



**U.S. Department of Housing and Urban  
Development**

451 Seventh Street, SW  
Washington, DC 20410  
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# **Environmental Assessment Determinations and Compliance Findings for HUD-assisted Projects 24 CFR Part 58**

## **Project Information**

**Project Name:** Tinbridge Hill Sidewalk

**Responsible Entity:** City of Lynchburg, VA

**Grant Recipient** (if different than Responsible Entity):

**State/Local Identifier:** Virginia

**Preparer:** Reynolds-Clark Development, Inc. / Gretchen B. Clark

**Certifying Officer Name and Title:** L. Kimball Payne, III, City Manager, City of Lynchburg

**Grant Recipient** (if different than Responsible Entity): City of Lynchburg, VA

**Consultant** (if applicable): Reynolds-Clark Development, Inc. / Gretchen B. Clark

**Direct Comments to:** Melva Walker, Grants Manager, City of Lynchburg, VA  
434-455-3916

**Project Location:** The project is located in the City of Lynchburg, Virginia on portions of Monroe Street, 4<sup>th</sup> Street, Jackson Street, Garland Street and Hollins Street.

The portion on Monroe Street is from the intersection with Hollins Street to the intersection with 4<sup>th</sup> Street. The 4<sup>th</sup> Street portion is from the intersection of Monroe Street to Federal Street. The Jackson Street portion is from the intersection with Hollins Street to the intersection with 5<sup>th</sup> Street.

The Garland Street portion is a half block sidewalk that terminates at the intersection with Jackson Street. The Hollins Street portions begin near the intersection with Jackson Street, in front of Tinbridge Manor Apartments and the intersection with Federal Street. The Hollins Street portion also includes sidewalk between the intersection with McKinley Street and McIvor Street.

**Description of the Proposed Project** [24 CFR 50.12 & 58.32; 40 CFR 1508.25]:

The project involves constructing sidewalks and stormwater infrastructure for the Tinbridge Hill neighborhood in Lynchburg, Virginia. The exact locations are described above in the Project Location section. Approximately 10,180 linear feet of sidewalk will be designed and constructed to City of Lynchburg standards. A map of the project area is attached as well as photos of the area.

The sidewalks will be constructed of poured in place concrete with a brushed finish. The sidewalks will be a City standard with a broom finish. Different standard designs will be used depending on the existing locations at each section. ADA and Federal standards will be met with the design and construction of the project.

Stormwater will be accounted for in the project through a variety of methods. The sidewalks will be impervious therefore contributing to increased runoff in the watershed. The combination of gutters and roadside ditches will collect the stormwater and convey it to inlets at various points along the sidewalk. Pipes will be connected to the inlets and they will convey the stormwater to the nearest adequate channel. The various adequate channels will be analyzed for adequacy to accept the stormwater. These channels are tributaries to the James River.

A small portion of the project will need a stormwater bio-retention facility. The section near McIvor Street will utilize stormwater quantity and quality design. The remainder of the project is associated with the City's Combined Sewer Overflow projects and will not need to incorporate detention or quality design components. Calculations will be prepared to determine what is needed for these facilities.

**Statement of Purpose and Need for the Proposal** [40 CFR 1508.9(b)]: The purpose of the project is to provide safe pedestrian pathways for residents in the Tinbridge Hill Area of Lynchburg, Virginia.

**Existing Conditions and Trends** [24 CFR 58.40(a)]: The neighborhood is made up of mostly single family residential structures. These homes are mostly two story wood frame homes that

were constructed in the early 1900's. The majority of the parcels are zoned Medium Density Two Family Residential (R-3). Most of the properties appear to be occupied by residents. Most of the houses have had noticeable repairs and upgrades to the original construction.

There is one large apartment building on the corner of Hollins Street and Federal Street. There is also a recreation center at the corner of 2<sup>nd</sup> and Jackson Street and a church on Monroe Street. The Old City Cemetery is on the west side of Monroe Street, however access to the cemetery is not within the project limits.

Absent of the project, residents would continue to use the streets for pedestrian travel. The addition of sidewalks will certainly enhance the community and provide safe pedestrian travelways.

