds from the Virginia Public Building Authority to offset new construction or renovation costs for publicly owned and operated K-12 schools.

Statewide Taxing Authority for Transit Capital Needs

Public transportation is critical to the economy and quality of life of all Virginians. VML supports legislation that would allow localities to adopt additional regional or local taxes to provide needed capital funds.

Stormwater Local Assistance Fund

VML supports continued investment in the Stormwater Local Assistance Fund to assist localities with much-needed stormwater projects to meet federal and state clean-water requirements.

Taxing, Licensing, and Registering Internet-based Businesses and Services

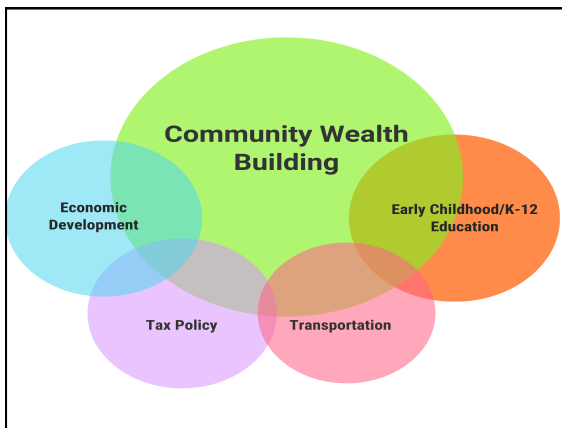
If the Commonwealth should take action to regulate private enterprises employing a business model that emphasizes the use of the Internet to either provide retail or facilitate lodging or ride-sharing services, then local government interests should be acknowledged and localities should be included in the decision-making. As general principles, VML believes state and local policies should (1) encourage a level playing field for competing services in the marketplace; (2) seek to preserve and/or replace local and state tax revenues; (3) ensure safety, reliability, and access for consumers, providers, and the public; and (4) protect local government’s ability to regulate businesses whether they are traditional, electronic, Internet-based, virtual or otherwise.

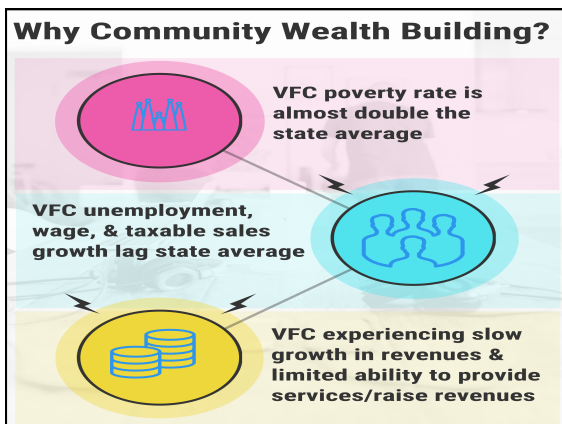
Transition of the Commonwealth of Virginia to Next Generation 911

VML supports the Statewide Transition to Next Generation 911 using the state funds that will be dedicated by the 911 Services Board; this should not be an unfunded mandate for which localities become accountable.



Draft 2018 Legislative Agenda

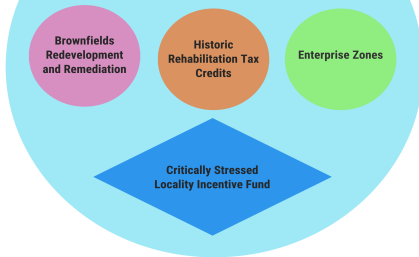




Budget Amendment: Community Wealth Building

- Community Wealth Building Fund –
\$7.5 - \$10 million in each year
- Budget language to break down silos between governments/non-profits

Economic Development



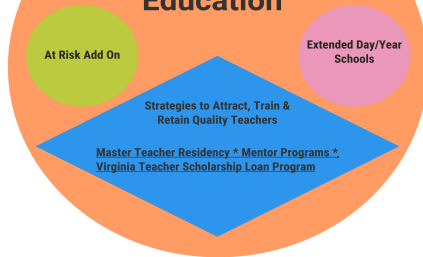
Why These Economic Development Programs?



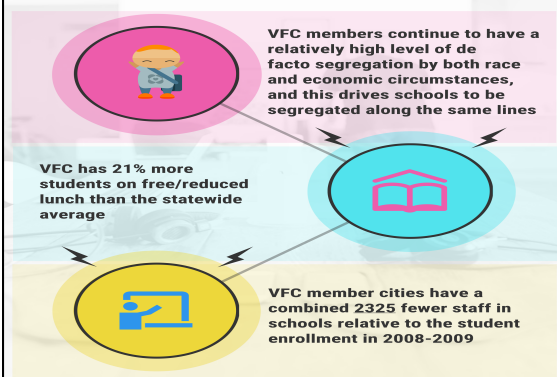
Budget Amendments

- Brownfields: \$2.25 million in each year
- Enterprise Zones: \$13.5 million in each year
- Historic Rehabilitation Tax Credits: Remove language on limiting credit to \$5 million per taxpayer in any taxable year
- Critically Stressed Locality Incentive Fund

Early Childhood/ K-12 At-Risk Education



Why Early Ed./K-12 Education



Budget Amendments

- At Risk Add On – Boost support to make it in-line with other states. (\$100,000,000 each year)
- Extended Day/Year Schools - \$7.5 million (increase of \$350,000)
- Master Teacher Residency/Mentor Programs
- Teacher Scholarship Loan Program - \$4.5 million
- STEM Teacher Recruitment & Retention Incentives/Leadership Development

Transportation

Transit Fiscal Cliff

Street Maintenance Funding

Transportation/Transit



VFC city's usage levels are increased --- expensive sidewalks, public transit, & bike lanes

Public transportation fosters economic development, real estate investment, and local job creation

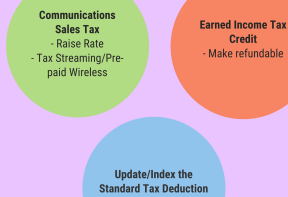


System expansion leads to more riders = less congestion + reduces pollution, improves public safety & proven economic growth occurs.

Legislative Activity

- Support the broad-based coalition led by the Virginia Transit Association to replace source of revenue for state public transit funding
- Monitor Governor's Introduced Budget for adequacy of street maintenance funding

Tax Policy



Tax Policy