**Funding Information**

<b>Grant Number</b>	<b>HUD Program</b>	<b>Funding Amount</b>
B-14-MC-51-0014	CDBG	\$409,849.56

**Estimated Total HUD Funded Amount:** \$409,849.56

**Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]:** \$409,849.56

**Compliance with 24 CFR 50.4, 58.5, and 58.6 Laws and Authorities**

Record below the compliance or conformance determinations for each statute, executive order, or regulation. Provide credible, traceable, and supportive source documentation for each authority. Where applicable, complete the necessary reviews or consultations and obtain or note applicable permits of approvals. Clearly note citations, dates/names/titles of contacts, and page references. Attach additional documentation as appropriate.

<b>Compliance Factors:</b> Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
<b>STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6</b>		
<b>Airport Hazards</b>  24 CFR Part 51 Subpart D	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	The project is not within 3,000 feet of the runway Clear Zones at the Lynchburg

		Regional Airport. See attached map.
<b>Coastal Barrier Resources</b>  Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	The City of Lynchburg is not within the Coastal Barrier Zone area of the Commonwealth of Virginia. See attached Coastal Zone Map.
<b>Flood Insurance</b>  Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	This project is not in the floodplain. See the attached City GIS map with floodzone layers on.
<b>STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 &amp; 58.5</b>		
<b>Clean Air</b>  Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	The City of Lynchburg is not a non-attainment area. See "Master Environmental Review" file supporting documentation.
<b>Coastal Zone Management</b>  Coastal Zone Management Act, sections 307(c) & (d)	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	The City of Lynchburg is not within the Coastal Zone Management area for the Commonwealth of Virginia. See "Master Environmental Review" file and the Coastal Zone map attached.
<b>Contamination and Toxic Substances</b>  24 CFR Part 50.3(i) & 58.5(i)(2)	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	There are no sites in the EPA CERLIS List within the vicinity of the project. There are no above ground storage tanks within the vicinity of the project. See the "Master Environmental Review" file for the EPA CERCLIS List.
<b>Endangered Species</b>  Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	The James Spiny mussel is the only endangered species listed for this location in Virginia. It is found in the James River and not in an upland urban area. Since the project is located in an established urbanized area, there should be little to no effect on any type of wildlife vegetation. See attached list from VaFWIS and "Master Environmental Review" file.
<b>Explosive and Flammable Hazards</b>  24 CFR Part 51 Subpart C	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	There are no above ground storage tanks observed within the vicinity of the project. See the "Master Environmental Review" file

		for the EPA CERCLIS List.
<b>Farmlands Protection</b>  Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	This is an urban project. No farmlands are within the project area or adjacent to the project area. See “Master Environmental Review file for supporting documentation.
<b>Floodplain Management</b>  Executive Order 11988, particularly section 2(a); 24 CFR Part 55	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	This site is not located in a FEMA Floodzone. See FEMA maps attached.
<b>Historic Preservation</b>  National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	The City of Lynchburg through its local Historic Preservation Officer (SHPO) has fulfilled the City’s responsibilities under section 106 of the National Preservation Act and 24 CFR Part 58 for individual activities of the CDBG and HOME Program. Please see attached information from DHR.
<b>Noise Abatement and Control</b>  Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	The project is not affected by any significant noise sources. It is not within 1,000 feet of major highways or 3,000 feet of a railroad. The project is not within 3,000 feet of Runway Clear Zones at Lynchburg Regional Airport. See “Master Environmental Review” and attached Airport Zones map.
<b>Sole Source Aquifers</b>  Safe Drinking Water Act of 1974, as amended, particularly section 1424c; 40 CFR Part 149	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	N/A None in the Lynchburg area. See the “Master Environmental Review” file for the Sole Source Aquifers documentation.
<b>Wetlands Protection</b>  Executive Order 11990, particularly sections 2 and 5	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	There are no wetlands on the site based on an on-site evaluation and the Lynchburg Farm Quadrangles of the NWI maps. See “Master Environmental Review” file for copies of the maps.
<b>Wild and Scenic Rivers</b>  Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	Based on the list of rivers, as distributed by the US Department of interior contains, there are no river segments identified as scenic in the vicinity of the City of Lynchburg. See “Master Environmental Review” file for documentation.
<b>ENVIRONMENTAL JUSTICE</b>		

<b>Environmental Justice</b> Executive Order 12898		See the “Master Environmental Review” file for the statement regarding Environmental Justice.
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**Environmental Assessment Factors** [24 CFR 58.40; Ref. 40 CFR 1508.8 &1508.27] Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features and resources of the project area. Each factor has been evaluated and documented, as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits of approvals have been obtained or noted. Citations, dates/names/titles of contacts, and page references are clear. Additional documentation is attached, as appropriate. **All conditions, attenuation or mitigation measures have been clearly identified.**

**Impact Codes:** Use an impact code from the following list to make the determination of impact for each factor.

- (1) Minor beneficial impact
- (2) No impact anticipated
- (3) Minor Adverse Impact – May require mitigation
- (4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
<b>LAND DEVELOPMENT</b>		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	1	The project is in conformance with the urban nature of the neighborhood and will be beneficial to the neighborhood.
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	2	The soils are suitable for the sidewalk construction. The Lynchburg soil survey was consulted and is attached. The area is gently sloping and is suitable for sidewalks along existing roads. Stormwater infrastructure will be designed as part of the project and will not increase runoff as per the State of VA Code and the Lynchburg City Code.
Hazards and Nuisances including Site Safety and Noise	2	No hazards and nuisances are anticipated after the project construction is complete. There will be temporary impacts associated with construction.
Energy Consumption	2	N/A – Sidewalks and stormwater infrastructure are passive.

Environmental	Impact	
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Assessment Factor	Code	Impact Evaluation
<b>SOCIOECONOMIC</b>		
Employment and Income Patterns	2	N/A – Sidewalks and stormwater infrastructure will have no impact on Employment and Income patterns in the community.
Demographic Character Changes, Displacement	1	The sidewalks and stormwater facilities will improve the neighborhood and likely raise the property values. This could create more demand for the houses and apartments in the neighborhood.

Environmental Assessment Factor	Impact Code	Impact Evaluation
<b>COMMUNITY FACILITIES AND SERVICES</b>		
Educational and Cultural Facilities	1	The sidewalks may improve opportunities for the residents to take part in educational or cultural activities since they will have a safer route to walk to those activities or to a bus stop to get tot those activities.
Commercial Facilities	1	The sidewalks may improve opportunities for the residents to access commercial facilities since they will have a safer route to walk to those activities or to a bus stop to get tot those activities.
Health Care and Social Services	1	The sidewalks may improve opportunities for the residents to access health care and social services since they will have a safer route to walk to those activities or to a bus stop to get tot those activities.
Solid Waste Disposal / Recycling	2	No impact is anticipated for solid waste, disposal and recycling.
Waste Water / Sanitary Sewers	2	No impact is anticipated on waste water / sanitary sewers.
Water Supply	2	No impact is anticipated on waste water / sanitary sewers.
Public Safety - Police, Fire and Emergency Medical	2	No impact is anticipated for police, fire and emergency medical vehicles or services. (There may be temporary access issues during construction, but alternative routes can be used during that time).
Parks, Open Space and Recreation	1	The sidewalks may improve opportunities for the residents to access Parks and Open Space in the City since they will have a safer route to walk to those activities or to a bus stop to get tot those activities. Recreation will be directly increased by use of the new sidewalks.
Transportation and Accessibility	1	The sidewalks may improve opportunities for the residents to access Parks and Open Space in the City since they will have a safer route to walk to those activities or to a bus stop

	to get tot those activities.
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Environmental Assessment Factor	Impact Code	Impact Evaluation
<b>NATURAL FEATURES</b>		
Unique Natural Features, Water Resources	2	No unique natural features were observed within the project limits.
Vegetation, Wildlife	2	There is very little vegetation within the project limits (grass). Very little, if any, wildlife exists in this part of the City of Lynchburg.
Other Factors	2	No other factors were observed.

**Additional Studies Performed:** None

**Field Inspection** (Date and completed by): January 22, 2015 by Gretchen B. Clark

**List of Sources, Agencies and Persons Consulted** [40 CFR 1508.9(b)]:

Melva Walker, City of Lynchburg  
 FEMA Floodplain Maps  
 US Geological Survey mapping  
 City of Lynchburg Geographic Information System  
 Department of Environmental Quality  
 Virginia Department of Historic Resources

**List of Permits Obtained:** Land Disturbance Permit (will be obtained from City of Lynchburg prior to construction)

**Public Outreach** [24 CFR 50.23 & 58.43]: as required by HUD and City of Lynchburg

**Cumulative Impact Analysis** [24 CFR 58.32]: The Tinbridge Hill area of Lynchburg, more specifically described in the project summary, is in need of sidewalks for safe pedestrian travel. The other utilities and roads are in place. No other improvements are needed or planned for the community within right-of-ways.

**Alternatives** [24 CFR 58.40(e); 40 CFR 1508.9]: The only practical alternative is a No Action alternative, which would mean the residents would not get the benefit of a sidewalk in their neighborhood. As a result, the residents would have more difficult pedestrian access to City services (bus routes) and other essential locations than if the sidewalks were built. This would discourage people from living in this area of the City, thereby degrading the home values in this area compared to other areas in the City of Lynchburg that do have sidewalks. A no-action alternative would not address the City of Lynchburg’s need for safe pedestrian travelways and therefore the alternative was rejected.

**No Action Alternative** [24 CFR 58.40(e)]: The only practical alternative is a No Action alternative, which would mean the residents would not get the benefit of a sidewalk in their neighborhood. As a result, the residents would have more difficult pedestrian access to City services (bus routes) and other essential locations than if the sidewalks were built. This would discourage people from living in this area of the City, thereby degrading the home values in this area compared to other areas in the City of Lynchburg that do have sidewalks. A no-action alternative would not address the City of Lynchburg’s need for safe pedestrian travelways and therefore the alternative was rejected.

**Summary of Findings and Conclusions:** The project will not result in a significant impact on the quality of the human environment.

**Mitigation Measures and Conditions [40 CFR 1505.2(c)]**

Summarize below all mitigation measures adopted by the Responsible Entity to reduce, avoid, or eliminate adverse environmental impacts and to avoid non-compliance or non-conformance with the above-listed authorities and factors. These measures/conditions must be incorporated into project contracts, development agreements, and other relevant documents. The staff responsible for implementing and monitoring mitigation measures should be clearly identified in the mitigation plan.

Law, Authority, or Factor	Mitigation Measure
VDOT / City of Lynchburg - Engineering	Road detours will be set up by the contractor as needed as the project is constructed. A detour plan will be incorporated into the plan set which has not been developed at this time. It will contain a schedule and sequence for the detours.
Department of Environmental Quality / City of Lynchburg – Erosion & Sediment Control	Erosion and sediment control measures will be designed as part of the sidewalk design to mitigate pollution from runoff during construction of the sidewalks.
Department of Environmental Quality / City of Lynchburg – Erosion & Sediment Control	Water quality devices will be designed as permanent best management practices to reduce pollution from stormwater runoff.
Various utility providers	Locations of poles containing overhead utilities such as

	power, cable and telephone will be evaluated during the design phase to see if they conflict with the design of the sidewalks. Their locations will be surveyed and the sidewalks will be designed around these utilities to the greatest extent possible. If any of these utilities need to be moved, the utility company will be contacted and negotiations will take place between them and the City to move the pole or acquire additional right-of-way to avoid moving the pole. The utility providers will be contacted by the City if needed after the initial design is completed.
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**Determination:**

**Finding of No Significant Impact** [24 CFR 58.40(g)(1); 40 CFR 1508.27]  
The project will not result in a significant impact on the quality of the human environment.

**Finding of Significant Impact** [24 CFR 58.40(g)(2); 40 CFR 1508.27]  
The project may significantly affect the quality of the human environment.

Preparer Signature: Gretchen B. Clark Date: 01/29/15

Name/Title/Organization: Reynolds-Clark Development, Inc.

Certifying Officer Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Name/Title: \_\_\_\_\_

This original, signed document and related supporting material must be retained on file by the Responsible Entity in an Environmental Review Record (ERR) for the activity/project (ref: 24 CFR Part 58.38) and in accordance with recordkeeping requirements for the HUD program(s).